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Overview

- The Riverside-Leslieville meeting was held on May 6, 2026, at Ralph Thornton Hall
- The meeting started with a presentation on upcoming work for the future Leslieville Station, as well as mitigation strategies aimed at reducing construction impacts.
- The presentation was followed by a Question & Answer session, during which about 70 community members could ask their questions to subject matter experts from both Metrolinx and the constructor for the area, Trillium Guideway Partners (TGP).
- Following the presentation small discussion tables were convened in which community members were asked for their feedback. This feedback was then reported back to the larger group and incorporated into the general meeting notes.
- Comments were provided by Councillor Fletcher, MPP Tabuns, and representatives of the Riverside BIA and Leslieville BIA.
- Meeting notes were provided to the City of Toronto for incorporation into a future City Council report.

Question and Answer Session

Below is a summary of the questions raised by community members during the presentation component of the meeting.

Question 1: What will the lighting for the public area under the bridge look like?

Response: All underpasses will be lit according to City of Toronto standards. Street lighting in Toronto must follow RP-8 standard level as outlined by Toronto Hydro. More information can be found in this report on the [Update on Pedestrian Scale Street Lighting](#)

Question 2: Are there any renderings available?

Response: Renderings are included in the presentation and can be found at the Ontario Line Metrolinx website or by following this [link](#).

Question 3: What are the traffic impacts during construction?

Response: It is expected that TTC service will remain available throughout construction. All impacts upon TTC service will be communicated through community notices. There will be temporary impacts on both transit service and vehicular traffic during construction. More details of these impacts can be found in the presentation on slides 19 to 21.

Question 4: What are the future plans for underneath the station?

Response: Traffic will continue underneath the station. Sidewalks will remain open and will be widened. Entrances will be located on both the north and south sides of the street. In addition, internal mechanical and electrical infrastructure required to support train operations will also be located underneath the station.

Question 5: What level of government determines the station name?

Response: Metrolinx is provincial transit agency that reports to the Ministry of Transportation (MTO). Metrolinx conducted community engagement on the station naming and provided best practices for station naming to the MTO who made the final decision on station naming.

Question 6: How will construction traffic be managed, specifically on residential streets?

Response: It is expected that for the north station entrance all construction trucks will access the site using Queen Street. The current entrance on De Grassi Street will be closed, and truck hauling will not occur on De Grassi Street. For the south entrance all construction trucks will access the site primarily using Strange Street. In both cases planning for truck travel is coordinated with the City of Toronto and is subject to change.

Question 7: How are cyclists being accommodated during closures?

Response: At least two traffic lanes will always remain open. Flaggers will help trucks safely enter and exit the driveway. Temporary concrete barriers (TCBs) will be positioned to ensure a safe pedestrian pathway, while cyclists will merge with the general traffic lane, as cyclists currently share the traffic lane with vehicles. Signage for cyclist safety will be installed and additional enhancements such as paving improvements under the Queen Street East bridge and enhanced lighting will be explored.

Question 8: There are concerns regarding closures, including advance notice, timelines, and duration. How will the community be informed?

Response: The community will receive advance notice regarding closures. Explanations and timelines will be provided for limited-duration closures, with the goal of keeping the community well informed.

Question 9: There are concerns about reduced space at the underpass, road damage caused by construction equipment, and safety for cyclists, pedestrians, and wheelchair users. How will these concerns be addressed?

Response: These concerns are taken seriously. Roads will be patched to address potholes and other problematic conditions in the road under the Queen Street East bridge and near to the site. Pedestrians will be able to access a temporary sidewalk for the majority of the construction duration, and this temporary sidewalk will be protected by concrete barriers.

Where detours must occur to the south side of Queen Street East, wayfinding signage will be in place and crossing guards will be in place at pedestrian crossovers on either side of the bridge. At the construction gates flaggers will be in place to guide pedestrian movements when trucks are entering or exiting the site.

Question 10: Can you provide a map of the full-time night closures on De Grassi Street?

Response: A map is not currently available because these plans relate to work anticipated in 2028. The plans will be assessed closer to that time, and the information will be shared through a future Community Liaison Committee (CLC) meeting and to the public through community notices or other means.

Question 11: Toronto has bylaws requiring a certain percentage of landscaping. What will landscaping around the station look like, and how will stormwater be managed?

Response: There are two main landscape areas:

1. A strip of land between the retaining walls and the public parks, which was part of a public design competition associated with Bruce Mackey Park.
2. A station plaza developed in collaboration with Fontbonne and the Riverside BIA, designed specifically for this station.

In addition, a large stormwater tank will be located underneath the plaza.

Comment from Riverside BIA:

There are concerns regarding public safety mitigations, including:

- Dedicated flaggers for pedestrians

- Improved lighting during both day and night
- Graffiti and tagging removal
- Enhanced safety and maintenance measures overall

Community Feedback

During the feedback component of the meeting the following themes were heard from the community. The specific notes from the meeting are included as **Appendix A: Feedback Session**.

1. Traffic management and lane closure coordination
2. Noise, vibration, and dust mitigation
3. Safety for pedestrians, cyclists, seniors, and students
4. Winter maintenance and snow removal
5. Better communication and transparency
6. Clearer project timelines and delay explanations
7. More detailed station design information and renderings
8. Parking and construction vehicle impacts
9. Flooding and underpass conditions
10. Protection of businesses, parks, trees, and community spaces
11. Improved transit coordination during construction
12. Accessibility and public realm improvements

Suggested Community Mitigations

The following mitigations were suggested by the community during the meeting.

Traffic light timing adjustments

Response: Traffic light timing is the responsibility of the City of Toronto, Metrolinx can explore this possibility with the City.

Install sound barriers

Response: Noise walls will be installed around the site that include specific noise attenuation properties.

Ensure sufficient signage

Response: Metrolinx will support the community through enhanced wayfinding and Open for Business signage where appropriate near to the site. Signage can also be installed for cyclists and will follow standard signage requirements.

Improve snow removal coordination

Response: Metrolinx or its constructor will work with and coordinate all snow removal activities with the City of Toronto.

Install temporary sidewalks for pedestrians during sidewalk closures

Response: A temporary sidewalk on the north side of Queen St East will be installed for most of the duration of construction activities, wherever this is feasible and can be done in a safe manner.

Install broadband backup alarms on construction vehicles

Response: Broadband backup alarms will be used by construction vehicles and equipment associated with this site.

Ensure there is dust control in place and more frequent street cleaning

Response: Our constructor, TGP, will have dust control measures in place which typically include methods such as wetting the site using water trucks, street sweeping and containing dust during chipping or other foreseeably dusty work. TGP also has dust monitors in place which monitor dust levels so that appropriate mitigations can be put in place as needed. Specific dust control measures will be communicated with the community when finalized.

Provide crossing guards at underpasses and near to schools

Response: Metrolinx will provide crossing guards to support pedestrians during times when both the north Queen Street East sidewalk and the temporary sidewalk are closed.

Crossing guards will be stationed at existing pedestrian crossings located at Queen Street East and Woodgreen Place and at Queen Street East and Empire Avenue.

Please note that the placement, timing and duration of crossing guards will generally be during active construction periods and enhanced crossing guard presence will be in place particularly when pedestrian detours are required. Metrolinx will work with the City of Toronto and our constructor to put in place appropriate crossing guard supports at the site; as such the approaches noted may require adjustment to changing conditions.

Faster reopening of closures

Response: Metrolinx will look for any opportunities where road and sidewalk closure timelines can be reduced.

Use real-time noise and vibration monitoring

Response: Real-time noise and vibration monitoring is in place at all Ontario Line construction sites. If the monitors indicate that noise or vibration levels may not meet our standards then mitigations are put in place or construction methodologies are changed to reduce impacts.

Improve communication and do broader notice distribution

Response: We are open to ways that may improve communication for the community and to ensure that notices are distributed to the appropriate radius of impacted residents and businesses. We value your feedback on communication and notification approaches. If you wish to share more feedback, please contact the Ontario Line Community Office at **416-202-5100** or ontarioline@metrolinx.com.

Safer cycling routes around closures

Response: Metrolinx will explore mitigations that can reduce impacts on cyclists, where possible and safe to do so.

Coordinated lane closures across the Ontario Line alignment

Response: We work with the City of Toronto Transportation Services to coordinate street closures to attempt to reduce overall traffic impacts caused by Ontario Line construction. Unfortunately, due to limitations around construction operational needs, schedules and limited road capacity we cannot guarantee that lane closures will not happen in multiple places across the Ontario Line alignment.

Graffiti removal and art installations on hoarding

Response: Graffiti is usually removed within one week. This may vary depending on weather or other circumstances. Graffiti with profanity or inappropriate imagery is prioritized to be removed as soon as possible. Any graffiti with hate speech/symbols is immediately reported to Toronto Police. Graffiti cannot be removed until Toronto Police has completed its investigation and has granted permission to our constructor to remove the offensive graffiti.

Lighting improvements under bridges and walkways

Response: Temporary lighting will be provided under the Queen Street East bridge and lighting levels will follow City of Toronto standards.

Provide window cleaning support

Response: We have worked with businesses in the past to provide window cleaning support in other parts of the Ontario Line and similarly will explore proactive opportunities to do so at the Leslieville Station site.

Have business impact mitigation packages

Response: We're committed to ensuring local businesses remain accessible and successful throughout this important project.

We work with the business community to provide customized supports, from making store fronts are clear and easy to access, to working together on shop local promotions, to helping them relocate to other locations if their properties are needed to support construction.

At our community offices, community engagement staff are available during business hours to answer questions, provide updates and help support local businesses and organizations through construction.

During major construction, Metrolinx offers a 24-hour hotline for community members to raise any concerns or request information about the project.

This will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local businesses.

Appendix A: Feedback Session

Below are the ideas that emerged during the general feedback session. These ideas are provided verbatim from notes gathered at the community meeting.

Theme 1: Traffic, Transit & Construction Coordination

Traffic Management

- Traffic light adjustments during traffic closures.
- Full traffic management plan requested.
- Better coordination of lane closures across the project.
- Clarity on when closures are happening in advance.
- Concerns about traffic congestion compounded by Gardiner work.
- Traffic flows east/west across all bridges.
- Concerns about signal issues related to trains.
- Concerns related to speed limits on De Grassi Street.
- Need for more signage.
- More signage for cyclists.
- Temporary sidewalks for pedestrians.
- Ensure space for cyclists to travel safely beside closures.
- Future consideration: protected bike lanes on Queen Street.
- Approved truck routes for neighbourhoods and equipment deliveries.
- Share plans for managing wear and tear from trucks.
- Concerns about trucks on Logan going too fast.
- Logan Street feels unsafe.
- Trucks have had a negative impact on the street.
- Roads are dusty from construction traffic.
- Need more frequent street cleaning (rocks, stones, nails).
- Safe travel for children through the area.
- Sidewalk impacts.
- Queen sidewalk closures diverting traffic west to De Grassi.
- Need crossing guards at both sides of the underpass.
- School communities need advance notice of closures.
- Crosswalk support / flaggers requested near stations.
- Reduce closure durations where possible.
- Avoid closing sidewalks and roads longer than necessary.
- Coordinate closures so adjacent lanes are not consecutively closed.
- Concerns about parking impacts on De Grassi and Queen Street.
- Parking for construction vehicles and staff.
- Concerns about construction crew parking taking away customer/resident parking.

- More parking is requested.

TTC / Transit Concerns

- TTC schedule adjustments during traffic closures.
- Question about 501 streetcar service and replacement buses.
- Concern that buses/streetcars from Leslieville Barn may have difficulty entering/exiting during replacement service.
- Questions about East Harbour and connections to the Ontario Line.

Theme 2: Noise, Vibration & Construction Impacts

Noise & Vibration

- More real-time monitoring for noise and vibration.
- More information requested about vibration monitoring and impacts on surrounding buildings.
- What mitigations are in place for vibration?
- Concerns about noise and vibration overall.
- Sound barriers requested.
- Broadband backup beepers requested on construction vehicles to reduce noise.
- Window cleaning and business frontage cleaning requested due to debris.
- Questions about how much work will happen during the day vs. at night.

Dust & Cleanliness

- Dust control measures requested.
- Roads are too dusty.
- Graffiti removal requested.
- Graffiti/tag removal within 5 days suggested.
- Public art or art panels on hoarding suggested.
- Commissioned artwork under Queen Bridge suggested.
- Concerns about deliveries of soil.

Lighting & Safety

- Lighting balance: ensure walkways are lit without disturbing nearby homes.
- Lighting under underpasses during both day and night.
- Lighting and good design are very important for safety.
- Safety and communication are especially important under bridges.
- Concern that Dundas Bridge lights were recently off at night.
- Need to check lighting timing.

Theme 3: Winter Maintenance, Flooding & Accessibility

Winter Maintenance

- Snow removal plans requested.
- Concerns around winter maintenance.
- Snow removal around intersections and crosswalks during winter months.
- Temporary structures and pathways must remain usable in winter.
- Temporary sidewalks need winter maintenance.
- Reopen small sections of the plaza where possible.
- Concern about reopening access if there is no work occurring at a station.

Flooding & Water Management

- Flooding concerns under bridges.
- Need to fix flooding/water buildup under bridges.
- Need plans for underpass drainage and water management.

Accessibility & Public Realm

- Consider pedestrians, cyclists, seniors, and wheelchair users.
- Ensure underpass and station areas are accessible.
- Concerns about barriers between tracks and platforms.
- Will outdoor stations be heated and sheltered from weather?
- Safety concerns for seniors in the area

Theme 4: Community Communication & Transparency

Communication

- Better communication overall.
- Construction notices should cover the entire affected area, not only adjacent properties.
- Residents are not receiving physical notices in some areas.
- Need clarity on project timelines.
- Need transparency about reasons for project delays.
- Need clarity about closure frequency and schedules in advance.
- Concerns that the same renderings/images are repeatedly shared.
- Request for more images/renderings of future stations.
- Request for more interior station renderings and design information.
- Questions about how final the shared renderings are.
- More in-depth plans requested.

- Transparency on delays and public impacts.
- Continue dialogue with key stakeholders during events/holidays.
- Request for a site walkthrough before sidewalk closures with contractors and Metrolinx.

Theme 5: Public Realm, Parks & Urban Design

Public Space & Urban Design

- Public art/gallery areas suggested.
- Improve under-bridge spaces.
- Concern about lack of interior design renderings.
- Do not skimp on station interior design.
- Need more renderings for under bridges.
- Questions about station design and naming.
- Reopen parts of plazas where possible during construction.
- Concerns about impacts to local businesses and residents.
- Business access should remain a priority.
- Business impact relief packages suggested.

Parks & Landscaping

- Sound barrier walls and vegetation requested.
- Tree replacement plans requested.
- Questions about impacts to parks and playgrounds.
- Concern about impacts to Fontbonne.