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Overview

- The Gerrard Station and Gerrard-Carlaw DOLA meeting was held on July 8th, 2026 at the Metropolitan Community Church of Toronto.
- The meeting started with updates from the meeting held on May 7 on the topic of traffic conditions in the Gerrard-Carlaw area. The presentation also discussed upcoming construction works for Gerrard Station and the Gerrard-Carlaw Dog Off-leash Area (DOLA).
- A space for “Questions and Answer” was provided and about 40 community members asked their questions to subject matter experts from both Metrolinx and the constructors for the area (Trillium Guideway Partners (TGP) and Pape North Connect (PNC)).
- Following the presentation, community members were able to review the DOLA renderings and provide their feedback on the DOLA through a group discussion and by reviewing information panels and voting on elements through “dotmocracy”.

Question and Answer Session

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

Question 1: When will the station be completed? When is the Ontario Line expected to open?

Response: The Ontario Line is anticipated to open in the early 2030s. The station cannot open independently, as the full Ontario Line must be operational before passenger service can start.

Question 2: What tree species are being planted as part of the plaza and landscaping design?

Response: The landscaping plan includes a mix of large growing shade tree species selected from the City of Toronto's approved species list. A variety of species native to Southern Ontario will be used rather than a single species and the species include: Black Maple, Honey locust, Basswood (also known as Linden Tree), and Elm.

Question 3: Has Metrolinx considered using waste heat, hydronic systems, or heated surfaces to melt snow in the plaza and dog park?

Response: Snow-melt systems such as hydronic heating are highly energy intensive and would require significant infrastructure investment and ongoing operating costs.

Ground-source heating systems were also discussed but were determined to be impractical for this location. Winter maintenance will instead rely on a combination of manual and mechanical snow clearing. Accessible routes to the station will be maintained during winter conditions.

Question 4: How will pedestrians travelling between the station, First Avenue, and the surrounding neighbourhood be accommodated? Will there be direct access through the DOLA or along the side of the station, and will the gate near First Avenue be available for public use?

Response: Pedestrian access has been designed in consideration of feedback received from First Avenue residents, particularly concerns regarding informal pick-up and drop-off activity near the station.

While there will be a pathway between the station and the DOLA, it will not provide unrestricted pedestrian access directly through to First Avenue. Existing public laneways and pedestrian routes in the surrounding neighbourhood will continue to provide connectivity between the station and nearby streets.

A gate has been included near First Avenue; however, it is intended exclusively for emergency service access and will not be available for public use.

Pedestrians will be directed to use the main station entrances and established sidewalk and laneway connections. The design has been arranged in a way that preserves the possibility of opening additional pedestrian access in the future should community needs or planning priorities change.

Question 5: How will the station serve existing and future residents south of the rail corridor, including planned residential developments, and was an additional station entrance on the south side considered?

Response: The station will be accessed through entrances located on the northeast corner of Gerrard-Carlaw and the southwest corner of Gerrard-Carlaw, where the main station plaza and DOLA will be located. These entrances will provide access for both existing and future residents. Residents south of the rail corridor will need to travel north to reach one of these entrances.

An additional entrance on the southeast corner of Gerrard-Carlaw was not included because of conflicts with rail infrastructure, station operational requirements, and space constraints within the station design itself.

Question 6: Will pedestrians exiting the station and travelling toward First Avenue be tempted to walk through the dog park; was a direct pathway considered?

Response: Direct pedestrian access from the station toward First Avenue will be restricted. Existing public laneways outside the project area will continue to provide pedestrian connectivity. The design preserves the possibility of opening additional access points in the future if priorities change.

Question 7: When will overnight construction noise end and what are the permitted construction hours?

Response: Some overnight work is necessary for rail corridor activities that can only occur when trains are not operating. However, overnight work is minimized wherever possible.

At the time of the meeting, no overnight work was occurring under the Pape Tunnel and Underground Stations contract, and nearby corridor and bridge works that may have been generating overnight noise were nearing completion. Daytime construction activities will continue in accordance with approved permit requirements.

Question 8: What is being done to address construction dust and ongoing concerns about dust, noise, and vibration?

Response: Dust control measures include water trucks, street cleaning, wheel-wash facilities, site inspections, and other mitigation practices as needed. Ongoing concerns regarding dust, noise, and vibration will continue to be monitored, and additional mitigation measures may be implemented where warranted.

Question 9: When will the new water station in the temporary DOLA be operational?

Response: The fountain infrastructure and underground piping have been installed, but a contractor did not complete the final connection to the City water system. Additional excavation work is required to complete the connection. Staff apologized for the delay and advised that corrective work is being arranged.

Question 10: Can additional trees and shade be provided in the station plaza and surrounding public spaces?

Response: Opportunities to incorporate more shade and tree canopy within the plaza design will be reviewed as the design advances.

Community Feedback

Community members were able to review the DOLA renderings and provide feedback on the DOLA through a group discussion and by voting on elements on the information panels at the meeting. Feedback on Gerrard Station was also gathered during the group discussion.

Below is verbatim feedback gathered in the meeting, with minor edits for clarity, conciseness or grammar.

Plaza

- “We do not have dog[s] – [and we] will not use DOLA. Please have more landscaping area on the plaza space so that we can sit around.”
- “Will there be access to First Ave? Or [a] shortcut?”
- “Any thoughts as to heated surface to support snow melting?”
- “Winter access to station entrance”

DOLA Design

- “There should be [a] distinction between large and small dogs.”
- “Better to have a rubber surface instead of loose material.”
- “Think of accessibility – woodchips?”
- “How robust and long lasting is the synthetic turf? Suspect it won’t wear/weather well and will be a breeding ground for bacteria/ disease, etc. Are wood chips or real turf better alternative surfaces?”

Trees & Grass

- “More trees”
- “[There are] higher temperatures due to loss of trees to accommodate construction”
- “More trees for coverage to wait for public transit.”
- “There should be real grass.”
- “Trees in plans are at least 15 years old (tall), deceptive [materials]...”

Below are the various elements that community members could vote on and the results of those votes:

AGILITY STRUCTURES

The current design includes six agility structures – three logs and three stones. What are your thoughts on the **number** of agility structures?

Keep it as is	Fewer agility structures	More agility structures
		

What are your thoughts on the **location** of the agility structures?

Keep it as is	Move to “Location A”	Move to “Location B”
		

BENCHES

The current design includes six benches. What are your thoughts on the **number** of benches?

Keep it as is	Fewer benches	More benches
		

What are your thoughts on the **location** of the benches?

Keep it as is	Move some to "Location A"	Move some to "Location B"	Move some to "Location C"	Move some to "Location D"
				

GROUND SURFACE

The current design includes a mix of synthetic turf and wood chip surfaces. **What are your thoughts on the current mix?**

Keep it as is	Entirely turf	Add more turf, less wood chips	Add more wood chips, less turf
			 <i>Community member comment:</i> "How robust and long lasting is the synthetic turf? Suspect it won't wear/weather well and will be a breeding ground for bacteria/disease, etc. Are wood chips or real turf better alternative surfaces?"