TORONTO

REPORT FOR ACTION

Update on Metrolinx Transit Expansion Projects – Fourth Quarter 2020

Date: November 3, 2020
To: Executive Committee
From: Chief Planner and Executive Director, City Planning and Executive Director, Transit Expansion Office
Wards: All

SUMMARY

The purpose of this report is to provide an update on two Metrolinx Bus Rapid Transit (BRT) projects. This report also responds to several City Council directives related to Metrolinx's Ontario Line (which is part of the Province's Subway Program) and the Metrolinx GO Expansion Program.

Over the past several years, City and TTC staff have worked with Metrolinx and neighbouring municipalities on two regional BRT projects: Durham-Scarborough BRT and Dundas BRT. The projects are consistent with TTC and Council direction aimed at improving surface transit. The planning of the BRT projects, including the Transit Project Assessment Processes (TPAPs) and business case analysis, is funded by Metrolinx.

As directed by City Council in 2020.EX16.5, this report also provides information on various aspects of the Ontario Line, focusing specifically on the portion between the Don Yard and Gerrard, including information on the Environmental Assessment (EA) process, public consultation and engagement, noise and vibration, impacts on parks and an update on a road operations study, among other topics.

Finally, this report includes a section on Metrolinx's proposed Don Valley Layover Facility, as directed by City Council in 2020.EX16.4.

RECOMMENDATIONS

The Chief Planner and Executive Director, City Planning and the Executive Director, Transit Expansion Office recommend that:

1. City Council direct the Chief Planner and Executive Director, City Planning and the Executive Director, Transit Expansion Office to work with Metrolinx on the Durham-Scarborough Bus Rapid Transit project to identify and evaluate design alternatives that would minimize and mitigate impacts to the neighbourhood areas on Ellesmere Road between Military Trail and Kingston Road.

2. City Council direct the Chief Planner and Executive Director, City Planning and the Executive Director, Transit Expansion Office to report back with the final recommended design for the Durham-Scarborough Bus Rapid Transit project prior to the completion of Transit Project Assessment Process.

3. City Council forward this report to the Toronto Transit Commission Board for its information.

FINANCIAL IMPACT

There are no financial implications resulting from the adoption of recommendations in this report. Planning of the BRT projects is funded by Metrolinx.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

In May 2018, City Council considered item *EX34.1 Eglinton East Light Rail Transit Project Update and Next Steps*, which provided an update on the Durham-Scarborough Bus Rapid Transit Project. Attachment 3 to the report provided a high-level update, outlined the City's requests for design consideration, and listed the next steps on the Durham-Scarborough Bus Rapid Transit project.
Link: https://www.toronto.ca/legdocs/mmis/2018/ex/bgrd/backgroundfile-114866.pdf

In February 2020, City Council considered item *PH13.3 Official Plan Review: Transportation - Recommended Official Plan Amendment*, and approved changes to strengthen existing transit and transportation policies. The changes include the expansion and protection of higher-order transit and enhanced surface transit networks that include the Durham-Scarborough BRT and Dundas BRT corridors, captured on Map 4: Higher-Order Transit Corridors and Map 5: Enhanced Surface Transit Network.
Link: https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-145675.pdf

In September 2020, City Council considered *EX16.4 Metrolinx-City of Toronto Master Agreement for the GO Expansion Program* and authorized the City Manager or designate to finalize negotiations, enter into and execute a Master Agreement with Metrolinx for the GO Expansion Program based on principles identified in the report, and enter into any such ancillary or related agreements, amendments, and renewals as may be necessary. Attachment 1 to the report provided a high-level update from Metrolinx on the GO Expansion Program's scope and included a list of projects in the City of Toronto.
Link: http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX16.4

In September 2020, City Council considered *EX16.5 Provincial Priority Transit Expansion Projects - Subway Program Status Update Third Quarter 2020*, which provided a status update on the Province's priority transit projects in Toronto (i.e., Ontario Line, Scarborough Subway Extension, Yonge North Subway Extension, and Eglinton Crosstown West Extension, collectively known as the "Subway Program"). City Council also approved temporary resources, fully funded by Metrolinx at a net-zero cost to the City, to support the delivery of the Province's Subway Program.
Link: http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX16.5

COMMENTS

Durham-Scarborough Bus Rapid Transit

The Durham-Scarborough Bus Rapid Transit (DS-BRT) project will provide approximately 36 km of dedicated transit infrastructure that will connect Durham Region and the City of Toronto. The corridor is expected to grow by approximately 215,000 residents and 66,000 jobs by 2041. Higher capacity transit is needed to strengthen regional connections between communities and employment in both areas. Figure 1 shows the recommended route.

Figure 1. Durham-Scarborough Bus Rapid Transit route.

The DS-BRT will foster a safe and accessible multi-modal network connecting communities, and will provide:

- Dedicated lanes for buses, where feasible, resulting in shorter travel times and more reliable transit service;
- Better connections, with TTC, Durham Region Transit and GO Transit routes using the dedicated lanes and sharing the same stops, making it easier to travel throughout Toronto and the surrounding region; and
- Because of the operation of existing and improved TTC and DRT services, frequent service would be provided on the DS-BRT, with a bus every five minutes or less during peak hours.

City staff have begun discussions with Provincial and Metrolinx officials to establish governance for the DS-BRT as well as other BRT projects.

Building on the 2018 Metrolinx DS-BRT Initial Business Case (IBC), the planning process, design and engineering work, including the TPAP, is being led and funded by Metrolinx. The recommendations from the IBC are being carried forward to the Preliminary Design Business Case (PDBC), which is meant to refine the preferred option and provide a sufficient level of detail to support a decision on capital funding and project implementation. Metrolinx is planning to consult with the public on a draft PDBC this fall.[1] Metrolinx intends to commence the TPAP in Q4 2020 or Q1 2021 and is targeting completion in Q2 2021.

The current stage of the planning and design work is fully funded by Metrolinx. As the project advances, City staff will seek Council authority as required to negotiate any future funding commitments related to capital construction costs and ongoing operating and maintenance arrangements and costs. More information about the DS-BRT, including design issues to be resolved, is included in Attachment 1.

Dundas Bus Rapid Transit

In early 2020, Metrolinx completed an updated Initial Business Case for transit solutions along Dundas Street West that recommended a Bus Rapid Transit line from Kipling Station in Toronto through Mississauga and Halton Region to Highway 6 in Hamilton (Figure 2). The project is now advancing through the PDBC and a TPAP. The project will provide improved transit accessibility between the Kipling Mobility Hub, the busy TTC bus corridor on Highway 427, and municipalities west of Toronto, including a connection to the Hurontario LRT.

[1] More information is available on Metrolinx's public consultation on the DS-BRT is available here: https://www.metrolinxengage.com/en/engagement-initiatives/durham-scarborough-bus-rapid-transit

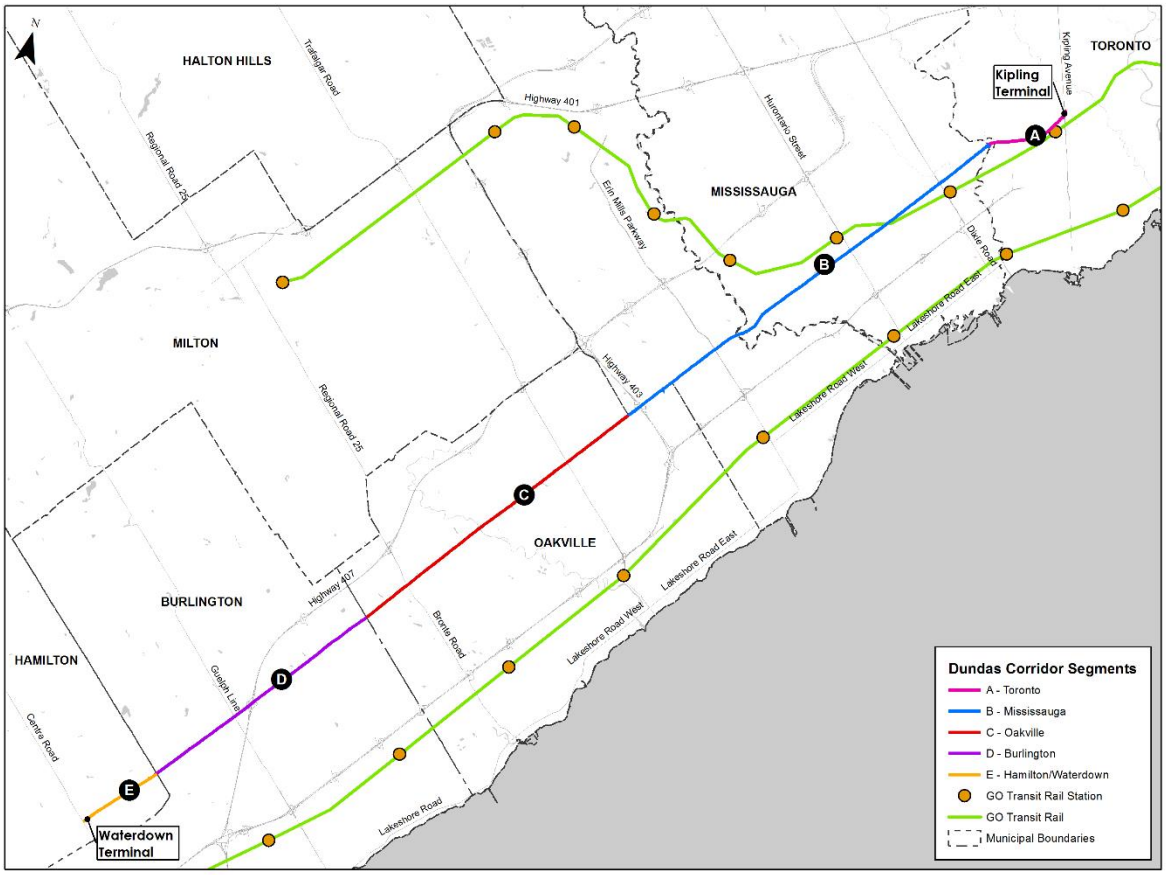

Figure 2. Dundas Bus Rapid Transit route.

Work on the Dundas BRT is not as advanced as the DS-BRT. City and TTC staff are working with Metrolinx and the City of Mississauga on the planning for the Dundas BRT project. Work is currently being undertaken on the PDBC and the TPAP for the project, funded by Metrolinx and the City of Mississauga.

The City of Toronto segment of the Dundas BRT PDBC and TPAP study is a relatively short 2.5 km section between Kipling Subway Station and Etobicoke Creek. This section forms an essential component of the BRT system, connecting the new inter-regional bus terminal at Kipling Station via higher-order transit to residential and employment areas in Peel and Halton Regions. The BRT section in Toronto would also connect the TTC's Kipling Station buses with the busy bus corridor on Highway 427, which is served by several frequent TTC routes.

Metrolinx expects to complete the TPAP and PDBC processes by the end of 2022. This work will include community consultations along the full corridor, including within the City of Toronto. Consultations within the City of Mississauga will happen earlier, as this part of the corridor is being planned first.

City staff will report back to City Council as appropriate in the development of the project to obtain approval on the corridor design and key project elements. More information about the Dundas BRT is included in Attachment 1.

Provincial Subway Program – Ontario Line

As directed by City Council in 2020.EX16.5, this section provides information on various aspects of the Ontario Line.

Environmental Assessment Process

Metrolinx is undertaking an environmental assessment (EA) for the Ontario Line in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project under the *Environmental Assessment Act*.

As required under O. Reg. 341/20, Metrolinx released its draft Environmental Conditions Report for public input and feedback. The report documents existing conditions along the Ontario Line, including noise and vibration levels, air quality, natural environment features, built heritage and archaeological resources, socio-economic and land use features, and traffic conditions. The public review and commenting period was open for 30 days and closed on October 17, 2020.

Metrolinx issues drafts of all formal EA submissions to the City for review through the Transit Expansion Office. These documents are circulated for comment to City divisions as applicable, resulting in the compilation of comments that document the City's interests, policies and expectations. These comments are returned to Metrolinx for their consideration in revising the draft EA documentation. City staff will continue to provide comments on Metrolinx reports and submissions as they are received.

The next opportunity for formal public input and comment is through the Early Works and Environmental Impact Assessment reports. The Early Works Reports will describe impacts and mitigation for the components of the Ontario Line that are planned to be built ahead of the formal completion of the EA process. The Environmental Impact Assessment report will describe the Ontario Line's environmental impacts and associated mitigation measures. Metrolinx is targeting release of these reports for late-2020 to mid-2021.

Public Consultation and Engagement

The Metrolinx public consultation and engagement strategy for the Ontario Line is informed by work on other major transit projects such as the Light Rail Transit Program (i.e., Eglinton Crosstown and Finch West LRTs). The strategy includes a variety of techniques to keep residents, local stakeholders, City Councillors and other elected officials and their staff up to date on plans, developments, emerging issues and milestones related to the project. Milestones include business cases, environmental approvals, procurement, design milestones, and construction planning, including impact mitigation. Metrolinx will be establishing community liaison committees along the alignment with broad representation of community and resident groups and businesses impacted by the Ontario Line to help inform project development.

During the construction phase of the project, the community liaison committees will shift their focus to providing regular updates to residents and businesses in order to facilitate proactive and effective two-way communication between the construction project teams,

project teams, elected officials, residents and businesses. These committees will supplement ongoing online public engagement, community offices and public events.

The Transit Expansion Office will continue to advocate for the City of Toronto's needs and interests while engaging with Metrolinx in its consultation plans. Figure 3 provides an overview of Metrolinx timelines for the Ontario Line project, including public commenting opportunities. More information is available online at https://www.metrolinxengage.com/en/content/ontario-line-get-engaged.

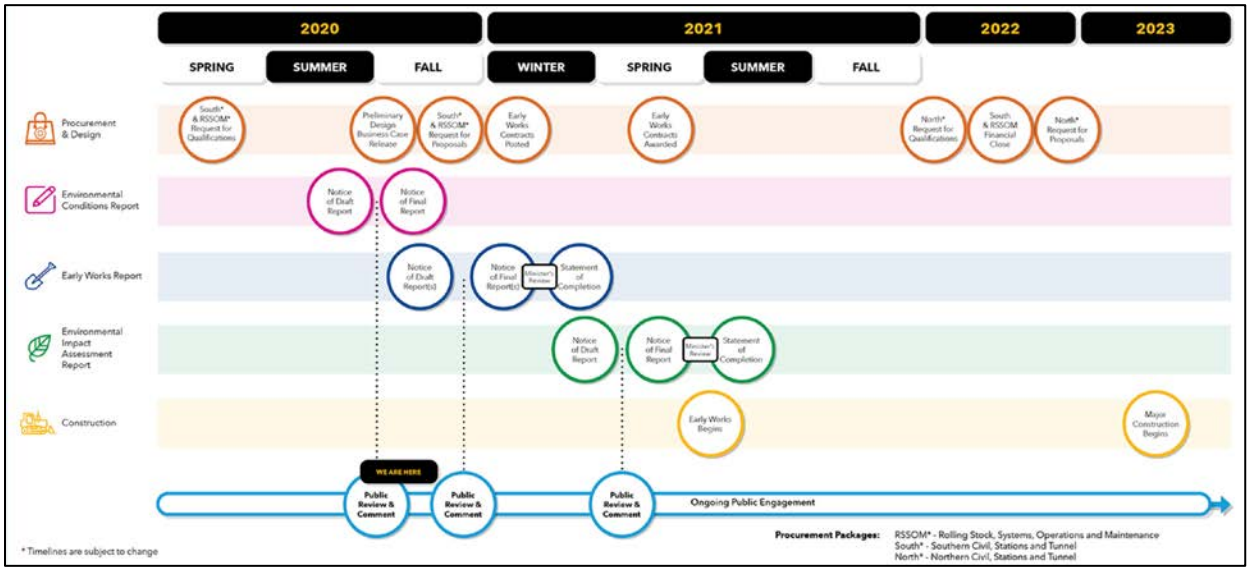

Figure 3. Public consultation and engagement timelines for the Ontario Line (source: Metrolinx).

Noise and Vibration

Concerning noise mitigation on the East Segment (East Harbour to Pape South), Metrolinx has committed to building noise barriers along the rail corridor where the Ontario Line will run alongside the Lakeshore East GO trains. Metrolinx is still developing plans that will detail the exact locations, heights and proposed design treatments for the noise walls and commits to bring designs forward for consultation in the future. Design approaches and technologies that reduce the causes of noise and vibration such as track insulation and regenerative braking are also being specified as part of the project.

Impacts on Jimmie Simpson Park and Other Parks and Amenities

Jimmie Simpson Park, which is located north of Queen Street and south of Dundas Street between Wardell and Booth Avenue, is a popular park and recreation centre, and a prominent feature in Toronto's downtown east end. The Ontario Line East Segment is proposed to travel at grade, and above ground within the existing GO Corridor. The railway corridor and tracks are positioned to avoid impacting the Jimmie Simpson Community Centre, but closely border the property.

City divisions, including Parks, Forestry and Recreation (PFR) are reviewing and providing comments to Metrolinx on the project through the Transit Expansion Office.

The City's comments seek to balance the City's interests in municipal infrastructure, assets, and services (including park operations, natural environment, and other capital projects) and to protect City PFR assets wherever possible with the large provincial investment in transit infrastructure. The extent of potential impacts and compensation will be identified through the Early Works reports, the Environmental Impact Assessment report, tree inventory, and arborist report for this project, which will be undertaken during the detailed design stage. PFR and other City divisions will be commenting at each stage of the EA, Reference Concept Design and detailed design process.

Study on Road Operations

In October 2019, City Council directed the Deputy City Manager, Infrastructure and Development Services to study the impact on road operations of the expansion of the rail bridges at Eastern Avenue, Queen Street East, Dundas Street East, Logan Avenue, Carlaw Avenue and Gerrard Street in order to safely service the six tracks and the associated railbed. Transportation Services is currently in the process of retaining a consultant to review the impacts of the rail bridges work being proposed by Metrolinx. It is anticipated that the review will begin in the first quarter of 2021 and will include a number of recommendations to help mitigate the impacts to traffic as well as suggestions to help ensure the safety of vulnerable road users commuting through this area during ongoing construction. As requested by City Council, this information will be forwarded to Metrolinx to be considered as part of their Environmental Assessment.

Impacts on Local Business during Construction

Metrolinx is in the process of setting up local community liaison committees along the Ontario Line alignment, which will include representation from businesses and business improvement areas. These committees will give local businesses a forum to collaborate with Metrolinx on managing construction impacts.

Metrolinx has stated that it will help local businesses stay accessible during construction by partnering with business improvement areas on shop-local initiatives as well as working with construction teams to keep access to businesses clear and clean, which will include posting signage and other promotional materials to retain and attract customers.

Impact on Maintenance of Supportive Housing during Construction and Operation

Metrolinx has stated it recognizes the importance of supportive housing, including Fontbonne Ministries and Sisters of St. Joseph with whom they have been engaging since spring 2020. Metrolinx is committed to learning more about the needs of supportive housing providers and will have further discussions with staff and residents as they finalize plans and come up with creative solutions to address potential impacts.

Rail Corridor Safety

City Council directed staff to review the risks and safety challenges of Ontario Line trains running adjacent to GO trains between the Gerrard portal and the Don Yard

portal, including an analysis of the crashworthiness of the technology proposed for the Ontario Line, verification that Metrolinx is consulting with the Transportation Safety Board (TSB) of Canada and the resulting advice from the TSB. This information was requested from Metrolinx, and the following section summarizes their response.

Wherever Ontario Line trains will run on a joint rail corridor, they will do so on dedicated tracks that will be separate from other rail operations. Metrolinx will use the latest signalling and monitoring technology for the system, which ensures trains are in constant communication with one another so their precise location is known at all times, meaning vehicles always stay a safe distance from one another. With sensors that can detect objects on the tracks, trains will also automatically stop if there is something blocking the way. Moreover, train doors will automatically open and close in sync with platform edge doors that will be installed at all stations, keeping both passengers and objects safely separated from moving vehicles.

Metrolinx's plan to run Ontario Line trains along a joint rail corridor is similar to other operations that successfully accommodate different tracks for different types of rail operations, including:

- Line 3 Scarborough and Stouffville GO train operations between Kennedy and Ellesmere roads;
- Line 2 Bloor-Danforth and CP railway operations between Bloor Street West and Kipling Station;
- Calgary South LRT and CP railway operations between 39th Avenue and Somerset-Bridlewood Station;
- Docklands Light Railway and Network Rail operations between Stratford and Pudding Mill Lane stations in London; and
- Berlin S-Bahn and the German Federal Railways operations for the entirety of the Ringbahn line in Berlin.

The TSB is an independent agency that advances transportation safety by investigating occurrences in the marine, pipeline, rail and air modes of transportation. Outside of accident investigation, the TSB does not assess or evaluate risks associated with the design and operation of railway systems.

Metrolinx has partnered with the Standards Council of Canada to develop a Canadian Independent Safety Assessor program for Railway Systems. Under this program, an Independent Safety Assessors will undertake safety assessments of Metrolinx's technical proposals to ensure all potential hazards have been identified and mitigated. These Accredited assessors will play a vital role in assuring safety during all phases of the Ontario Line project.

Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating engineering, operational or organizational risks associated with railway systems. The Common Method for Risk Evaluation and Assessment (CMREA) process mirrors best practices from the Common Safety Method process used in rail regulation in the European Union. The CMREA process will be used on the Ontario Line and then independently assessed by an Independent Safety Assessor.

Cost Comparison for the Ontario Line

In response to direction from City Council, City staff made requests for information to Metrolinx regarding the price comparison of constructing the Ontario Line above ground as compared to underground from Don River to Gerrard, including consideration for a scenario where the Ontario Line remains underground from Gerrard until just east of East Harbour Station in case the cost of tunnelling under the Don River is a significant expense. Metrolinx's response is as follows.

As noted in Metrolinx's Ontario Line Initial Business Case (OL IBC)[2] and as shown in Table 1, the construction cost estimate per kilometre for the Ontario Line is $613-732 million, based on an analysis conducted by Metrolinx. The construction cost estimate per kilometre for the below-grade Relief Line South was estimated to be $832-999 million, based on an analysis undertaken by the City of Toronto and the TTC.

Table 1. Ontario Line cost estimates (source: Metrolinx).

	Ontario Line	**Relief Line South**
Cost estimate (per km)	$0.6-0.7 billion	$0.8-1.0 billion
Note: Cost estimates are per Metrolinx's OL IBC, and are Class 5 with an accuracy range from -50% to +100%.		

Cost Comparison for the Eglinton Crosstown West Extension

City Council directed staff to report on the price comparison of constructing the Eglinton Crosstown West Extension underground as compared to above ground. Accordingly, City staff referred to Metrolinx's Eglinton Crosstown West Extension Initial Business Case (ECWE IBC).[3] The ECWE IBC identified alignment options for the corridor that connect the Eglinton Crosstown LRT's western terminus at Mount Dennis to Renforth, a distance of 9.2 km. Option 1 is a mostly at-grade option with nine stops in Toronto, whereas Option 4 is a mostly below-grade option with six stops in Toronto. Table 2 shows the capital costs estimates of these two options, according to the Financial Case section of the ECWE IBC.

[2] http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF

[3] http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-02-28_ECWE_IBC.PDF

Table 2. Eglinton Crosstown West Extension cost estimates (source: Metrolinx).

	Option 1 (mostly at-grade)	**Option 4 (mostly below-grade)**
Cost estimate (total)	$2.9 billion	$4.7 billion
Cost estimate (per km)	$0.3 billion	$0.5 billion
Note: Cost estimates are per Metrolinx's ECWE IBC, and are Class 5 with an accuracy range from -50% to +100%.		

Based on the proposed length, the estimated cost per kilometre for the ECWE is approximately $315 million for a mostly at-grade solution versus approximately $510 million for a mostly below-grade option. As a comparison, for the Eglinton Crosstown LRT (ECLRT) currently under construction, the cost of the at-grade portion is approximately $1.75-2 billion for 9 km ($194-222 million per km) and the below-grade portion is approximately $4.4-4.6 billion for 10 km ($440-460 million per km)[4]. These figures which are consistent with the estimated cost of the ECWE.

Corridor Width Comparisons – Ontario Line and Eglinton Crosstown West Extension

City Council directed staff to report on a comparison of the width of the railway track bed corridor where the Ontario Line is proposed to run above ground from Don River to Gerrard and the right-of-way width of Eglinton West where the LRT extension is proposed, as well as a description of the adjacent built forms for each. This subsection responds to that directive.

The existing rail corridor in which the Ontario Line is planned to be constructed is not uniform in width. Although the corridor defined by its property boundaries is highly variable in width, the corridor is wider toward the south and narrows toward the north. From the Don River to Dundas Street, the corridor generally varies between approximately 40-45 m in width. Between Logan Avenue and Gerrard Street, the corridor narrows to approximately 25 m at its narrowest point.

The above-ground Ontario Line corridor from the Don River to Gerrard Street comprises a diverse range of adjacent land uses. South of Queen Street, the Official Plan designates the majority of lands along the corridor as either General Employment Areas or Core Employment Areas. Between Queen and Dundas Streets, the rail corridor runs adjacent to lands designated as Parks, with Bruce Mackey Park located along the west side of the corridor and Jimmie Simpson Park immediately to the east. The segment between Dundas and Gerrard Streets generally consists of Neighbourhoods to the west and General Employment Areas with site-specific policies permitting residential uses to the east. Mixed Use Areas approach both sides of the corridor along Queen and Gerrard Streets, which are also identified as Avenues by the Urban Structure Map of the Official Plan. Significant areas designated Neighbourhoods are located behind the lands immediately adjacent to the rail corridor.

[4] Figures for the ECLRT are in 2012 dollars and have not been escalated.

The built form surrounding the above-ground Ontario Line corridor also varies greatly. South of Eastern Avenue, the existing built form consists primarily of abandoned and/or repurposed industrial buildings and low-scale commercial buildings. This area is planned to undergo a significant built form transformation over the next several decades as the implementation of the Unilever Precinct on the south side of the rail corridor will include a number of tall office buildings. From Eastern Avenue to Queen Street, and from Dundas to Gerrard Street, a mix of predominantly older low-scale residential homes and industrial buildings backs onto the corridor. Two-to-three storey main street retail and residential buildings line Queen Street, and to a lesser continuous extent, Gerrard Street. A neighbourhood of new and adaptively reused mid-rise to tall buildings with primarily residential uses has emerged near the corridor around the intersection of Dundas Street and Carlaw Avenue.

Significant parkland exists along the corridor between Queen and Dundas Streets, with a number of smaller parks, parkettes, and community playgrounds interspersed at various locations along the rail corridor.

The Eglinton Avenue West corridor likewise does not have a uniform existing right-of-way width. The predominant width of the central portion of Eglinton Avenue West in Etobicoke between Kipling Avenue and Royal York Road is approximately 36 m. Some segments are considerably wider, with the segment from Royal York Road to Scarlett Road varying between approximately 50-85 m, and the segment from Martin Grove Road to Kipling Avenue generally measuring 42-60 m in width (with one pinch point at 33 m). West of the Highway 427 interchange, the area around Renforth Drive measures approximately 42 m in width.

The majority of the lands along the Eglinton Avenue West corridor are designated Neighbourhoods, however, there are a few parcels that are designated Apartment Neighbourhoods as well as Mixed Use Areas. The corridor also has sites designated Parks and Open Space Areas (natural Areas and Parks). A Green Space System is also scattered along the corridor and located in between long stretches of the Neighbourhoods designation. West of Highway 427, the land use includes Neighbourhoods, Utility Corridors and Core Employment Areas. The segment of Eglinton Avenue West from Martin Grove Road to Scarlett Road is also designated an Avenue in Toronto's Official Plan.

The built form is predominantly detached, semi-detached, townhouses and stacked townhouses along the north and south of the corridor. Clusters of apartment buildings in the form of "towers in the park" are located fronting this segment of the Avenue. New developments in the form of tall buildings, mid-rise buildings and townhouses, at various stages of the approval process, are proposed, under construction or recently completed along the corridor.

GO Expansion Program – Don Valley Layover Facility

As directed by City Council in 2020.EX16.4, this section provides information on Metrolinx's proposed Don Valley Layover Facility, which is part of the GO Expansion Program.

Overview

The GO Expansion Program is broken up into three main packages of work: Early Works, Off-Corridor, and On-Corridor. On-Corridor includes new track and facilities (such as layover facilities and storage yards) throughout the GO rail network and a number of grade separations. These new elements are required to enable two-way all-day GO service.

The Don Valley Layover Facility is one of four new layover facilities proposed under the New Tracks and Facilities TPAP. A facility is required in order to reduce the congestion currently experienced at Union Station and provide a location for storage and light maintenance (including cleaning, garbage disposal, and sanitary sewage removal) for trains during off-peak periods.

Metrolinx owns the Don Branch rail corridor (currently not operational) that runs parallel to the Don Valley Parkway. By situating a layover site on the Don Branch, Metrolinx has advised the City that it will be able to use existing track infrastructure and minimize additional property requirements.

Design elements of the proposed facility include:

- Train traction servicing: wayside power (to limit train idling while trains are in the facility);
- Storage for three GO Trains;
- Crew services, sanitary storage and staff parking;
- Connection to mainline track; and
- Entrance off Don Valley Parkway ramp to Bayview Avenue/Bloor Street.

Based on current information, the estimated size of the layover area is 2.3 hectares of the Lower Don Parklands' 97.4 hectares (2.4%).

Public Consultation and Impact Assessment

Metrolinx held the first round of public open houses on the Don Valley Layover Facility in February 2020. Earlier designs identified a three-track electrified facility south of the Bloor Viaduct within a City of Toronto-designated Environmentally Sensitive Area (ESA). Following City of Toronto and other public and stakeholder feedback, Metrolinx presented an alternative configuration with a reduced footprint (from 3 ha to 2.3 ha) using one existing track for train storage in addition to a reduced list of activities. The new configuration:

- Moves facilities to the north of the Bloor Viaduct and outside of lands designated as ESAs by the City;
- Minimizes impacts to the Lower Don Trail; and
- While it does not reduce the impacts to Helliwell's Hill wetland to the north, the new configuration does reduce the indirect impacts to Chester Springs Marsh to the south.

A third and final virtual public consultation as part of the TPAP is currently planned for November 27, 2020.

Next Steps

As directed by City Council in 2020.EX16.4, City staff have requested Metrolinx to undertake a study which considers the possible impacts of the proposed facility and the implications for the City's Ravine Strategy, as well as a full range of alternative solutions for the Don Valley Layover Facility. City staff will report back to Council on the outcome of this request Q1 2020.

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ATTACHMENTS

Attachment 1 – Metrolinx Bus Rapid Transit Projects