

Good morning Mayor and ECom:

I am here representing the LSE CAC, we have a mandate to meet with Metrolinx on behalf of our Riverside-Leslieville community for consultation on projects on our LSE rail corridor, which is currently the Ontario Line project part of your 'subway program' under discussion today and on topic with consulting meaningful community consultations.

We are asking for your help with 3 main issues:

1. First, in finding out why Metrolinx has not complied with your City directives passed in EX18.3 in which they were to "Provide estimated capital construction costs for the Ontario Line to run below grade from East Harbour Station to north of Gerrard Street East;"

Metrolinx was to report back to the City on January 27th, but this didn't happen and was carried forward to today's meeting, March 30th, but it is not on the Agenda and we have still received no reason. We are asking for your help finding out why Mx has not reported back on these motions in 18.3?

2. Secondly: In response to Mx not releasing the details of their 800M underground costing to the city and to our community, but only to the media, we have been working on viable an underground plan, which utilizes the City's original Relief Line plan – which as you know- was a shovel ready subway plan that will save time and money putting the Ontario line underground and saving our community from the impacts of doubling the tracks & trains on our corridor above-grade. Our plan deserves the city's consideration as a potential underground alternative.

3. Thirdly: Last Thursday, March 25th our CAC met with Metrolinx - when Councilor Fletcher joined our meeting in progress, she asked them directly if they were going to tell us about their plan to realign the Ontario Line tracks to the west side of the corridor, instead of straddling either side as has been planned and studied by them.

We were stunned by this news. Metrolinx had not told us about this, nor was it on our Agenda, if it wasn't for C. Fletcher, we would not have known about it at all until released by the media. Frustratingly, this is a perfect example of how Metrolinx is treating our community - with complete disregard and disrespect - there is no consultation – there is no input – their plans are made in secret and they pay lip service to us to review it. The complete opposite of a proper municipal T.P.A.P. or EA process.

When we asked why they were realigning the tracks they said there was money to be saved - they only have to build 1 platform instead of 2 at the stations- as both tracks will be adjacent on the west side – but we can see there is also significant savings in not having to tunnel one track under the corridor to get underground at Gerrard Stn. We can also see the significant savings in that the OL's smaller over-train electric delivery system does not have to be built on either side of the corridor- twice – but now only have to build it once between the 2 tracks realigned to the west side.

This speaks volumes to a more disturbing issue of how our JC is being planned by Mx–

Why didn't anyone think of this west alignment before?

Why some of the obvious engineering duplications wasn't caught and properly assessed before their Environmental Conditions Report was finished?

We believe is this a major technical planning mistake on Metrolinx's part and a clear indication that it will be the first of many.

Metrolinx has now said in the media that, 'changes like this are normal and part of the planning process,' so how can they promise they won't impact our parks and JS community center when they are still dealing with fundamental realignment changes like this one? We don't believe them – nor do we trust them.

Our community is asking for your help assessing this new alignment and its impacts on the Riverside community to the west.

Thank you for your time today and your continued support for our Riverside-Leslieville communities.

Shelley Kline

Riverside-Leslieville Lead,

On behalf of the Lakeshore East Community Advisory Committee

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