

July 6th, 2021

Re: Item # 2021.EX25.5.

We are deeply disappointed with how Metrolinx misrepresented the situation and options for the Ontario Line between East Harbour and the Gerrard Street station. We are also troubled by how the City Transit Office's report accepts the information provided by Metrolinx against the direction of City Council Motions, specifically 31.12. in which City Council asked Metrolinx to investigate the option of running the OL underground between these two stations along a route below Eastern Avenue and then up Carlaw ("the Munroe option"). Instead, Metrolinx investigated five **other** underground options and dismissed the Munroe option without a detailed analysis. This is unacceptably disrespectful of Toronto Council and the citizens of Toronto.

Metrolinx has made four major changes in their plan for this section of the OL since March 2021:

1. **ADDING A NEW CONCOURSE:** The original plan had the two Ontario Line tracks straddling the existing GO tracks; the current plan shows both OL tracks on the west side of the corridor. This removes the "advantage and cost saving" of allowing a seamless transfer between the GO and OL systems at East Harbour. This new plan requires a concourse under the tracks at East Harbour – a new and substantial cost.
2. **RAISING THE ENTIRE RAIL CORRIDOR:** On June 18, 2021, Metrolinx staff informed our CAC that the entire rail corridor will have to be raised by .9m to 1.6 m. Doing this work while GO and VIA trains continue to operate along the corridor will obviously be extremely complicated, disruptive and costly.
3. **MOVING ALL OF THE EXISTING GO TRACKS:** Metrolinx now plans to lift and shift the existing three tracks to the east side of the rail corridor as well as adding a fourth track. How this can be done without interrupting GO service has not been explained but there is no doubt all of this work will be expensive and will need to be done during the middle of the night.
4. **REPLACING FIVE BRIDGES:** On June 18, 2021 Metrolinx staff informed our CAC that all five of the bridges between East Harbour and Gerrard Street will need to be entirely replaced rather than just widened. The substantial cost and resulting disruption to surface transportation (including busy streetcar routes) needs to be calculated and added to the OL project cost.

Metrolinx continues to say that running the Ontario Line along the rail corridor will be less disruptive and less expensive than going underground. Given the four substantial changes to the plan detailed here, Metrolinx needs to provide an update of the budget for this section of the OL that takes into account the extra expense and disruption involved.

Of great concern to the city should be the new plan to replace five bridges. This work will result in major surface transport disruption. For example, the timeline presented at Metrolinx's online session on June 24 shows the bridge reconstruction at Dundas and Logan taking place between Summer 2022 and Fall 2024. For two full years, this major artery that includes a bike lane will be disrupted. The same slide presentation mentioned that work on the OL above-ground bridge and station construction at Gerrard and Carlaw will disrupt this major intersection and streetcar route for five-eight years from 2023-2029.

In previous deputations, you have heard many reasons why running 1500 trains a day through a densely populated neighbourhood is a bad idea. We won't repeat those here.

There is a better alternative – the Munro-community underground option. At the very least, City Council should push Metrolinx to do what you have asked. They should provide an accurate cost comparison of their option (including the changes mentioned above) to the underground Munroe option. Continue to push to make Toronto's new and necessary transit plan the best that it can be. Continue to direct Metrolinx to put this section of the Ontario Line underground.

Thank you,

Rosemary Waterston

on behalf of

The Lakeshore East, Community Advisory Committee (LSE CAC)

www.LakeShoreEastTrains.com lse.cac.20@gmail.com