

Update on Metrolinx's Ontario Line Construction within the Toronto and East York District

Date: March 8, 2023

To: Subcommittee on Metrolinx's Ontario Line Construction

From: Executive Director, Transit Expansion Division

Wards: Wards 4, 9, 10, 11, 12, 13, 14, 19

SUMMARY

The purpose of this report is to provide details on the current status of the Ontario Line project within the boundaries of Toronto and East York Community Council (TEYCC), including timelines, construction mitigation plans, and community engagement milestones.

The Ontario Line is a planned subway line connecting Exhibition Place in the west to the Ontario Science Centre in the east. The line will be approximately 15.6 kilometres in length and will include 15 stations along its route, connecting to other higher-order transit options including the Eglinton Crosstown LRT (at Science Centre Station), Line 1 (at Osgoode Station and Queen Station), Line 2 (at Pape Station) and to the GO network (at Exhibition Station and East Harbour Station), in addition to numerous TTC streetcar and bus routes. Construction of the Ontario Line officially began in December 2021 when Metrolinx broke ground by commencing early works at Exhibition Station. Metrolinx has since awarded the Rolling Stock, Systems, Operations and Maintenance contract in November 2022 and the Ontario Line South Civils contract also in November 2022. Major construction will begin as part of these contracts in 2023. The Ontario Line is planned for completion in 2031.

City staff have worked with Metrolinx to develop detailed construction mitigation plans based on the Traffic and Transit Management Plan submitted by Metrolinx. Full details of these plans were outlined *EX28.14 - Ontario Line Downtown Stations - Temporary Road Closures and Community Impacts*, adopted by City Council on December 15, 2021. The plans include measures to protect pedestrians and cyclists based on Vision Zero principles, maintaining business and transit access, minimizing noise and vibration, and providing ongoing oversight of construction staging sites and road closures.

City staff are also continuing to review tree permit applications submitted by Metrolinx to ensure that tree retention and protection is prioritized to the greatest extent possible.

Replacement tree planting is a condition of permit issuance and sites will be restored with native trees and shrubs when construction is complete.

Metrolinx, as the lead for the Ontario Line project, is responsible for all community engagement and has conducted a series of public engagement activities focusing on specific neighbourhoods and activities across the alignment of the project, including within the boundaries of TEYCC.

RECOMMENDATIONS

The Executive Director, Transit Expansion Division, recommends that:

1. The Subcommittee on Metrolinx's Ontario Line Construction (the "Subcommittee") receive this report for information, and direct the Executive Director, Transit Expansion Division to report back to the Subcommittee on a semi-annual basis.

FINANCIAL IMPACT

There are no financial impacts associated with this report. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

In September 2020, City Council adopted, with amendments, EX16.5 Provincial Priority Transit Expansion Projects - Subway Program Status Update Third Quarter 2020, which provided a status update on the Province's Subway Program in Toronto, including within the boundaries of Toronto and East York Community Council.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX16.5>

In November 2020, City Council adopted, with amendments, EX18.3 Update on Metrolinx Transit Expansion Projects - Fourth Quarter 2020 and adopted directives related to several Metrolinx transit expansion projects, including the Ontario Line.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX18.3>

On July 6, 2021, City Council adopted EX25.5 Update on Metrolinx Transit Expansion Projects - Second Quarter 2021, which provided a status update on Metrolinx-led transit expansion projects currently underway in Toronto, including the Ontario Line.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX25.5>

On December 15, 2021, City Council approved temporary long-term road closures for construction of the Ontario Line Corktown, Moss Park, Queen, Osgoode, Queen-Spadina and King-Bathurst Stations. Additionally, City Council authorized the Deputy City Manager, Infrastructure and Development Services to negotiate and enter into and execute an agreement with Metrolinx and TTC for the delivery of work on York Street

and Adelaide Street for the purposes of the installation of the TTC 501 Queen streetcar detour tracks.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2021.EX28.14>

On March 9, 2022, City Council adopted, with amendments, MM41.16 Transportation Impacts of Ontario Line Construction - by Councillor Paula Fletcher, seconded by Councillor Joe Cressy and requested the City Manager provide an update on MM36.48 Design Excellence in Riverside and Leslieville to the Executive Committee.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.MM41.16>

On June 15, 2022, City Council adopted, with amendments, EX33.1 Metrolinx Transit Expansion Projects - Second Quarter 2022, which provided an update on milestones of the Subways Program and requested City Council approval for closures of roads, sidewalks and multi-use trails to support construction of the Subways Program. City Council also requested Executive Director, Transit Expansion Division and the General Manager, Transportation Services to report on Metrolinx's proposals for a First Avenue Plaza and related walkway, and in the interim keep the impacted community and local Ward Councillor updated on the matter.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EX33.1>

On December 14, 2022, City Council adopted MM2.2 Protecting Pape School During Ontario Line Construction - by Councillor Paula Fletcher, seconded by Councillor Mike Colle, which requested Metrolinx to form a Construction Liaison Committee composed of representatives from Pape Avenue Public School, the City of Toronto and local residents.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2023.MM2.2>

On December 14, 2022, City Council adopted MM2.7 Update on Member Motion MM36.48 "Design Excellence in Riverside and Leslieville" - by Councillor Paula Fletcher, seconded by Councillor Ausma Malik, which requested the Deputy City Manager, Infrastructure and Development Services, and the Chief Planner and Executive Director, City Planning, to report to the Executive Committee on the Metrolinx Noise Wall Design Competition, including consideration of whether the competition met City standards for consultation, procurement, and whether the selected design meets the City's Urban Design and Public Realm standards.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2023.MM2.7>

On February 7 and 8, 2023, City Council adopted MM3.24 Metrolinx's Community Participation and Actions Regarding Osgoode Station and the Ontario Line - by Councillor Ausma Malik, seconded by Councillor Dianne Saxe, requesting Metrolinx to halt the removal of the Osgoode Garden's trees, create a structure for participatory engagement with community stakeholders for all future Ontario Line consultations, and commit to replacement of trees and restoration after construction to support new trees.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.MM3.24>

On February 23, 2023, Toronto and East York Community Council adopted item TE3.43 Striking a Sub-committee on Metrolinx's Ontario Line Construction, which requested the establishment of a subcommittee composed of Councillors from Wards 10 Spadina-Fort York, 13 Toronto Centre and 14 Toronto-Danforth and directed the Executive Director,

Transit Expansion Division to report to the first meeting in March 2023 regarding the current status of the Ontario Line, pedestrian and traffic management plans, and opportunities for City and resident involvement moving forward.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE3.43>

COMMENTS

The Province of Ontario is delivering the Ontario Line, through Metrolinx, as part of the Subways Program. The Subways Program consists of the Ontario Line, Scarborough Subway Extension, Eglinton Crosstown West Extension and Yonge North Subway Extension projects.

Legislative Framework

The Ontario Line is prescribed as a "rapid transit project" that is the sole responsibility of Metrolinx under the *Metrolinx Act, 2006*. The effect of this designation, as a sole responsibility rapid transit project, is that the City and its agencies, such as the TTC, are not permitted to "design, develop, construct or work on, or cause design, development, construction or work on" such projects and on any projects that are substantially similar or in close proximity to them, unless authorized to do so by the Minister.

Rapid transit systems, that are prescribed as the sole responsibility of Metrolinx, are also included in the definition of a "Regional Transit System" in the *Metrolinx Act*. Metrolinx has a number of legislative powers and obligations in respect of the regional transit system including the power to hold, manage, operate, fund and deliver the system. As part of Metrolinx's powers to carry out its objective of operating the regional transit system, Metrolinx is required to pass by-laws in respect of the services delivered by the regional transit system to (a) establish the location, routes and frequencies of the services, (b) establish the fares, and (c) establish the fees charged for parking. Metrolinx also has authority to enter into agreements with the City and TTC to operate and maintain the regional transit systems. The Preliminary Agreement, signed by the Province and the City, includes high level principles on the parties' roles and responsibilities pertaining to the Subways Program, including the Ontario Line¹.

To expedite the planning, design and construction of the Province's priority transit projects, including the Ontario Line, the Province enacted the *Building Transit Faster Act, 2020* (BTFA), on July 8, 2020. This legislation gives the Province and/or Metrolinx powers that include the following:

- Subject to certain exceptions, issuing permits for work within and near prescribed transit corridor lands (i.e., within 30 metres, for buildings, other structures, roads, excavations or dewatering; within 10 metres for certain utility infrastructure; or as may be prescribed in the future).
- Ability to require property owners, on notice, to alter or remove an obstruction within 30 metres of transit corridor lands. If the owner does not comply, the Minister may carry out the obstruction removal.

¹ <https://www.toronto.ca/news/city-and-province-sign-agreement-on-transit/>

- Power to enter property to inspect, remove or otherwise eliminate certain structures and trees that may pose an immediate danger to construction.
- On notice, accessing lands for due diligence inspections.
- Require utility relocation or removal.
- Require certain municipal services and right of access.

Ontario Line Project Status and Schedule

Figure 1 shows the full Ontario Line alignment, including the joint Ontario Line-GO corridor.

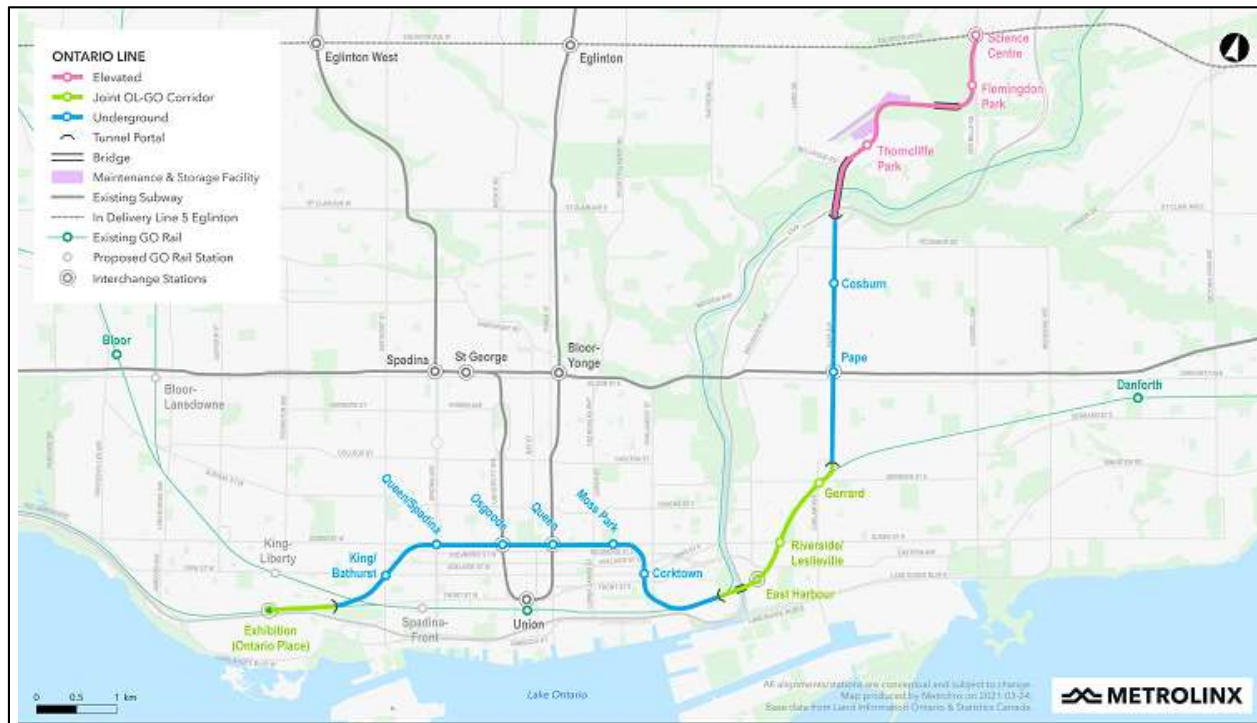


Figure 1 – Ontario Line Alignment

Source: Metrolinx

The Ontario Line will be a new 15.6 kilometre subway with 15 stops that will run from Exhibition Place to the Ontario Science Centre. Metrolinx has established the design foundation for the Ontario Line based on various studies and reports, including the Preliminary Design Business Case released in December 2020² and the Final Environmental Impact Assessment Report published in April 2022³.

Construction of the Ontario Line began in December 2021 when Metrolinx broke ground by commencing early works at Exhibition Station. Major construction will begin in 2023 and the project is planned for completion in 2031.

² <https://assets.metrolinx.com/image/upload/v1663237577/Documents/Metrolinx/2020-12-08-Ontario-Line-PDBC-Public-Final.pdf>

³ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/studies/environmental-impact-assessment-report>

Metrolinx, in consultation with City staff, has confirmed the following key procurement milestones and upcoming timelines:

- Rolling Stock, Systems, Operations and Maintenance (RSSOM) contract – The RSSOM contract scope of work will be to design, build, finance, operate and maintain the rolling stock and systems (e.g., trains, train control systems, Wi-Fi, and closed-circuit television) for the entire Ontario Line for a 30-year term. On November 17, 2022, Infrastructure Ontario and Metrolinx awarded the RSSOM contract to Connect 6ix valued at \$9 billion. Connect 6ix has started organizing design crews to prepare for design work to begin later in 2023.
- Southern Civil, Stations and Tunnel (South Civils) contract – The South Civils contract covers the southern segment from Exhibition Station/Ontario Place to Corktown Station and includes delivery of the six-kilometre tunnel and associated tunnelling works from Exhibition Station to the Don Yard portal, ground works for tunnels and stations, guideway structures, and seven stations. On November 9, 2022, Infrastructure Ontario and Metrolinx awarded the South Civils contract to Ontario Transit Group to design, build and finance the South Civils package of work for a fixed price of \$6 billion. Construction commencement under the South Civils contract is expected in 2023.
- North Pape Tunnel and Underground Stations contract – The scope of work for this contract includes three kilometres of twin tunnels underneath Pape Avenue between the Gerrard portal and the Don Valley bridge, underpinning of the existing TTC Pape Station on Line 2, two underground stations (Pape and Cosburn) and two portals. Request for Qualifications (RFQs) for the contract package was issued on November 17, 2022 and is expected to close by Q2 2023.
- North Elevated Guideway and Stations contract – The scope of work for the contract includes three kilometres of an elevated guideway (tracks and bridge structures) and five elevated stations (i.e., Riverside-Leslieville, Gerrard, Thorncliffe Park, Flemingdon Park, and Science Centre). RFQs were issued on November 17, 2022 and are expected to close by Q2 2023.

There are also a series of advanced works underway for bridges, tracks and other preparatory activities for major construction of the Ontario Line. In August 2022, Metrolinx released the construction tender for the Lakeshore East (LSE) Joint Corridor advanced works, which will include reconfiguration of GO tracks, replacement of existing rail bridges, and construction of new bridges, retaining walls, and noise barriers to support future Ontario Line infrastructure. In August 2022, Metrolinx also awarded the construction contract for the Lower Don Bridge and Don Yard enabling works, to build a new bridge over the Lower Don River and modify the existing rail bridge and GO tracks in the vicinity to accommodate the Ontario Line. Construction of the LSE and Lower Don advanced works will begin as early as spring 2023.

Construction Mitigation

Construction of the Ontario Line project will require road, lane and sidewalk closures for the advanced works and station construction related activities, thereby impacting the movement of pedestrians, cyclists, transit users and motorists. Metrolinx's contractors (Project Co.) will carry out construction activities at various work sites and staging areas that will accommodate construction equipment, material and worker facilities over the multi-year construction of the Ontario Line. City staff have assessed Metrolinx's preliminary construction staging plans to ensure the footprint is as small as possible to complete the work required and will continue to review these plans to identify any opportunities to reduce impacts as design and construction progresses. The full details of planned road closures and the associated construction mitigation plans for the downtown area were provided to City Council at its meeting on December 15, 2021, through EX28.14⁴. The construction mitigation plans were developed based on the Traffic and Transit Management Plan for the downtown and the joint corridor submitted by Metrolinx to the City.

Detailed traffic management plans, identifying controls and measures to regulate the flow of traffic and ensure safety on contractor worksites, will be developed by individual Metrolinx contractors for their particular scope of activities occurring across the length of the Ontario Line, including within the boundaries to Toronto and East York Community Council (TEYCC). City staff have requested this information from Metrolinx. Metrolinx has advised that this information is not yet available, and that the details of individual traffic management plans will be shared through Construction Liaison Committees (CLCs) as they are developed and updated.

City staff will require Metrolinx to implement various construction mitigation measures during the construction of the Ontario Line, as outlined below.

Pedestrians

In keeping with the City's Vision Zero Road Safety Plan, City staff will work closely with Metrolinx and its contractors to safely accommodate vulnerable road users in work zones. Metrolinx's contractors will accommodate pedestrians in the work zones by either installing a protected temporary walkway in the curb lane adjacent to the closed portion of the sidewalk or safely directing pedestrians to an alternative sidewalk at the nearest signalized crossing. The specific details of the pedestrian accommodation at each work zone location will be documented in the site-specific traffic management plans accompanying permit applications, thus ensuring pedestrian safety prior to permit issuance.

Additionally, Metrolinx's Project Co. will provide accessible, detectable temporary pedestrian walkways in conformance with the *Accessibility for Ontarians with Disability Act, 2005* (AODA). Pedestrians will be directed to these walkways by clearly placed temporary traffic signage. The temporary walkways will be provided with a clear minimum width of 1.8 metres, in conformance with the AODA requirements. Metrolinx's Project Co. will provide temporary curb ramps to ensure easy access for people with

⁴ <https://secure.toronto.ca/council/agenda-item.do?item=2021.EX28.14>

mobility challenges. The temporary walkways will be well lit, made with a stable and slip resistant surface, covered where required to protect pedestrians from falling debris or overhead hazards and kept free of dust, dirt, loose material, snow and ice. The temporary walkways will maintain access to existing transit stops, or enable accessible access in the case of relocated transit stops.

Furthermore, Metrolinx's contractor will ensure adequate sight lines are available at the site access points and traffic control persons will be positioned to avoid any conflicts between the construction vehicles and pedestrians.

Bicyclists

Metrolinx's Project Co. will maintain the safety of people cycling in the work zone by implementing safe work zone accommodations based on site-specific conditions and applicable guidelines contained in the Ontario Traffic Manual Books 7 and 18. The contractor will prepare traffic management plans showing site-specific bicycle safety measures and submit these plans for City staff's review, thus ensuring safe accommodation of people cycling in the work zones.

Metrolinx's Project Co. will be required to maintain bicycle lanes, where feasible and safe. At locations where bicycle lane closures are required, Metrolinx's contractor will provide wider travel lanes in the work zone to ensure sufficient space between cyclists and general vehicular traffic. Additionally, Metrolinx's contractor will install shared lane pavement markings and "Share the Road" advisory signage to direct motorists and cyclists to share the available lane. The signage will be strategically located for maximum visibility, to provide guidance to cyclists and motorists as they approach the work zone. Project Co. will also maintain the available travel and bicycle lanes free of dust, debris, ice and construction material in the work zone.

Congestion Management and Road Safety

Metrolinx will utilize traffic modelling to predict the network-wide congested traffic movements and determine traffic signal timing modifications required to maintain an acceptable level of mobility on the City's road network. Metrolinx will undertake frequent monitoring of traffic operations to ensure traffic signal modifications are optimized and reflect any changing traffic conditions. Metrolinx's Project Co. will install advanced advisory signage for positive guidance of motorists in work zones. Project Co. will also submit the Road Disruption Activity Reporting System (RoDARS) notification form and inform web-based network service providers such as Google and Waze of road closures.

During construction, Metrolinx will encourage its contractors to take transit to work sites, thus reducing additional congestion on City roads and additional demand on the existing on-street parking supply. Additionally, private vehicle parking will be prohibited in the work zones. To reduce traffic congestion, Metrolinx's contractor will minimize construction truck staging and idling on City roads. The construction truck haul routes will be developed in accordance with Vision Zero principles including lower speed limits and forward-in and forward-out truck movements at all construction driveways. Furthermore, Metrolinx and its contractors will avoid construction truck haul routes near

schools where feasible and restrict truck movements to outside of school start and finish times.

Construction Hub and Traffic Agents

The City has established construction hubs to provide a high level of oversight and coordination between Metrolinx, City-led and private developer-led projects and any other works taking place in the public road right-of-way. These construction hubs encompass the majority of the southern segment of the Ontario Line alignment. Metrolinx's Project Co. will be required to provide advanced construction activities to the construction hub coordinator, and to also attend the hub meetings for area-wide construction coordination.

Additionally, the City will utilize the services of traffic agents at key congested intersections during the construction of the Ontario Line. These traffic agents will manage the road user movement through congested intersections and help improve road safety and travel time.

Parking Impacts

City staff will review impacts to on-street and permit parking. Metrolinx's Project Co. will coordinate with Toronto Parking Authority to pay the lost revenue of the removed pay and display for on-street parking spaces due to construction closures. Project Co. will also be responsible for confirming that the remaining on-street parking spaces can readily accommodate this loss of parking and that it does not significantly impact the parking supply in the area. Additionally, temporary off-street replacement parking spaces in a nearby private underground or at-grade parking facility will be provided wherever possible, funded by Metrolinx. City staff will also work with Metrolinx to review and mitigate impacts to parking that serves municipal facilities, such as the Moss Park Arena.

Transit Service Impacts

Except for the 501 Queen Streetcar, all transit lines including buses, streetcars and subway service will be maintained during the construction of the Ontario Line. For transit stops that will require temporary relocation, Metrolinx will coordinate and discuss with TTC to finalize new temporary locations while minimalizing impacts to on-street parking spaces and commercial loading areas. The construction of the Ontario Line-Line 1 interchange at Queen Station will require long-term closure of Queen Street beginning May 1, 2023 between Bay Street and Yonge Street, and between Yonge Street and Victoria Street. To minimize disruption to users of the 501 Queen Streetcar, Metrolinx, TTC, and City staff are working to restore streetcar tracks southbound on York Street (between Queen Street and Adelaide Street) and eastbound on Adelaide Street (between Charlotte Street and Victoria Street) (see Figure 2).

The streetcar detour is expected to be complete by May 1, 2024 and will provide resiliency for the TTC streetcar network. A bus replacement service will be in place until the streetcar detour is complete. Pedestrian access to the TTC Line 1 Osgoode Station entrance located in the northeast corner of the intersection of Queen Street West and

University Avenue will not be available during the construction of the Ontario Line Osgoode Station. However, pedestrian access to TTC Line 1 Osgoode Station will be maintained on both the south east and south west sides of the intersection.

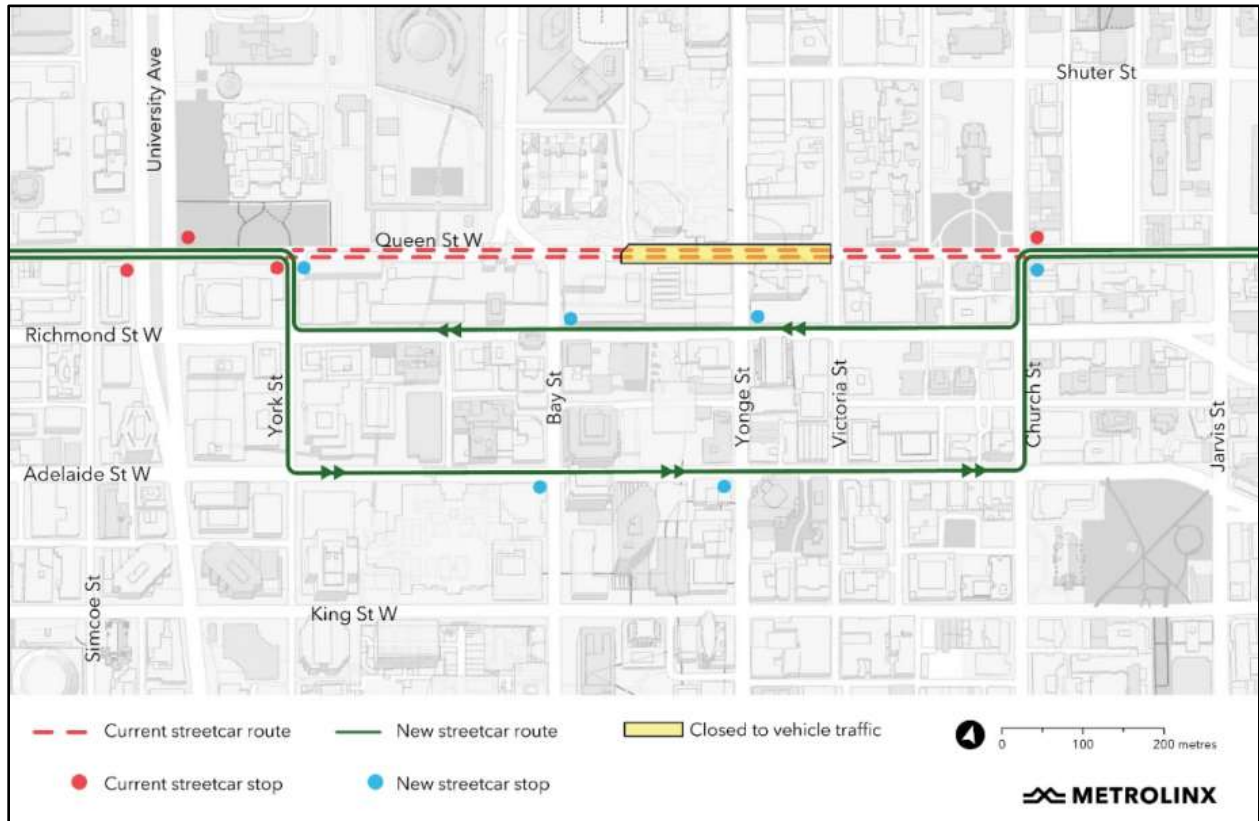


Figure 2 – TTC 501 Queen Streetcar Detour

Source: Metrolinx

Community Impacts

Business access will be maintained during construction, as well as commercial loading zones. Where access must be impacted, Metrolinx will coordinate with the impacted businesses and property owners to ensure alternative access is maintained. Prior to commencing any work, notice will be provided to local businesses, the community, the Ward Councillor and other affected stakeholders about lane closures and impacts. Local business improvements areas (BIAs) and resident associations will be consulted, and communications regarding all construction, parking and road occupancy impacts will be provided in advance of any physical road modifications.

Metrolinx’s Project Co. will develop and implement noise and vibration plans in compliance with Provincial standards. All contractors must meet Metrolinx’s construction noise limits of 75 dBA (day) and 65 dBA (night), monitor noise and vibration, and take mitigation action when nearing exceedance. As part of construction management plans and vulnerable road user strategies, noise and vibration impacts will be City-reviewed while seeking to minimize construction disruptions on the community. Metrolinx will also establish a strict complaints communication protocol in its project agreements that will outline specific contractual obligations that must be adhered to, including protocols and

escalation details for all public enquiries, issues and complaints related to noise, vibration, and construction matters.

Tree Removal Mitigation

Metrolinx is not required to submit a permit application to remove trees on lands which they own, including lands acquired by Metrolinx through expropriation. For all other lands, City staff continue to work with Metrolinx to review site specific permit applications for the removal and injury of trees under the provisions of the street tree, private tree, parks and ravine bylaws. The submission of tree permit applications by Metrolinx allows for City staff to review and comment on plans to prioritize tree retention and protection, to the greatest extent possible. Replacement tree and restoration planting is a condition of permit issuance and sites will be restored with native trees, shrubs and herbaceous ground cover when construction is complete.

Tree removals will be required along Pape Avenue at Bain Avenue, Danforth Avenue, Sammon Avenue, Langley Avenue and on Cosburn Avenue for construction of Pape and Cosburn stations. City staff are working with Metrolinx to ensure proper streetscapes are installed after construction including tree planting. No at grade impacts are expected to existing parks for the Pape underground section of the Ontario Line but there are temporary park impacts along with private, street and park tree removals and injuries expected to facilitate construction access points for the Joint Corridor works. The City provided the public with details of park access point locations that would be temporarily impacted by construction, at the Ontario Line Town Hall hosted by the Ward 14 Councillor's office on March 30, 2022. City staff have confirmed that these impacts remain unchanged.

In addition, as per the recent public notice issued by Metrolinx on March 2, 2023, trees will be removed within the Ward 14 section of the Lower Don Parklands to facilitate site preparatory works for the elevated guideway alignment approaching the Don River. The City's Parks, Forestry and Recreation Division has worked with Metrolinx to ensure that Metrolinx has investigated utilizing their construction areas to the greatest extent possible to reduce the footprint for vegetation removals within this area while also providing trail detours where necessary to allow for continuous public access. The Ravine and Natural Feature Permit (RFNP) area impacted is being replaced through the 'area method', which is broader restoration than tree planting that includes all types of vegetation, including herbaceous, shrubbery and trees. Any non-RNFP areas are expected to have 3:1 replacement as per City standards.

The City does not have Metrolinx's restoration plans at this time, as this information will be provided by Metrolinx in consultation with their design and construction contractors. City staff have identified minimum soil and vegetation requirements and requested that Metrolinx establish these requirements in contracts with the entities that will carry out the relevant work. These entities will need to prepare plans demonstrating how they will meet the identified requirements.

Street tree removals are also expected near certain Ontario Line downtown stations to facilitate construction access points, utility relocations and station construction. City staff are working with Metrolinx to ensure proper streetscapes are installed after construction

including tree planting. Through *MM3.24 Metrolinx's Community Participation and Actions Regarding Osgoode Station and the Ontario Line*, City Council requested Metrolinx halt the removal of the Osgoode Garden's trees, create a structure for participatory engagement with community stakeholders for all future Ontario Line consultations, commit to replacing each tree with five equivalent trees, and commit to restoration of soil after construction to support tree growth. City staff transmitted City Council's request to Metrolinx. However, Metrolinx proceeded with removal of the trees to prepare the construction laydown area and advised the City that this would reduce delays to their project schedule. These trees were located on Metrolinx-owned land.

Metrolinx has also undertaken tree removals within Moss Park. Tree replacement planting at Moss Park will be carried out by the City as part of the renovation of the park which is planned to take place immediately after Metrolinx's construction of the Moss Park Station. Metrolinx has transferred the specific replacement funds to the City for this work. Metrolinx has also committed to the provision of quality soil and depth requirements at Moss Park. As a condition of the Urban Forestry (UF) permit, logs from some of the larger trees cut down in Moss Park will be stored for use and integration in either the John Innes Community Recreation Center or Moss Park Revitalization projects. This could only be accommodated because there is an ongoing City project at Moss Park. Metrolinx is working with City staff to coordinate plans for station construction with the City's John Innes Community Recreation Centre and Moss Park Revitalization projects. City staff are expecting to begin construction of the Community Recreation Centre in summer 2024 and construction of the revitalized park itself in 2027. During construction the field areas in the park will be impacted, however, Metrolinx will maintain access to the tennis and basketball courts and will implement temporary parking for the arena on-site for the duration of construction.

To date, Metrolinx has completed two "Tree Giveaways" with over 1,400 trees and shrubs given to residents. These giveaways took place in Jimmie Simpson Park on June 25, 2022 and Riverdale Park West on October 15, 2022. Metrolinx's staff have worked with the Toronto Region Conservation Authority to replant trees in Tommy Thompson Park, and have advised City staff that Metrolinx will continue to explore additional opportunities to work with communities to provide trees and re-purpose wood from tree removals, where feasible. Additional tree giveaways will be announced by Metrolinx in 2023.

Public Consultation and Engagement

Given the scope and complexity of the Ontario Line, Metrolinx continues to ensure that local communities, stakeholders and elected officials are aware of the most up to date details of the project and to ensure communities have input into specific elements of the project, while Metrolinx is concurrently advancing the project's technical requirements.

Metrolinx's community engagement for the Ontario Line, includes a suite of activities to raise awareness of the project and provide opportunities for input from local elected officials, communities, residents and stakeholder groups. These activities help ensure Metrolinx delivers the Ontario Line subway in a manner that serves the many communities between Exhibition Place and the Ontario Science Centre. Since January

2022, Metrolinx has conducted a series of engagement activities that focus on the entire project alignment, including within the boundaries of TEYCC as outlined below.

Metrolinx has hosted several in-person and virtual open houses as a forum for communities to learn about the Ontario Line project, ask questions and provide input⁵. Between March 1, 2022 and March 8, 2023, Metrolinx held 204 pop-ups at community events, in public spaces, and in apartment and condominium buildings. From 2021-2022, Metrolinx held 19 virtual open house events. Several of the open houses were focussed on the Ontario Line Environmental Impact Assessment Report (EIAR) and project updates for the Lakeshore East joint rail corridor, Corktown Station, Moss Park Station, Queen and Osgoode Stations, as well as the most western portion of the project near Exhibition Station. Metrolinx will continue to host approximately 10 pop-ups a week and monthly open house meetings.

Metrolinx has launched four CLCs in Toronto and East York to date which include members from the surrounding community, businesses, elected officials and key City staff. The Moss Park CLC held three meetings in late 2021 and 2022, the Corktown CLC held its first meeting in early 2023, the Pape Junior Public School CLC held its first meeting in early 2023, and the Osgoode CLC held a meeting in early 2023. Metrolinx will soon be establishing a new series of CLCs in communities surrounding Minton Place, Cosburn Station, Pape Station, the Lakeshore East joint rail corridor, including Gerrard Station and the portal, Riverside-Leslieville Station, Queen Station, King-Bathurst/Queen-Spadina Stations and Exhibition Station. CLCs are an established regular forum for members to receive project updates and to collaboratively address questions and concerns. Meetings will be held on a monthly to quarterly basis based on planned local activities.

To support businesses during construction, Metrolinx works closely with the City and all BIAs along the Ontario Line. To date, Metrolinx has established regular meetings with local BIAs to share project updates and receive feedback on how Metrolinx can ensure impacts to businesses are mitigated during construction. Metrolinx has connected with every BIA along the Ontario Line, which includes the following BIAs in Toronto and East York: Liberty Village, City Place and Fort York, West Queen West, Queen Street West, Financial District, Toronto Downtown West, Downtown Yonge, St. Lawrence Market, Riverside District, Leslieville, Greektown on the Danforth, and Pape Village. Metrolinx has established regular meetings with the majority of these BIAs on a weekly, bi-weekly, or monthly basis.

Metrolinx has also held various site-specific walking tours with community groups, and stakeholders to provide project details, identify community concerns and respond to questions. Meetings can be requested and booked on Metrolinx's website⁶. Metrolinx has held more than 200 community pop-ups and have canvassed 41 neighbourhood areas within 800 metres of the Ontario Line, where Metrolinx has advised City staff that they have spoken with thousands of residents and businesses about the project.

⁵ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/get-involved/events>

⁶ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/get-involved>

Metrolinx will begin to re-canvass all houses within 800 metres of the line beginning in April 2023.

Metrolinx has launched an interactive map⁷ that provides details on the Ontario Line project alignment, station details, construction and traffic impacts. As project details are refined, the information on the interactive map will be updated. Through this interactive map, the public can view plans for work on the Ontario Line based on segment (i.e., north, east, downtown and west). This will allow the public to more easily access details of construction plans in their neighbourhoods. Metrolinx will also continue community engagement as construction of the Ontario Line progresses.

Furthermore, Metrolinx has established a community office at 770 Queen Street East to provide the public additional information about the Ontario Line.

City staff will continue to work with Metrolinx to proactively identify issues and priorities, and to support planning for community engagement regarding these matters. Metrolinx's consultation strategy includes working with the local Councillors to discuss neighbourhood-specific details of the Ontario Line as design of the project evolves. City staff will continue to work with Metrolinx to provide information to local Councillors in a timely manner.

Other Construction Updates

Osgoode Station

The City of Toronto, working with Parsons Corporation undertook a high-level due diligence review of the ten proposed entrance and headhouses for the Ontario Line Osgoode Station.⁸ A CLC meeting was held on February 1, 2023 to discuss the findings with a group of community members, staff from the City of Toronto and Metrolinx. The City of Toronto also organized a community discussion on February 8, 2023, led by the Ward 10 City Councillor, to discuss the findings of the City's due diligence review.

Additional workshops will be held by Metrolinx in summer 2023 to discuss the reconfiguration options for Osgoode Hall's heritage fence, station entrances, and landscaping. City staff have also requested that pedestrian access around the North Entrance be improved to address the potential volume of passenger activity at the station and adjacent streets. The location of the Osgoode Station entrance at the northeast corner of Queen and University is currently undergoing an archaeological investigation which will continue throughout the remainder of winter 2023. Updates will continue to be provided to the community through the Osgoode Station CLC.

Corktown Station

Metrolinx will continue archaeological investigations at the Corktown Station site throughout winter 2023. The draft Interpretation and Commemoration Plan (ICP) has been reviewed and refined by Ontario Heritage Trust, presented for comment at the

⁷ Ontario Line - interactive portal | Metrolinx | Community Analytics (caportal.ca)

⁸ <https://www.toronto.ca/wp-content/uploads/2023/02/9345-Osgoode-Station-Location-Review-20230203-compressed.pdf>

First Parliament Working Group, and presented to Indigenous Nations for feedback. The ICP phase is expected to be complete by March 2023. Updates will continue to be provided to the community through the Corktown Station CLC.

Moss Park Station

Metrolinx will begin utility decommissioning and removals to support archaeological investigations at the Moss Park Station site throughout spring/summer 2023 while detailed design progresses. Updates will continue to be provided to the community through the Moss Park CLC.

Gerrard Station and First Avenue Plaza

Through *EX33.1 Metrolinx Transit Expansion Projects – Second Quarter 2022*, City Council directed City staff to report back on Metrolinx's proposals for a First Avenue Plaza and related walkway, and in the interim keep the impacted community and local Ward Councillor updated on the matter. City staff are aware that First Avenue residents have expressed concerns regarding the proposed First Avenue Plaza and walkway connection to Gerrard Station. City staff are working with Metrolinx to consider mitigating options requested by the residents such as a gate which will block direct pedestrian access to the station from First Avenue. City staff will continue to work with Metrolinx on the proposed solution to address community concerns and to meet transit design guidelines.

Design Excellence in Riverside and Leslieville

The scope of the Ontario Line includes an at-grade segment running along the existing Lakeshore East GO corridor between East Harbour and Gerrard Stations. As the rail corridor will serve both GO trains and Ontario Line trains, it is referred to as the Joint Corridor. The advanced works for the Ontario Line includes widening the Joint Corridor to accommodate six tracks, four tracks to serve GO trains on the southeast side, and two tracks to serve Ontario Line trains on the northwest side. The existing bridge crossings at Eastern Avenue, Queen Street, Dundas Street, and Logan Avenue will also be replaced to current standards through the advanced works project. Retaining walls will generally be required along both sides of the corridor to replace the embankments currently retaining the rail corridor. Noise barriers will be constructed above the retaining walls to mitigate the impact of sound emanating from trains to the surrounding communities. According to Metrolinx's timelines, construction of the advanced works in the Joint Corridor are anticipated to commence in spring 2023.

In response to City Council's request in MM36.48, Metrolinx convened a Design Excellence Working Group to engage directly with the communities affected along the Joint Corridor. The Working Group membership included representatives from the Ward 14 Councillor's office, the local Member of Provincial Parliament's office, residents' associations, and BIAs, in addition to City staff, Metrolinx staff, and Metrolinx's technical advisor. The Working Group met nine times between January 24, 2022, and April 4, 2022. A community walk with Working Group members was also held in May 2022.

The Working Group heard directly about concerns that area residents and businesses had with the plan for the Ontario Line through the Riverside and Leslieville neighborhoods. This included specific concerns about the design and impact of the retaining walls and noise barriers on the community, and community proposals for mitigating concerns and enhancing the design. City staff presented their professional perspective on best design practices and expectations for the design of the Joint Corridor at the Working Group; this was informed by planning policies and guidelines, and from the City's recent work to develop a Transit Design Guide that included design guidance for retaining walls. Metrolinx committed to addressing the community's and City's concerns to the extent feasible through a public engagement process, and solicited feedback from the Working Group on the preferred approach to achieving the community's objectives.

Working Group members strongly preferred a Design Competition, an outcome that Metrolinx agreed to advance. Working Group members were involved in reviewing and commenting on the terms of reference and other supporting information related to the Design Competition. The purpose of the Design Competition was to solicit creative, innovative and constructible design concepts for Metrolinx-funded public realm features such as retaining walls, noise barriers, bridges and abutment enhancements on Metrolinx-owned land, within four identified 'zones' of the Ontario Line Joint Corridor.

The "Call to Design Teams for a Design Competition for the Ontario Line Joint Corridor" was posted and available on Merx from June 14, 2022 to July 14, 2022. A jury was used in the selection of the design teams and design proposals. The jury comprised of representatives from the design community, community members, a City representative, and a Metrolinx representative. The Design Competition attracted a significant amount of interest in the professional community. Submissions to the Stage 1 Design Competition were received from a total of eleven firms. Finalists chosen by the jury to proceed to Stage 2 included Brown & Storey Architects Inc., O2 Planning and Design Inc., and Plant Architecture Inc. A successful proponent was selected by the jury from the Stage 2 submissions. The name of the winning proponent has not been made public by Metrolinx at the time of this report. This is anticipated to occur by Q2 2023 and City staff will provide updates to City Council in subsequent reporting on the Subways Program.

Through *MM36.48 - Design Excellence in Riverside and Leslieville*, City Council directed City staff to report back on the Design Competition, including consideration of whether the competition met City standards for consultation and procurement, and whether the selected design meets the City's Urban Design and Public Realm standards. The Design Competition followed a standard and rigorous process to secure a successful design team and creative design solutions that will enhance the Ontario Line Joint Corridor. Design solution elements include enhancements to the proposed noise barriers, custom design form liners for the retaining walls, artwork, terraced landscapes, seat walls, enhanced tree and perennial planting, trellises, play equipment and canopies, decorative pavers, lighting, furniture, and decorative facades.

City Planning is satisfied that the Design Competition achieved design solutions that will contribute design excellence along the Ontario Line Joint Corridor. The design competition process met City standards for process and outcomes resulting in

minimizing impacts and maximizing improvements to the public realm along the corridor. The outcomes of the Design Competition will be incorporated by Metrolinx into tender documents and City staff will have an opportunity to review technical drawing packages going forward to ensure that the design solutions are successfully incorporated into the project works. City staff will provide updates on this work in future reports to City Council on the Subways Program.

Next Steps

Metrolinx, in consultation with City staff, is targeting the following Ontario Line milestones for the remainder of 2023:

- RFQ close for the North Pape Tunnel and Underground Stations contract – Q2 2023.
- RFQ close for the North Elevated Guideway and Stations contract – Q2 2023.
- Commence early works construction for the Lower Don Bridges – spring/summer 2023.
- Commence advanced works construction in the LSE Joint Corridor – spring 2023.
- Commence South Civils contract construction work – 2023.

City staff, through the Transit Expansion Division, will continue to work with Metrolinx to advance the Ontario Line consistent with City Council direction, including through activities such as reviewing technical drawings and planning materials, developing required legal agreements, and reviewing construction and traffic management plans, amongst other functions.

Subject to the adoption of the recommendation contained with this report, City staff will report back to the Ontario Line Subcommittee in fall 2023.

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