

Metrolinx's Ontario Line Construction within the Toronto and East York District - First Quarter Update

Date: January 8, 2024

To: Toronto and East York Community Council

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.

On July 19, 2023, City Council adopted TM1.2 - City of Toronto Recommendations for Metrolinx's Ontario Line Construction within the Toronto and East York District to fulfill the Ontario Line Subcommittee's ('Subcommittee') mandate by consolidating City staff recommendations while incorporating public feedback provided throughout the Subcommittee's duration, reflecting on City Council directives, and providing a clear and comprehensive package of initiatives that the Province and Metrolinx should implement to construct the Ontario Line. City staff have shared the recommendations with Metrolinx and Metrolinx has responded, indicating general support for incorporating the City's recommendations.

This report includes responses from Metrolinx regarding:

- Community benefits;
- Business supports;
- Community engagement;
- Traffic and construction management;
- Affordable housing and rental replacement;
- Real estate; and,
- Parks and neighbourhood investments.

This report also includes updates on Ontario Line implementation, including the status of major contracts and other construction updates.

RECOMMENDATIONS

The Executive Director, Transit Expansion Division, recommends that:

1. Toronto and East York Community Council receive this report for information.

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 (TEYCC).

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>

In May 2021, City Council adopted EX23.3 Provincial Transit-Oriented Communities (TOC) Program, which included requests of the Province to commit to early discussions with the City on potential TOC developments in order to shape commercial agreements in ways that are supportive of the City's planning vision.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX23.3>

On April 6, 2022, City Council adopted with amendments EX31.2 Ontario Line Transit Oriented Communities, which directed staff to finalize negotiations and execute an agreement on a Value Allocation Framework for the Province's TOC program and to enter into a series of Memorandums of Understanding with the Province at each Ontario Line station to document City and Provincial commitments.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2022.EX31.2>

On February 23, 2023, TEYCC 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, 13 and 14 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>

On May 10, 2023, City Council adopted TE4.70 Update on Metrolinx's Ontario Line Construction within the Toronto and East York District, which provided details on the current status of the Ontario Line project within the boundaries of TEYCC. Through the report City Council requested the Executive Director, Transit Expansion report back to the TEYCC on a semi-annual basis.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE4.70>

On June 14, 2023, City Council adopted TE5.46 Report Back on Metrolinx's Ontario Line Construction within the Toronto and East York District, which provided additional details on the Ontario Line construction requested by City Council.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE5.46>

On June 14, 2023, City Council adopted EX5.3 Update on Metrolinx Subways Program - Second Quarter 2023, which provided a status update on Metrolinx-led transit expansion projects currently underway in Toronto, including the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.EX5.3>

On July 19, 2023, City Council adopted TM2.1 City of Toronto Recommendations for Metrolinx's Ontario Line Construction within the Toronto and East York District to fulfill the mandate of the Subcommittee on Metrolinx's Ontario Line Construction by consolidating City staff recommendations, public feedback and City Council directives to create recommendations on reducing the construction impacts, providing opportunities for residents and businesses and supporting the communities most impacted by the Ontario Line construction.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TM2.1>

On October 11, 2023, City Council adopted TE7.81 Protecting and Upgrading Jimmie Simpson Playground due to Ontario Line Construction including a report from staff to provide an update on City Council's request for Metrolinx to replace the wading pool and playground in Jimmie Simpson Park and to provide details on the status of the license agreement for Metrolinx to access Jimmie Simpson Park to complete works related to the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE7.81>

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.

Ontario Line - Project Status and Schedule

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

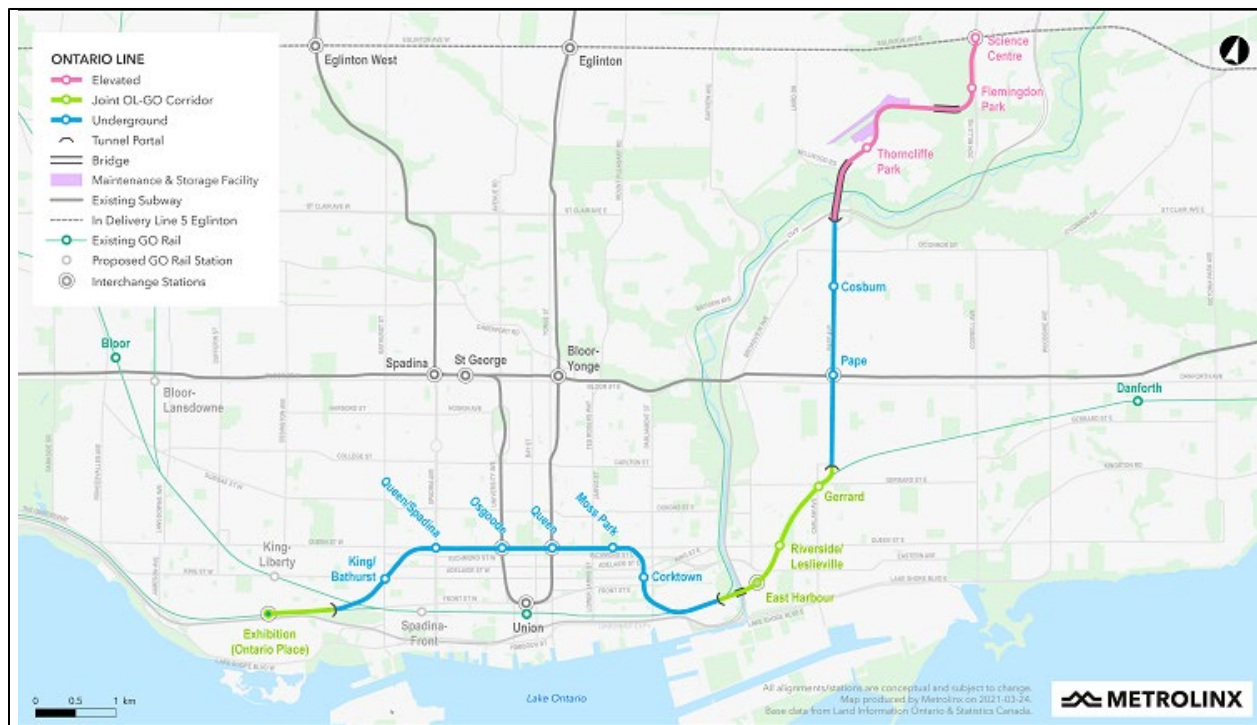


Figure 1 – Ontario Line Alignment

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. Construction of the Ontario Line began in December 2021 when Metrolinx initiated early works at Exhibition Station, and the project is expected to be complete by 2031.

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

- Rolling Stock, Systems, Operations and Maintenance (RSSOM) contract** – RSSOM contract, awarded to Connect6ix, includes designing and supplying the trains and associated transit systems, as well as designing and building the operations, maintenance and storage facility (OMSF). The start of construction works for the OMSF in Thorncliffe Park and subsurface utilities engineering work at Exhibition Station commenced in August 2023. City staff continue to work with Metrolinx to refine design plans for the OMSF to ensure consistency with City requirements. Work on the electrical substation at Exhibition Station is expected to start in January/February 2024.
- Southern Civil, Stations and Tunnel (South Civils) contract** – the South Civils contract covers the southern segment of the Ontario Line, segment from

Exhibition Station to the Don River (south), and includes delivery of station, tunnel and associated infrastructure. It was awarded to Ontario Transit Group, and construction commenced in June 2023, with various works underway across the alignment including utility relocations, investigative drilling, and excavation and demolition works.

- *Pape Tunnel and Underground Stations contract* – this contract includes delivery of the tunnel and stations between the Gerrard portal and the northern Don Valley bridge. The Requests for Proposals (RFP) stage closed in September 2023 with two teams submitting before the deadline including Pape North Connect and Trillium Subway Partners. The contracts are forecasted to be awarded by mid-February 2024. Proposals are being evaluated and the top-ranked team will work collaboratively with Metrolinx during the Development Phase, expected to start in 2024. Once the Development Phase is complete, Metrolinx will have the option to sign a contract with the successful team for delivery of the project.
- *Elevated Guideway and Stations contract* – this contract includes delivery of the elevated guideway (tracks and bridge structures) and the elevated stations. The RFP closed in September 2023 with three teams submitting proposals by the deadline including Rail Connect Partnership, Transit Expansion North and Trillium Guideway Partners. Proposals are being evaluated and the top-ranked will work collaboratively with Metrolinx during the Development Phase, expected to start in 2024. Once the Development Phase is complete, Metrolinx will have the option to sign a contract with the successful team for delivery of the project.

Additional details on procurement for the Ontario Line project are available on Infrastructure Ontario's website¹.

There are also a series of advanced works underway for bridges, tracks and other preparatory activities for major construction of the Ontario Line. The Lakeshore East (LSE) Joint Corridor advanced works 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. The Lower Don Bridge and Don Yard enabling works will 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 commenced in spring 2023, including demolition of LSE bridge infrastructure and installation of temporary support structure and utility relocations in the Lower Don Yard.

Ontario Line Subcommittee Recommendations for Metrolinx

On July 19, 2023, through TM2.1, City Council adopted City staff recommendations for Metrolinx's Ontario Line Construction within the Toronto and East York District. City staff submitted Council's request to Metrolinx on August 8, 2023. Metrolinx responses regarding the City's recommendations are outlined in the sections below. City staff in

¹ <https://www.infrastructureontario.ca/en/what-we-do/projectssearch/ontario-line/>

the Transit Expansion Division will continue to work with Metrolinx to advocate for implementation of all of the recommendations adopted by City Council.

Community Benefits

City Council recommended that Metrolinx create community benefit plans, including measurable targets, which would include hiring opportunities for equity-deserving groups, procurement opportunities for local businesses and diverse suppliers, transparent oversight and public reporting, and using a Project Labour Agreement (PLA).

Metrolinx has noted that it recognizes the importance of promoting employment opportunities for equity deserving groups and have begun to take action towards addressing this item. For example, Connect 6ix (the RSSOM contractor) and Metrolinx are holding a job fair in Thorncliffe Park on January 24, 2024², to promote employment opportunities related to the Ontario Line. Metrolinx is also working to track and report on targets for historically disadvantaged and equity deserving groups, Indigenous, and Black communities. Metrolinx has implemented requirements in their Ontario Line contracts to encourage investment in local procurement, however, at this time, Metrolinx has not committed to the use of a PLA. Metrolinx is also looking to enhance public reporting and transparency. Metrolinx has provided an overview of the Community Benefits and Support Program on their website³ and will continue to provide updates as the program is implemented.

Construction Mitigation Initiatives for Businesses

To support businesses during construction, City Council recommended that Metrolinx work with the impacted Business Improvement Areas (BIAs) to create a marketing strategy for businesses, improve signage and wayfinding, ensure access to businesses, conduct regular site inspections, track economic impacts, provide financial compensation to impacted businesses and proactively make plans for recovery.

Metrolinx has begun to implement marketing activities, improving signage, ensuring access to businesses and conducting regular site inspections. In particular, Metrolinx has established contractual requirements with their Ontario Line contractors to develop Business Continuity Plans prior to construction, keep the construction working areas and vicinity clean, and to always maintain door access to businesses.

With regards to keeping the construction areas clean and free of graffiti and construction debris, Metrolinx confirms that contractors are required to complete regular check-ups and respond promptly to all business complaints and to be available 24 hours a day-seven days a week. While contractors have been responding to complaints and have regular clean up routines, it is often at a lesser frequency than the business community and BIAs would consider optimal. An ongoing dialogue is taking place to ensure that the maintenance schedule meets business and BIA needs.

² <https://connect6ix.ca/careers/ontario-line-job-fair/>

³ <https://www.metrolinx.com/en/projects-and-programs/community-benefits>

While Metrolinx is in close contact with the impacted BIAs, a comprehensive communication and marketing strategy has not yet been proposed and shared. However, to support BIAs, Metrolinx stated they are planning to launch an annual funding program by March 31, 2024, which will provide \$10,000 to each of the BIAs along the Ontario Line alignment to support marketing initiatives during construction.

Wayfinding and signage have been implemented in the areas directly impacted by current construction. Early discussions with the City's BIA office and Metrolinx on an overall marketing plan, which includes wayfinding and signage, have also begun.

Metrolinx is working with the City's BIA office to schedule quarterly meetings in 2024 with all BIAs along the Ontario Line and has also established regular direct meetings with the majority of BIAs. In addition, the City is working with the Canadian Urban Institute to provide the Ontario Line impacted BIAs with quarterly economic snapshots that includes current information on the health of their business communities. The City will work the BIAs on developing action plans to respond to the data as it arrives.

The City also continues to offer the Construction Mitigation Grant Program with funding provided entirely through the Federal Economic Development Agency for Southern Ontario for 2024. This Program is available for all areas within the City of Toronto impacted by long term transit related construction. At this time, Metrolinx has not indicated that they will provide any other direct financial supports for businesses impacted by Ontario Line construction.

Measures to mitigate construction impacts on local communities continue to be implemented and have been communicated to BIA and local communities during the CLCs.

Community Engagement

Construction Liaison Committees (CLCs) are forums led by Metrolinx to engage with communities on project details, construction activities, address questions and concerns, and provide an opportunity for community input. City Council recommended ensuring CLCs are a forum for both Metrolinx to provide updates to the community and for the community to provide feedback to Metrolinx, noting that specific members of the local community, such as elected officials, BIAs and community associations are included as members of CLCs. For general community engagement, City Council recommended Metrolinx provide detailed engagement plans with local communities and ensure the public notification for all community meetings is provided at least two weeks in advance.

Overall, Metrolinx has indicated that it is in agreement with City Council's recommendations to keep communities informed during construction of the Ontario Line. Metrolinx notes that CLCs will act as a forum to provide construction updates and receive input from the community, by offering opportunities for direct discussion with contractors and the community to proactively identify problems and solutions.

City Council also recommended CLCs have an ability to provide input into station names. Metrolinx agrees that communities should be able to provide feedback on the station names in the future. While CLCs are not specifically tasked with providing input on station names, when Metrolinx does seek public feedback, CLC members will be encouraged to share their input. The names currently assigned to some of the stations are placeholders to be used for the planning and development phases. It is Metrolinx's intention to work with communities and seek feedback on permanent names that are clear, make for easy wayfinding, and represent the neighbourhoods they serve. However, a timeline and detailed process for consultation on station names has not been provided by Metrolinx. City staff will work with Metrolinx to amend the draft Terms of Reference for CLCs to reflect Council recommendations.

To better inform communities of opportunities to participate in public engagement, Metrolinx is launching an online lookahead calendar in January 2024 that will include all scheduled public engagement dates including their CLCs, open houses, pop-ups and general public engagement activities. Metrolinx also confirmed to the City that their public notification standard is two weeks, and while they recognize it has not always been achieved in the past, they have committed to do so going forward. Metrolinx has also indicated they canvas communities and businesses across the project route to share information about upcoming construction impacts and to hear concerns, including details about how Metrolinx contractors will comply with provincial standards, such as with noise and vibration standards.

Between April to October 2023, Metrolinx held 23 CLC meetings, over 60 meetings with community stakeholders including several BIAs, hosted 109 community pop-ups and held 104 canvassing events along the subway route within Toronto and East York area to provide updated project details to thousands of residents. Several site-specific community walking tours have also been held by Metrolinx to share project details and respond to questions and concerns, such as a community open house in the Riverside-Leslieville neighbourhood in July 2023 to announce new infrastructure elements for the rail corridor and station plaza. In addition to these engagement forums, Metrolinx is operating an Ontario Line 24/7 call service for residents to report concerns regarding construction activities, which launched in May 2023.

Communications and engagement by Metrolinx will continue to occur through the CLCs and through public meetings in various locations throughout the Ontario Line project.

Traffic Management and Road Closures

In order to coordinate traffic during construction, City Council recommended Metrolinx regularly consult with the City's Transportation Services Division to identify opportunities to optimize and improve road closures and share traffic management best practices. City Council also recommended Metrolinx and their contractors follow proper guidelines and ensure traffic management plans protect the safety of all road users, including cyclists.

Metrolinx agrees to regularly coordinate and collaborate with the City's Transportation Services Division on traffic management plans. Metrolinx also regularly meets with City

and Toronto Transit Commission (TTC) staff in multiple forums where Metrolinx and its contractors will continue to update City and TTC staff on pedestrian and traffic management issues related to Ontario Line construction. There are several forums that the City, TTC and Metrolinx attend that provide the opportunity to address the recommendations. Through these forums, City staff will receive open communication on traffic management, pedestrian management and safety, and construction management along the Ontario Line. Metrolinx also continues to seek advice about traffic best practices from other cities.

Details regarding the City's Transportation Services Division's road closure permits and traffic management efforts, are outlined in later sections of this report.

Affordable Housing and Rental Replacement

In order to increase affordable housing and rental units, City Council recommended establishing minimum targets for affordable rental housing in all Transit Oriented Community (TOC) proposals and seek opportunities with the Canada Mortgage and Housing Corporation to enhance affordable rental housing on each site. To support displaced tenants, City Council recommended applying Official Plan policies related to demolition of rental units, including replacement of units and providing tenant relocation and assistance beyond what is required in the Residential Tenancies Act.

Metrolinx has indicated that Infrastructure Ontario (IO) continues to advance the TOC Program and that further details will be shared as they become available. In regards to Official Plan policies, Metrolinx notes that these municipal policies are not applicable to the Province and its agents like Metrolinx, however, as always, City staff will work with IO to review TOC plans to request consistency with the Official Plan. Where property owners and tenants will be impacted or displaced by Ontario Line construction, Metrolinx has indicated that they consider each case independently, and are committed to ensuring that owners and tenants do not experience a financial loss.

Real Estate

City Council requested detailed mapping of all City land requirements to be provided by Metrolinx be made publicly available, and to provide updates on a semi-annual basis. For dispositions related to parkland, City Council recommended Metrolinx to make all reasonable efforts provide the City with an exchange of land that is nearby property of equivalent or larger area and comparable or superior green space utility acceptable to the City.

Metrolinx has not committed to providing detailed mapping of land requirements. Metrolinx advised that, in accordance with the real estate protocol for property acquisitions and dispositions relating to Subway Program in the City of Toronto, property requisition form identifying City land required for the project is submitted to the City for the City's review. Notwithstanding the real estate protocol, Metrolinx is not precluded from commencing and completing expropriation proceedings.

Regarding parkland dispositions, Metrolinx has either identified, entered a licence with the City or expropriated property interests in parts of parkland for the Ontario Line Project. For example, Metrolinx expropriated subsurface portion of the Parliament Square Park at 44 Parliament St for subway tunneling purposes. Other identified requirements in parkland include, but not limited to, subway tunnel, tiebacks, construction laydown, staging and access. To date, there are 8 parks or green space in total that were impacted due to partial and/or subsurface permanent or temporary takings to facilitate the construction of the OL Project. City staff continue to push Metrolinx to clarify the net park impacts of the Ontario Line to the City's parkland per ward and overall. Metrolinx is in discussions with the City to convey some lands not directly required for transit work to the City for park purposes to address the loss of parkland.

Parks and Neighbourhood Investments

City Council requested Metrolinx continue to adhere to municipal by-laws and requirements regarding impacted trees, including cash in lieu, and to proactively engage on park restoration plans. During construction, City Council also requested that access be maintained to all park facilities and that Metrolinx mitigate any impacts on the community. City Council also recommended Metrolinx look to improve and enhance park facilities in restoration plans.

Metrolinx notes that providing ongoing access to community park space is a top priority. Before accessing park space for construction, Metrolinx works closely with the City's Parks, Forestry, and Recreation Division staff to develop access agreements that establish terms and restrictions for Metrolinx's use of park space for construction. Where tree removals or injuries are expected to facilitate Ontario Line construction, Metrolinx's approach to mitigate impact is informed by Metrolinx's Vegetation Guideline (the Guideline). These guidelines align with the City's recommendations including meeting applicable bylaws and compensation requirements and tree replacement policies. The Guideline specifies tree replacement requirements based on the size and location of each tree being removed.

Site specific restoration plans will be developed as transit designs progress to ensure there is a viable and impactful plan to compensate for tree and vegetation removal after construction. Metrolinx has noted that it strives to plant on site to the extent possible to meet the City's onsite replacement ratios instead of providing cash in lieu. Where on-site restoration is not feasible, Metrolinx will work with the City of Toronto and the Toronto and Region Conservation Authority, to identify restoration locations within the same watershed to the extent possible or off site.

Metrolinx has obtained City tree permits to undertake construction around various Ontario Line stations to facilitate construction access points, utility relocations and station construction and in the Don Valley to facilitate construction works for the elevated guideway and new bridges. City staff worked closely with Metrolinx and its consultants to reduce impacts from the proposed elevated guideway and new bridges to the existing natural area. The impacts to Don Valley natural area have been reduced to approximately ~77 metres squared (m²) from the original proposal 133 m². Metrolinx

and its contractor are initiating tree clearing work in the Don Valley in January 2024 to prepare for the elevated guideway and bridge construction. City staff are also continuing to review available Metrolinx conceptual restoration plans to maximize tree planting and natural restoration. Metrolinx has also initiated discussion with City staff about off-site planting opportunities in order to meet the City's planting requirements and Metrolinx Vegetation Guideline. More details will be provided to City staff in the near future by Metrolinx. Metrolinx has also indicated that further park related improvements will be delivered through their Community Benefits program (highlighted above).

Construction Mitigation

As reported in TE5.46⁴, City staff work with Metrolinx and their contractors to carefully review road closure proposals and ensure proper mitigations are applied. Metrolinx contractors must submit detailed traffic management plans for Ontario Line construction sites as part of permit applications. Transportation Services staff review these plans to ensure compliance with the applicable standards, policies and safety and mobility requirements for the travelling public and community. Prior to implementation of the traffic management plan, Transportation Services staff visit the site with Metrolinx's contractor to account for any site-specific modifications. Once implemented, Transportation Services staff, in coordination with Metrolinx and their contractor, inspect the installation to ensure compliance with the approved traffic management plan and permit conditions. City staff meet regularly with Metrolinx and/or their contractors to receive the latest updates regarding traffic management planning and ensure timely updates can be provided to members of City Council.

Road Closures

Pape Station and Tunnel

Beginning in early 2024, Lipton Avenue will be closed to the public except for TTC and construction vehicles to accommodate upgrades to the existing Line 2 Pape bus station and demolish properties along Lipton Avenue. The bus station at Pape Station will be relocated and traffic control persons will be on site to manage traffic. Pedestrian access and walkways will be fully protected. This closure is expected to conclude in 2027.

In late January 2024, lane closures and periodic sidewalk closures will begin on Queen Street East between De Grassi Street and McGee Street. This closure will support demolition and reconstruction work of the Queen Street East bridge and is expected to conclude in June 2024⁵.

In January 2024, lane and sidewalk closures will begin on Logan Avenue between Dundas Street East and First Avenue near the Logan Avenue bridge to allow for piling and pier construction. The completion date has not yet been confirmed.

⁴ <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE5.46>

⁵

https://assets.metrolinx.com/image/upload/v1704829408/Images/Metrolinx/FINAL_OL_ConstructionNotice_QueenBridge_PierAbutmentDemoJan2024.pdf

Metrolinx will also be proposing several additional temporary multi-year road closures in the area to support construction for the Minton Portal construction works, emergency exit buildings construction works, and advanced works for Pape Station. City staff will report to TEYCC and City Council later this year with further details for approval, as required.

East Harbour

In December 2023, partial lane closures began along Eastern Avenue between Lewis Street and Dibble Street to facilitate demolition and replacement of the Eastern Avenue rail bridge. This closure is expected to conclude in October 2024.

Between January 15-19, 2024, there will be partial closures to construct a new driveway access on Sunlight Park Road and Eastern Avenue. The eastbound lane on Sunlight Park Road east of Broadview Avenue will be closed for 25 metres, and there will be sidewalk closures on the south side of Eastern Avenue for approximately 100 metres around Broadview Avenue. Traffic control persons will be on site to direct traffic.

In April or May 2024, two days of full closures are anticipated on Eastern Avenue around Lewis Street to Dibble Street. One day will be used to pour the Stage 1 Eastern Avenue bridge deck and the other day will be used to remove the falsework for the bridge deck.

Queen Station

The construction of the Ontario Line-Line 1 interchange at Queen Station requires a long-term closure of Queen Street West between Bay Street and Yonge Street, including James Street, and between Yonge Street and Victoria Street, which began on May 1, 2023. Pedestrian access has been maintained. Yonge Street traffic lanes remain open to traffic.

Victoria Street at Queen Street West has reduced lanes to accommodate the rerouting of the 501 Streetcar along Adelaide Street. This requires rerouting utilities and rebuilding hydro chambers. This closure began in November 2023 and is expected to conclude in Summer 2024.

Yonge Street at Queen Street has reduced lanes to accommodate sewer construction. This closure began in November 2023 and is expected to conclude by February 2024.

Osgoode Station

Since December 5, 2023, there has been a northbound lane closure on University between Queen Street West and Armoury Street, and a southbound lane closure on Simcoe Street between Queen Street West and Richmond Street West to accommodate construction staging. These closures are expected to conclude by March 2024.

Metrolinx will be proposing to extend the parking lane closure near University Avenue and Armoury Street to accommodate long-term construction staging. City staff will report to TEYCC and City Council later this year with further details for approval, as required.

Queen-Spadina Station

In September 2023, the northbound parking lane closed on Spadina Avenue between Queen Street West and Bulwer Street to accommodate construction staging. The south sidewalk on Bulwer Street near Spadina Avenue is also closed. This closure is expected to conclude by March 2024.

Metrolinx will be proposing an additional minor closure of street parking near Queen Street West and Spadina Avenue for long-term construction staging. City staff will report to TEYCC and Council later this year with further details for approval, as required.

King-Bathurst Station

Since August 30, 2023, the right turn lane on Bathurst Street, north bound between Adelaide Street West and Stewart Street, and the right turn lanes on King Street West at Bathurst Street in both directions, have been closed to accommodate construction staging. This closure is expected to conclude by March 2024.

There is currently a parking lane closure on Stewart Street between Bathurst Street and Portland Street to accommodate construction staging. This closure began in September 2023 and is planned to conclude in 2029.

Exhibition Station

The sidewalks around 7 Fraser Avenue and 2-20 Atlantic Avenue have been reduced since May 15, 2023, to allow for construction mobilization. The end date has been extended from December 31, 2023, to early 2024.

Queen Streetcar Detour

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 civil works, including utility and road works, are currently underway on York Street and Adelaide Street by City and Metrolinx contractors. Metrolinx contractors are undertaking work on York Street from Queen to Adelaide Street, while City contractors are undertaking work on Adelaide Street between York and Church Street. The City's contractors are expected to complete the civil works on Adelaide Street, including track work by TTC, in early 2024 after which the TTC will begin Overhead Contact System (OCS) work to complete the streetcar detour. The City's contractors and the TTC continue to work towards completion of the streetcar detour by Summer 2024.

Completion and implementation of the streetcar detour is also contingent on completion of Metrolinx’s York Street works. Metrolinx estimates its work on York Street will be completed in late 2024 and have conveyed to the City that they are working with their contractor to expedite work to align with the City’s timelines.

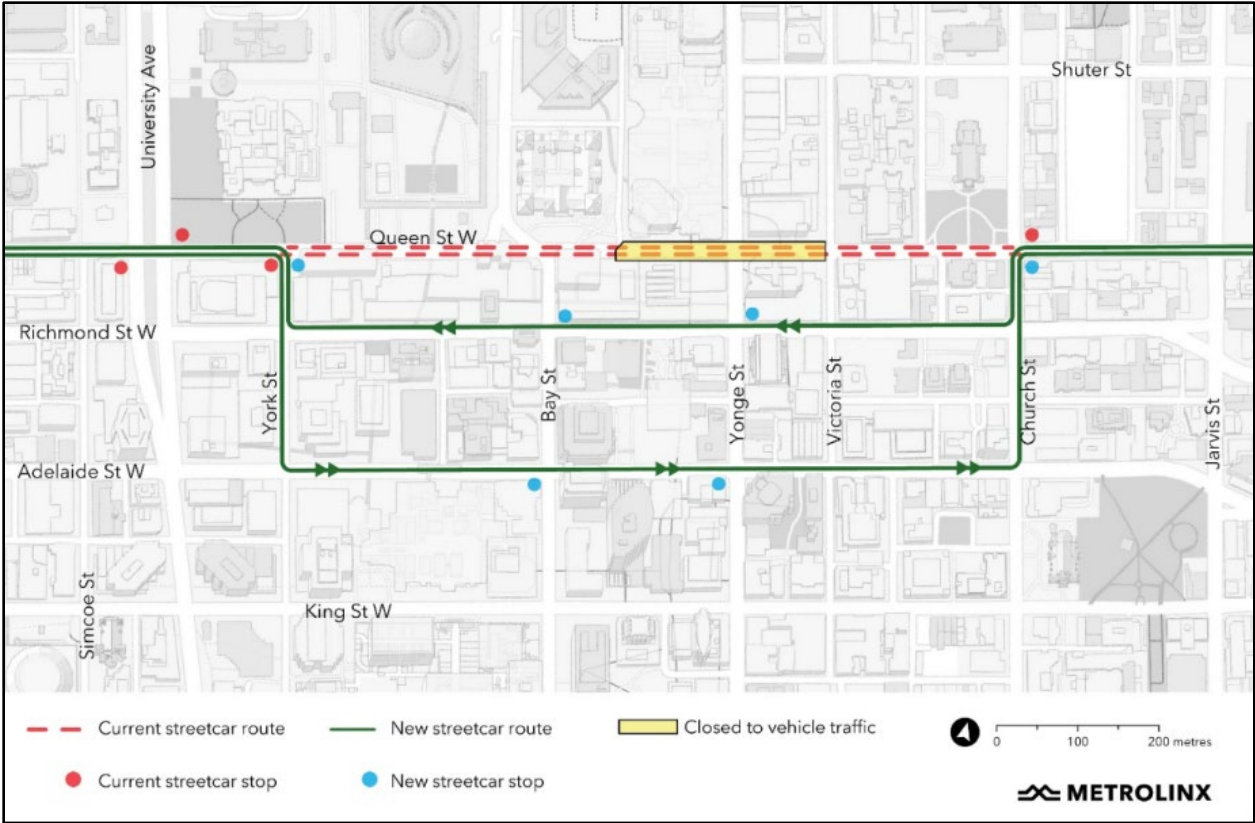


Figure 2 – TTC 501 Queen Streetcar Detour

Source: Metrolinx

Other Construction Updates

Design Excellence in Riverside and Leslieville

Through a comprehensive, community-inspired Ontario Line design competition, Metrolinx has worked with the public to enhance design and mitigate concerns for the retaining walls and public spaces along the rail corridor in Riverside and Leslieville. The competition, which began June 2022, focused on soliciting design solutions for new Ontario Line transit infrastructure and the areas surrounding it. Made up of local community leaders, BIA board members, and architects, the jury carefully reviewed proposals. Finalists chosen by the jury to proceed to Stage 2 included Brown & Storey Architects Inc., O2 Planning and Design Inc., and Plant Architecture Inc. Canadian design firm O2 Planning and Design Inc. was chosen by the community jury in July 2023⁶. Elements from the design competition such as the retaining wall finishes, noise

⁶ https://assets.metrolinx.com/image/upload/v1690561966/Images/Metrolinx/Community_bulletin_LSE_design_competition_updated.pdf

walls, bridge cladding/facia and under bridge lighting are being completed as part of the Lakeshore East Joint Corridor Early Works construction, targeted to be completed by 2025. Other elements from the design competition, such as landscaping, will be incorporated in the future as part of the Elevated Guideway and Stations contract.

Jimmie Simpson Park

Through TE7.81⁷, City Council directed City staff to engage Metrolinx in order to secure a commitment for refurbishment of the Jimmie Simpson playground and wading pool area as part of Ontario Line construction activities in the area to remove and reconstruct the retaining wall. Metrolinx has agreed to partially fund the construction of a refurbished Jimmie Simpson playground area. However, Metrolinx has indicated to the City that it cannot commit to funding the full replacement or improvements to the adjacent wading pool. City staff will continue to work with Metrolinx to determine an appropriate project scope for the refurbishment of Jimmie Simpson Park.

Work began at Jimmie Simpson Park on November 10, 2023, to remove the existing retaining walls and build the new retaining wall, on the western side of the park. Construction is occurring during the day from Monday - Friday between 7AM - 5PM, with limited overnight work, and is estimated to take 8 months (June 2024) to complete. A three-metre-high barrier has been installed to separate the work zone from the playground area for the duration. Throughout the construction period, Metrolinx has agreed to ensure that the playground and wading pool can remain open, and Metrolinx will ensure that access to the playground and park is maintained for the community.

Next Steps

Major construction is underway for the southern portion of the Ontario Line, including utility relocations, excavation and demolition works, and works to prepare for delivery of new bridges across the LSE Joint Corridor. For the northern portion of the Ontario Line, the development stage of the Pape Tunnel and Underground Stations contract and the Elevated Guideway and Stations contract is expected to begin in early 2024. Once the Design Development Phase is completed, Metrolinx will execute contracts for the delivery of the projects and more details will be shared on upcoming construction milestones.

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⁷ <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE7.81>

SIGNATURE

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