

Ontario Line - Construction Update – Second Quarter 2025

Date: May 20, 2025

To: Toronto and East York Community Council

From: Executive Director, Transit Expansion Division

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

SUMMARY

The purpose of this report is to provide updates on the status of construction activities on the Ontario Line project within the boundaries of Toronto and East York Community Council (TEYCC). This report includes updates on:

- Station specific construction issues and status of the four major packages of work Metrolinx has awarded to deliver the Ontario Line (Rolling Stock, Systems, Operations and Maintenance; Southern Civil, Stations and Tunnel; Elevated Guideway and Stations; and Pape Tunnel and Underground Stations).
- A summary of Metrolinx's responses and actions to implement the Subcommittee on Metrolinx's Ontario Line Construction Recommendations.
- A summary of Metrolinx's outreach for residents that require a Pre-condition survey/Building Condition Assessment and the uptake rate for the assessments.
- Other items related to the Ontario Line, including heavy truck safety plans and haul routes, station-naming, business supports and community engagement.

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

On April 28, 2025, the Exhibition Place Board of Governors adopted EP16.17 - Ontario Line Update - Metrolinx Presentation, which provided updates on construction at Exhibition Station. Staff from Metrolinx also attended the Board meeting to present the construction progress of the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.EP16.17>

On April 23, 2025, City Council adopted, with amendments, DM29.2 - Requiring Metrolinx to Develop a Heavy Truck Safety Plan - by Councillor Paula Fletcher, seconded by Deputy Mayor Ausma Malik, which requested Metrolinx develop and publicly share a Heavy Truck Safety Plan including enforcement measures, monitoring protocols, and ways for residents to report concerns in response to residents' concerns with safety on the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.DM29.2>

On April 23, 2025, City Council adopted TE20.55 - Ensuring Safety for the Ontario Line Construction - Ward 14. City staff responded to Toronto and East York Community Council (TEYCC) direction by providing information on current haul routes used by Metrolinx's contractors, an update on the incidents near the Pape-Sammon construction site, and an overview of policies and measures being implemented by Metrolinx and its contractors to prevent future incidents and ensure public safety on the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.TE20.55>

On February 5, 2025, City Council adopted, with amendments, TE19.28 - Ontario Line - Fourth Quarter Construction Update, which provided updates on the status of construction activities and resolution of station-specific issues at Pape and Exhibition stations on the Ontario Line construction within the boundaries of TEYCC.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2025.TE19.28>

On October 29, 2024, North York Community Council (NYCC) adopted NY18.30 - Metrolinx's Ontario Line Construction within the North York District – Fourth Quarter Update, which provided an update on the status and progress of the Province's TOC proposals as well as the design and construction of the northern segment of the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.NY18.30>

On October 9, 2024, City Council adopted TE16.56 - Liberty Village Traffic Action Plan Update, requesting City staff to expedite design coordination and development of delivery agreements with Metrolinx to ensure that Liberty New Street, between Dufferin Street and Strachan Avenue, is constructed and opened concurrently with the Ontario Line Exhibition Station and to provide a status update to TEYCC as a part of the next Ontario Line Update report.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.TE16.56>

On July 24, 2024, City Council adopted EX16.3 - Subway Agreement in Principle (AIP) and Update on Metrolinx Subway Program - Third Quarter 2024, which provided City Council with an update on key items related to the Subway Program including the negotiations of the Subway AIP and an update on the status of the Subway Program projects, including the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX16.3>

On June 27, 2024, City Council adopted EX15.2 - Priorities in Transit Expansion and Transit-Oriented Communities Projects, which seeks to strengthen internal coordination to maximize achievement of the City priorities through interactions with the Provincial government and its agencies in the delivery of all current and future transit expansion and TOC projects.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX15.2>

On May 22, 2024, City Council adopted EX14.2 - Ontario Line Pape Segment Advanced Works - Temporary Road Closures and Transportation Impacts, which provided an overview of Metrolinx's plans for Advanced Works near the Ontario Line Gerrard Portal site, Pape Station site, and Sammon Crossover Emergency Exit Building site.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.EX14.2>

On January 24, 2024, City Council adopted TE10.40 - Metrolinx's Ontario Line Construction within the Toronto and East York District - First Quarter Update, which provided an update on the current status of the Ontario Line construction within the boundaries of TEYCC and provided an update on the recommendations shared with Metrolinx as directed through TM2.1.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.TE10.40>

On December 13, 2023, City Council adopted, with amendments, CC13.2 - Ontario-Toronto New Deal Agreement, which included the terms of the Ontario-Toronto New Deal in Principle. The "New Deal" included several transit commitments, including agreement from the City to finalize negotiations and seek Council approval of the Subway Program AIP before June 2024.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.CC13.2>

On October 11, 2023, City Council adopted TE7.81 - Protecting and Upgrading Jimmie Simpson Playground due to Ontario Line Construction, which provided an update on City Council's request for Metrolinx to replace the wading pool and playground in Jimmie Simpson Park and provided 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>

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 and public feedback, and City Council

directives to create recommendations for Metrolinx 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 June 14, 2023, City Council adopted EX5.3 - Update on Metrolinx Subway Program - Second Quarter 2023, which provided a status update on the Ontario Line.

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

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 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 status of the Ontario Line within the boundaries of TEYCC, including timelines, construction mitigation plans, and community engagement milestones. 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 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 June 15, 2022, City Council adopted, with amendments, EX33.1 - Metrolinx Transit Expansion Projects - Second Quarter 2022, which provided an update on key milestones of the Subway Program and City Council approval for closures of roads, sidewalks and multi-use trails to support construction of the Ontario Line.

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

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 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.

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

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

In October 2019, City Council adopted, with amendments, EX9.1 - Toronto-Ontario Transit Update, authorizing City staff to execute the Preliminary Agreement with the Province of Ontario, which established principles and responsibilities for the implementation of major transit initiatives, including the Subway Program.
Link: <https://secure.toronto.ca/council/agenda-item.do?item=2019.EX9.1>

COMMENTS

Background

The Province of Ontario is delivering the Ontario Line through its agency, Metrolinx. The Ontario Line will be a 15.6-kilometre subway with 15 stops running from Exhibition Station to the Don Valley Station (formerly Ontario Science Centre Station). Figure 1 in Attachment 1 shows the full alignment. Construction of the Ontario Line is being delivered through four major contracts. All four contract packages, and various early works, have been awarded and work is underway. Construction of the Ontario Line began in December 2021 and according to current schedules from Metrolinx, is expected to be complete in 2031. Details regarding the Ontario Line contract packages can be found in Table 1 of Attachment 1.

Station Updates

Pape and Cosburn Stations

Construction Update

- Pape advance works, which consist of TTC's Pape station modifications, are anticipated to be complete in early summer 2025, with the bus loop at Pape Station to be reinstated by 2026.
- Construction of the underground concrete support walls (slurry wall) at the Pape-Danforth site began in June 2024 and was completed at the end of March 2025. The slurry plant is being demobilized and silos have been removed¹.

¹ https://assets.metrolinx.com/image/upload/v1743708426/Images/Metrolinx/PapeDanforthCLC_April2025.pdf

- The Pape-Danforth worksite is transitioning to excavation and Metrolinx has reconfigured the site to implement additional dust mitigation measures, such as installing mud mats and wheelwash stations, paving areas, and closing the Eaton Avenue access gate. These changes are expected to be implemented by late summer 2025, when bulk excavation begins. More information will be provided to the community closer to the commencement of excavation.
- Metrolinx is installing traffic decking (a temporary surface for vehicles to travel over while work occurs underneath) on Danforth Avenue and Pape Avenue.
- Jet grouting (a soil stabilization technique) work began in early January 2025 on Gertrude Place near Muriel Avenue and is expected to conclude in February 2026.
 - Per direction from TE19.28, City Council directed staff to request Metrolinx review the potential permit parking areas for residents of this area, who have been impacted by permit parking loss due to construction at this worksite, including parking in permit Area 8A.
 - Transportation Services confirmed the temporary loss of roughly 15 permit parking spaces on Gertrude Place and Muriel Avenue, expected to last for one year. Metrolinx arranged alternative parking for affected residents at Green P Lot 137 (77 Gough Avenue). In addition, Muriel Avenue and Gertrude Place are both streets that allow permit parking within Area 8A, which has sufficient capacity (1827 spaces, with 1403 regular and 62 temporary permits currently issued), and permit holders may park anywhere within the permit parking area.
- Shaft excavation has been underway at the Pape-Sammon location since February 2025. In April 2025, Green Infrastructure Partners concluded its excavation at Pape-Sammon and will now be handing over the site to the Pape North Connect, Metrolinx's Project Company for the Pape Tunnel and Underground Station contract. Shaft excavation at the Pape-Danforth site is expected to start in the summer of 2025, with the duration of excavation to be confirmed by Metrolinx once a construction schedule has been submitted.
- Pape North Connect are preparing the Cosburn Station site for construction and excavation activities. To enable the excavation activities to occur demolition began for 20 Metrolinx-owned properties at Pape Avenue and Cosburn Avenue, in March 2025 and is expected to be complete by late summer 2025.
- As part of beautification efforts per direction from TE19.28, Metrolinx is installing signage for the hoarding along Pape Avenue North where the demolitions are occurring and replacing the fencing with hoarding and signage.

Tenant Relocation

Following advocacy from the local Councillor and City staff for increased supports to tenants impacted by Ontario Line construction, it was suggested that Metrolinx use a community-based model to assist tenants with relocation challenges, including tenants previously relocated by Metrolinx. City staff in the Housing Secretariat and Housing Stability Office met with Metrolinx to provide their advice on tenant support. As a result, Metrolinx and WoodGreen Community Services entered into a service agreement in early 2025. WoodGreen is delivering a community-based program on behalf of

Metrolinx to support tenants with relocation challenges. WoodGreen will provide wraparound supports, based on the individual needs of the tenant, with relocation assistance, accompanied by appropriate compensation from Metrolinx to ensure long-term sustainable housing for any individuals who may be facing challenges securing housing. These services would be in addition to any existing rent supplements Metrolinx is providing to tenants as part of their move.

This program is in alignment with direction from TM.2.1 - Subcommittee on Metrolinx's Ontario Line Construction Recommendations, as well as EX15.2 Priorities in Transit Expansion and Transit-Oriented Communities Projects.

Joint Corridor Stations and Related Work (Gerrard, Riverside-Leslieville, East Harbour)

Construction Update

- The retaining walls and noise barriers along the east side of the joint corridor are complete. Construction on the west side of the joint corridor began in April 2025 and is expected to be complete in fall 2025.
- Piling for the Riverside-Leslieville Station on the north and south sides of the Queen Street Bridge began in January 2025 and is currently projected to be complete by the end of May 2025².
- Access roads are being constructed to support piling work at Riverside-Leslieville Station and Gerrard-Carlaw Station. Piling at Gerrard-Carlaw Station began on May 12, 2025 and is scheduled to conclude in July 2025³.
- Construction crews began constructing foundations on the west side of the rail bridge over Eastern Avenue in early March 2025 for East Harbour Station and completion is expected at the end of May 2025.

Funding Agreement with Metrolinx for Park Improvements

Through TE19.28, City Council authorized the issuance of license agreements to Metrolinx that would permit construction access at Bruce Mackey Park and the Gerrard Carlaw Parkette, contingent on the City and Metrolinx entering into a cost-sharing funding contribution agreement to improve parks located by the above ground portion of the Ontario Line. City and Metrolinx staff are developing the funding agreement and an update will be provided at a future report back to TEYCC.

Gerrard-Carlaw Parkette and Dog-Off Leash Area

The dog off-leash area (DOLA) at the Gerrard-Carlaw Parkette will temporarily close in June 2025 and relocate across the street to the southeast corner of Gerrard Street East and Carlaw Avenue due to Ontario Line construction. Construction of the temporary

²https://assets.metrolinx.com/image/upload/v1745522047/Images/Metrolinx/JC_LSE_Early_Works_CLC_Meeting_Apr3_2025_Final.pdf

³ https://assets.metrolinx.com/image/upload/v1744143520/Images/Metrolinx/OL_Notice_GerrardSecantPiling_4-8-2025_final.pdf

DOLA began in March 2025, and will open to the public in June 2025. This closure is expected to last until January 2030⁴.

Pape Junior Public School Relocation

As directed in TE19.28, City staff requested Metrolinx provide the Toronto District School Board (TDSB) with traffic management assistance due to the relocation of the Pape Junior School to Jones Avenue. Metrolinx responded they are actively collaborating with the TDSB on its relocation efforts and will continue to work closely with the school on any additional supports required to mitigate construction impacts.

Corktown Station (and Don Yard)

Construction Update

- Excavation commenced in October 2024 at Corktown Station at both north and south sites. The excavation at the north site is nearly complete. The cavern excavation, to make space for station waiting areas, is expected to start at the south site in June 2025 and continue to the end of the year.
- There is ongoing pile drilling expected to be completed in late May 2025 and jet grouting (soil stabilization) is expected to be completed in July 2025, in the Don Yard, to support the excavation of the new subway tunnel and portal.
- Tieback installations and excavation continues at the Don Yard in support of the construction activities and is expected to last until December 2025.

Moss Park Station

Construction Update

- Station excavation is ongoing and expected to be complete in summer 2025. Upon completion, permanent works to construct the station will commence immediately with the waterproofing and constructing of the base of the station box⁵.

Queen Station

Construction Update

- Piling on the west site of Queen Station continues. Crews are preparing to begin the excavation at the Queen Station site with the installation of capping beams that will support the overhead crane used for vertical excavation.

⁴ <https://assets.metrolinx.com/image/upload/v1741272942/Documents/Metrolinx/TGP - OLN EGS - Construction Notice - DOLA Final 2025.pdf>

⁵ https://assets.metrolinx.com/image/upload/v1746208455/Documents/FINAL_MP_Open_House_Boards.pdf

- Piling on the east site of Queen Station is complete. An acoustic shelter and overhead crane will be installed on the east site by the end of May 2025 to enable station excavation⁶.
- Cavern excavation is underway for the new Queen Station and will continue at both north and south sites into early 2026⁷.

Osgoode Station

Construction Update

- Piling and excavation preparations on the north site is progressing. An acoustic shelter and an overhead crane will be installed above the excavation site by the end of August 2025⁸.
- Piling on the south site on Simcoe Street is complete, and station excavation is actively underway. Vertical excavation is nearly complete, and crews are now preparing to start cavern excavation between the north and south shafts⁹.

Queen-Spadina Station

Construction Update

- Cavern excavation is underway at Queen-Spadina Station, and will continue at both north and south sites, into early 2026¹⁰. Cavern excavation involves crews connecting the completed station shaft to the future station platform area and creating space for the future tunnel boring machine.

Noise Disturbances

Through spring 2025, station excavation at Queen-Spadina has caused significant noise disturbance for the adjacent community. Crews are completing the excavation phase at the site, which requires using excavators and hammers to break through bedrock. Given the significant disruption, Metrolinx has adjusted its work schedule to pause work on Sunday and will only work on Saturday on an as needed basis. The current weekday work hours are 7:00 a.m. to 11:00 p.m.

Metrolinx continues to monitor noise and vibration and investigates all reported exceedances and has placed additional noise-dampening blankets around excavation equipment in efforts to mitigate disruption to the community. Metrolinx is also making efforts to use quieter excavation equipment that is less disruptive to the community.

⁶ https://assets.metrolinx.com/image/upload/v1746205945/Images/Metrolinx/BOARDS_-_OSGOODE_AND_QUEEN_OPEN_HOUSE_-_v2_April11.pdf

⁷ https://assets.metrolinx.com/image/upload/Images/Metrolinx/Queen-Spadina_-_Updated_Notice_of_Cavern_Work.pdf

⁸ https://assets.metrolinx.com/image/upload/v1743195051/Images/Metrolinx/OL_Construction_Notice_-_Osgoode_North_site_-_March_2025_-_FINAL.pdf

⁹ https://assets.metrolinx.com/image/upload/v1746205945/Images/Metrolinx/BOARDS_-_OSGOODE_AND_QUEEN_OPEN_HOUSE_-_v2_April11.pdf

¹⁰ https://assets.metrolinx.com/image/upload/v1738790077/Images/Metrolinx/Queen-Spadina_-_Updated_Notice_of_Cavern_Work.pdf

However, due to space and structural constraints, the quieter equipment cannot be used on all parts of the site¹¹.

King-Bathurst Station

Construction Update

- Excavation is occurring at both the north and south sites, including cavern excavation to hollow out the future station waiting area at track level. This phase of excavation will continue into late 2025.
- Haul routes for the King-Bathurst sites were amended to incorporate community feedback and were recently finalized¹². See Figure 2 in Attachment 1 for a map.

Exhibition Station

Construction Update

- Early Works construction at Exhibition Station has advanced substantially, on schedule, to approximately 95% completion. This work included extending the existing passenger tunnel, a new entrance tunnel, a temporary pedestrian bridge, a new platform and shift of two GO tracks and utility relocations.
- Excavation continues at Exhibition Station for the tunnel boring machine launch site. Tunnel boring operations for the south segment, launching from the portal at Exhibition Station are anticipated to begin in 2026, where it will travel to the Don Yard portal.
- Excavation and piling works are continuing to support the future below-grade traction power substation at Exhibition Station. Construction completion is scheduled for summer 2026¹³.

Haul Route Update

As discussed in TE19.28 and TE16.56, Liberty Village is anticipated to experience a significant increase of construction truck traffic in 2025 as construction activities for Exhibition Station advance. There was significant community concern about the proposed haul routes through Liberty Village and safety of residents. Metrolinx has been working on a new haul route that would egress the site on to Dufferin Street, limiting trucks on East Liberty Street and Liberty Street. Metrolinx has also been working on a Heavy Truck Safety Plan with the City, detailed below in the report.

Metrolinx has confirmed traffic management plans are being updated to reflect hauling routes using Dufferin Street. Work has begun to reconfigure the worksite to enable the haul route, such as removing public art silos and changing site logistics. The primary

¹¹ [https://assets.metrolinx.com/image/upload/v1744406885/Images/Metrolinx/Queen-Spadina -
South Site Construction Update.pdf](https://assets.metrolinx.com/image/upload/v1744406885/Images/Metrolinx/Queen-Spadina_-_South_Site_Construction_Update.pdf)

¹² [https://assets.metrolinx.com/image/upload/v1743793249/Images/Metrolinx/KING-
BATHURST Display Boards.pdf](https://assets.metrolinx.com/image/upload/v1743793249/Images/Metrolinx/KING-BATHURST_Display_Boards.pdf)

¹³ https://assets.metrolinx.com/image/upload/Images/Metrolinx/EXHIBITION_Display_Boards.pdf

inbound route will have trucks travelling north on Dufferin Street (using the Dufferin Bridge) and turning right to enter the work site, pending assessment of the bridge condition, which is currently ongoing. The primary outbound route will have trucks exiting the worksite by turning right onto Dufferin Street and continuing north. Metrolinx is also working with City staff on a proposed temporary construction (secondary) access point on Strachan Avenue, pending an assessment of the Strachan Bridge condition. See Figure 3 in Attachment 1 for a map of the proposed haul route (note routes are subject to change)¹⁴.

At the intersection of King Street and Dufferin Street, TTC King streetcar track replacement works are planned in early fall 2025¹⁵. Metrolinx is coordinating with the City and TTC to use alternative routes during the closure of the intersection, such as potentially using Mowat Avenue and Fraser Avenue as temporary access points¹⁶. Additional details will be provided to the local Councillor and community in advance of works commencing.

Removal of Exhibition Station Art Silos

There were six abandoned silos near Exhibition Station that were part of the City's StreetARToronto partnership program in 2017, where they were re-animated with public art. Three of those silos, located at Fraser Avenue, Jefferson and Atlantic Avenue, and South Liberty Trail, were identified in areas required for Ontario Line construction and enabling the Dufferin haul route. Upon advocacy from the local community, Councillor, and City staff to preserve and relocate the impacted silos, Metrolinx commissioned a third-party assessment in October 2024. This assessment identified significant structural concerns with the silos that would make it difficult to safely relocate or repurpose the silos elsewhere. In March 2025, Metrolinx removed the three silos but left the other three untouched.

Following the advocacy from local councillor and local community, Metrolinx has committed to commemorating these silos as part of future plans for the site and has documented the silos and photographed the art so these images can be used in the future. Metrolinx has engaged with the silo artists about potential opportunities to exhibit their work in the community. Metrolinx will collaborate with the Liberty Village BIA, City staff, the local Councillor and the community to explore ways to commemorate the silos and their historical significance in the area¹⁷. A commemorative strategy for nearby heritage sites is also being developed.

Other Construction Updates

Construction Mitigation

¹⁴ https://assets.metrolinx.com/image/upload/v1744293641/Images/Metrolinx/Exhibition_April_2025_Presentation_Deck.pdf

¹⁵ https://assets.metrolinx.com/image/upload/v1744293641/Images/Metrolinx/Exhibition_April_2025_Presentation_Deck.pdf

¹⁶ https://assets.metrolinx.com/image/upload/v1747156695/Images/Metrolinx/CLC_Minutes_Exhibition_May_2025.pdf

¹⁷ https://assets.metrolinx.com/image/upload/v1741893581/Images/Metrolinx/Exhibition_-_Notice_of_Silo_Removal.pdf

Excavation is occurring across Ontario Line sites and communities have been experiencing noise from excavation equipment and the installation of new equipment. To reduce impacts to residents and businesses in the area, mitigations are in place including air quality, noise and vibration monitoring, street cleaning, acoustic shelters, site hoarding, additional paved areas, sprinkler systems and mud mats for dust suppression. Two acoustic shelters have been installed at Osgoode and King-Bathurst sites to provide weather protection, act as a noise and dust barrier, and allow crews to excavate 24/7. There are two additional acoustic shelters currently being constructed at Queen and Osgoode stations, as noted in the Stations Update section above.

Community Art Survey

Metrolinx is planning to display artwork on the construction hoarding at seven Ontario Line worksites (Corktown, Moss Park, Queen, Osgoode, Queen-Spadina, King-Bathurst and Exhibition). Metrolinx launched a Community Artwork Survey in the summer of 2024 through an online survey, to collect input from the community on what the art should be featured. Ontario Transit Group, which is delivering the Southern Civils, Stations and Tunnels contract, is working with Metrolinx to advance the artwork.

Metrolinx had originally stated the artwork was expected to be delivered by the end of 2024. Metrolinx has identified dedicated sites at the seven stations for the artwork, but City staff have not yet received a new estimated completion date by Metrolinx. Staff will report back to TEYCC in the next report with an update.

Community Engagement

Metrolinx has twelve active Construction Liaison Committees (CLCs) and community working groups for the Ontario Line, which continue to meet regularly to share information and mitigate issues. In addition to the regular CLC meetings, the Ontario Line team at Metrolinx holds open houses, pop-ups and attends local events. As of May 8, Metrolinx has held 7 community open houses and public meetings so far in 2025¹⁸.

There are two community offices for residents to connect with Metrolinx staff at 770 Queen Street East and 45 Overlea Boulevard. Metrolinx confirmed they are in the process of opening a new community office at 810 Danforth Avenue to engage with the community by Pape Station. City staff anticipate the office to open in Q3 2025, further details on the opening timeline will be provided to the community by Metrolinx.

Heavy Truck Safety Plan

On February 6, 2025, a pedestrian was struck and critically injured while they were crossing at Mortimer Avenue, by a dump truck hauling spoils away from the Ontario Line Pape-Sammon construction site. The dump truck was a subcontractor of Green Infrastructure Partners (GIP), Metrolinx's contractor for the Pape-Sammon site, and was not following the designated haul route. On February 28, 2025, City staff were made

¹⁸ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/events>

aware of another incident where a different subcontractor was found deviating from the haul route at the same location. Immediately following these incidents, City and Metrolinx staff implemented and oversaw changes such as new site assessments, new signage, and new compliance measures for GIP truck operators such as education materials and signed acknowledgement of the haul route. Staff also recognized a need to develop a more formalized framework to ensure safety throughout the project's construction.

As directed through DM29.2, Metrolinx and the City of Toronto are developing a comprehensive Heavy Truck Safety Plan which will include guidelines for heavy truck safety accessing and leaving the construction site and the respective haul routes, this includes the monitoring, compliance and outreach plans. Updated haul routes will be shared with the City and other stakeholders as construction stages evolve.

On March 20, 2025, Metrolinx convened the first meeting of the Ontario Line Haul Route Focus Group. This group, which includes staff from the City's Transit Expansion Division and Transportation Services Division, was formed to develop a Truck Safety Plan which would provide a clear and enforceable framework for selecting, managing, and continuously monitoring haul routes used for Ontario Line construction traffic. In early April, this group jointly developed a Truck Safety Plan Draft Framework which includes the following topics:

- **Commitment to Public Safety and Collaboration**, which will reinforce the shared commitment to safety and outline how the City and Metrolinx will collaborate.
- **Principles for Haul Route Selection and Approval**, which will indicate any applicable legislation, required approvals, and criteria to determine haul routes.
- **Decision-Making Process/Change Management**, which will be the process for route approvals and adjusting haul routes.
- **Toolbox of Mitigations for Potential Issues**, which will include traffic control measures, enforcement strategies, and resources for contractor training and public awareness.
- **Strategy for Communicating and Enforcing Expectations for Contractors**, which will include contractual obligations and compliance/oversight measures.
- **Public Communication and Complaint Resolution**, which will include methods to publicly share information, a process to investigate complaints from the public, and transparency/public reporting measures.

Metrolinx is currently developing the full Heavy Truck Safety Plan, in consultation with the Focus Group, based on the topics identified in the draft framework. Metrolinx has worked collaboratively with City staff to develop the Heavy Truck Safety Plan, and a final draft has been shared with City staff for review. In accordance with City Council's direction, Metrolinx is expected to share the Plan with the local Councillors and interested community members along the Ontario Line alignment, once it is considered satisfactory by the General Manager, Transportation Services. City staff expect the Safety Plan to be released by June 2025.

Ontario Line Subcommittee Recommendations

Through TM2.1 – City of Toronto Recommendations for Metrolinx's Ontario Line Construction, Metrolinx was requested to implement City Council approved recommendations for Ontario Line construction within the Toronto and East York District, as well the North York District. Attachment 2 provides a detailed update on Metrolinx's progress on implementing the Subcommittee's recommendations.

Pre-condition Surveys and Building Condition Assessment Offers

Ahead of major construction, Metrolinx's contractors offer property owners a "pre-condition survey" (PCS) for properties within the "zone of influence" (ZOI) of construction sites, which documents the baseline condition of an individual property. The ZOI refers to the land in or adjacent to a construction site or rail track that is potentially impacted by noise or vibration from rail activities (either construction or operations). Whether a property is within the ZOI, i.e. the qualifying distance from the construction site, is based on various factors including the property type and applicable vibration limits, as set out in bylaws and provincial guidelines¹⁹.

As per TE19.28, City Council requested Metrolinx to continue outreach for residents to have a PCS and requested City staff to include the outreach and uptake rate in the next Ontario Line report. TE staff encouraged Metrolinx to promote offers for PCS to ensure impacted property owners had a clear understanding of the survey and the importance of receiving such an assessment ahead of construction.

Metrolinx has since increased and improved their outreach efforts to promote PCS including use of plain language with Metrolinx letterhead, door-to-door canvassing, re-offering to property owners who had not responded originally, offering to additional property owners, and promoting the PCS at their public meetings.

Metrolinx used many of these tactics that Transit Expansion Division staff recommended to promote PCS for the Lakeshore East Joint Corridor Early Works contract. In doing so, Metrolinx has more than doubled the number of properties that completed PCS for that contract.

PCS will soon be offered to property owners within the ZOI for the Pape Tunnel and Underground Stations contract as the contractor, Pape North Connect (PNC) is onboarded. Metrolinx has committed to working with PNC to ensure PCS are promoted widely to impacted properties. Transit Expansion Division staff will provide further updates on this item as the process develops.

Community Benefits Update

Through Metrolinx's public consultation for the Ontario Line, Metrolinx's Community Benefits and Supports (CBS) Program, and plans for local hiring has been a topic of significant interest. In particular, community groups have sought increased transparency

¹⁹ https://assets.metrolinx.com/image/upload/v1663152363/Documents/Metrolinx/appendix_a6_-_noise_and_vibration_report_-_aoda_v70k5w.pdf

around Metrolinx's CBS program and commitment from Metrolinx to create specific local hiring targets. This follows a letter City staff sent to Metrolinx in April 2024 that reiterated feedback received from community stakeholders that requested an update on how Metrolinx is implementing their CBS program.

City staff from Transit Expansion and Social Development Divisions have been engaging with Metrolinx staff through the Community Benefits and Supports Working Group since September 2023. This group meets quarterly to monitor and hold Metrolinx accountable to implementing community benefits and the City's recommendations from TM2.1 which recommended Metrolinx create community benefit plans, including measurable hiring and local procurement targets, improving transparency and public reporting, and using a Project Labour Agreement.

Metrolinx has confirmed they are meeting their hiring targets for women (10% new hires) and for people from Black, Indigenous, Persons of Colour (BIPOC) communities (10% new hires) for the Ontario Line and are working with their contractors to deliver on workforce development plans and procure locally. Metrolinx intends to publicly share further details through their next Community Benefits and Supports Annual Report, which is expected to be released in fall 2025. Information sharing from Metrolinx to the City has faced ongoing limitations due to the nature of Metrolinx's data collection on their CBS Program, which is done on an annual basis and does not always disaggregate data by project.

City staff have continually requested information on local hiring and procurement on the Ontario Line, as well as details on concrete actions that are being planned to advance community benefits by Metrolinx. City staff will continue to work with Metrolinx on their data and reporting, to identify opportunities for sharing preliminary data outside of Metrolinx's annual report cycle.

Stakeholder Engagement on Community Benefits

In December 2024, Metrolinx convened the Toronto Stakeholder Working Group, a standing meeting with community stakeholders in Toronto to provide progress reports on community benefits activities and events across several Metrolinx-led projects, including the Ontario Line. This group consists of various not-for-profit organizations in Toronto and is intended to meet quarterly. As reported in TE19.28, the Terms of Reference for the Working Group was to be finalized in early 2025, however Metrolinx confirmed to City staff on May 8, 2025, that they expect to share and finalize the Terms of Reference with the members of the Working Group in summer 2025.

Station Naming

City staff were directed through TE19.28 to report back on the naming process for stations and how feedback from community stakeholders is being considered, including an update on Exhibition Station.

Metrolinx has stated they are using a framework based on established principles for station naming. Metrolinx confirmed they are currently seeking to rename four stations,

as the names are misaligned with the principles below, or there has been strong community interest in the station name. The four stations are currently referred to as: Queen-Spadina, King-Bathurst, Corktown, and Riverside-Leslieville. Metrolinx has indicated the remaining stations are not planned to be renamed.

Metrolinx's five principles for station names are:

1. **Unique:** Each name should avoid confusion with any other station or stop by avoiding the repetition of names or similar sounds.
2. **Logical:** Named after street, landmark, neighbourhood, community or city.
3. **Self-locating:** Names should allow customers to locate themselves within the broader region.
4. **Durable:** Names should be relevant as long as the station is in operation.
5. **Simple:** Short, easy to understand, where possible names should be single words.

Metrolinx has stated their objectives when determining new names will be:

1. **Improved wayfinding clarity:** Choosing names that reflect well-known streets, neighbourhoods and landmarks.
2. **Reduce confusion:** By avoiding duplication of existing station names wherever possible, regardless of mode or operator.
3. **Enhance community identity:** Aligning station names with elements of the community's historical or cultural significance.
4. **Ensure consistent approach:** Across multiple municipalities and communities throughout the region.

Metrolinx has convened a Naming Committee, which is responsible for reviewing community and stakeholder feedback and will provide a recommendation to the Metrolinx Board of Directors and Ministry of Transportation for final approval. Metrolinx has stated the Committee is internal to Metrolinx and consists of staff from their Project Delivery, Indigenous Relations, and Community Engagement teams.

Station Naming Public Engagement

In response to TE19.28 direction to report back on the naming of Exhibition Station, Metrolinx confirmed to City staff that Exhibition Station does not qualify for station naming as it is a preexisting station on the GO network. The local Councillor, community and the BIA have requested Metrolinx consider renaming the station to reflect Liberty Village.

The Subcommittee on Metrolinx's Ontario Line Construction recommended through TM2.1 that Metrolinx provide CLC's the ability to provide input into station names. City staff are aware of the May 8, 2025, meeting for the Riverside-Leslieville CLC, where station naming was an agenda item. Metrolinx confirmed to City staff they are engaging communities surrounding the four Ontario Line stations that are proposed to be renamed by Metrolinx, through open houses held in those neighbourhoods. City staff are aware the station naming process was presented at open houses for Queen-

Spadina Station (April 2)²⁰, King-Bathurst Station (April 3)²¹, Riverside-Leslieville Station (April 16)²² and Corktown Station (May 1)²³, however the station naming materials were not made available online by Metrolinx afterwards.

Metrolinx stated they have received community feedback on station names through various channels, such as open house attendees, visitors to their community offices and events, and at CLC meetings when members raised it in the discussion portion. City staff continue to encourage Metrolinx to consult with the community more widely on station names and give opportunities for the general public and CLCs to formally provide feedback.

Next Steps

Transit Expansion Division staff will continue to engage with City staff across multiple divisions to review Ontario Line designs, facilitate permits and approvals, and protect and advocate for City interests through all stages of Metrolinx's project delivery. City staff are guided by existing agreements between the City and Metrolinx, such as the Council-approved Subway Program Agreement in Principle. Staff will report back to TEYCC on the progress of the Ontario Line in Q4 2025, along with any updates on how Metrolinx continues implementing City Council's Ontario Line recommendations.

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ATTACHMENTS

²⁰ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/events/queen-spadina-station-open-house-apr-2-2025>

²¹ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/events/king-bathurst-station-open-house-apr-3-2025>

²² <https://www.metrolinx.com/en/projects-and-programs/ontario-line/events/riverside-leslieville-open-house-apr-16>

²³ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/events/corktownstationopenhousemay1>

Attachment 1 – Ontario Line Q2 2025 Update - Tables and Figures
Attachment 2 – Update on Subcommittee on Metrolinx’s Ontario Line Construction
Recommendations (TM2.1)