



Update on Subcommittee on Metrolinx’s Ontario Line Construction
Recommendations (TM2.1)

SUMMARY




Complete/currently being met: 14

Recommendation was fully implemented or achieved by Metrolinx; or if it is a recommendation that will span over the entirety of project construction, the recommendation is currently being fulfilled in its entirety.




Partially completed: 5

Metrolinx has implemented or is implementing the recommendation partially but does not intend to implement additional measures to implement the recommendation in full.



In progress: 15






Measures to implement the recommendation are currently being developed by Metrolinx; or Metrolinx has completed actions and/or indicated commitment to fulfill the recommendation.



Not proceeding: 2

Metrolinx has indicated the recommendation, in full, will not be implemented by Metrolinx. Refer to progress/update column for details on how Metrolinx may be implementing mitigation measures related to the recommendation.








Total recommendations: 36

	Recommendation	Status	Progress / Update
<div>Community Benefits</div> <div></div>	Measurable targets for local and social hiring opportunities that are intended to reach Indigenous, Black, and equity-deserving groups, and hiring opportunities that include both construction trade and professional, administrative, and technical positions.		<ul style="list-style-type: none">Metrolinx has implemented aspirational hiring targets for their contractors; however, compliance is not mandatory. The targets are:<ul style="list-style-type: none">10% of new hires by Metrolinx’s contractors self-identifying as Black, Indigenous, Persons of Colour (BIPOC) communities;10% of new hires by Metrolinx’s contractors self-identifying as women; and10% of tradespeople hired by Metrolinx’s contractors are in apprentice roles.
	Measurable targets for local and social procurement that create opportunities with local businesses and diverse suppliers, such as social enterprises, Indigenous-owned businesses, and Black-owned businesses.		<ul style="list-style-type: none">Metrolinx has not implemented measurable targets, however stated they encourage their contractors to invest in local procurement and are committed to social procurement. Metrolinx is also tracking local procurement and social enterprise procurement and publicly providing that data through annual reporting.
	Transparent and accountable monitoring and oversight structure that includes community involvement and public reporting.		<ul style="list-style-type: none">In September 2024, Metrolinx released their first annual community benefits report and will continue to release an annual public report. The 2025 report is anticipated to be released in fall 2025.Metrolinx has a Community Benefits Stakeholder Working Group, which involves community stakeholders and seeks feedback on their community benefits program.City staff continue to work with Metrolinx on improving data collection and continue to encourage Metrolinx to share more data publicly on community benefits broken down by project and area.
	Consider use of Project Labour Agreements.		<ul style="list-style-type: none">Metrolinx does not intend to implement Project Labour Agreements. Instead, Metrolinx is including aspirational targets for contractors within the project agreements for the undertaking of community benefits activities and is working closely with their contractors to deliver workforce development plans that can support these targets.








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			Recommendation	Status	Progress / Update
<div>Business & Cultural Supports</div> <div></div>					<ul style="list-style-type: none">Metrolinx is finalizing details for a marketing strategy to support BIAs along the south segment (Exhibition to Corktown Stations on the alignment). This has been in development since early 2024. Metrolinx will be coordinating with BIAs for their input and expects to deliver this later in 2025.Work on a marketing strategy for other segments of the Ontario Line is in its early stages; City staff are unable to confirm a timeline as one has not been provided by Metrolinx.
					<ul style="list-style-type: none">Metrolinx is coordinating directly with the BIAs and their contractors to deliver additional wayfinding to attract customers, showcase the various businesses and inform the public about road closures.
					<ul style="list-style-type: none">Metrolinx is regularly coordinating and collaborating with the City's Transportation Services Division on traffic management plans.Metrolinx construction is impacting the availability of public parking around worksites; however Metrolinx is addressing parking concerns with their contractors to mitigate pressures to the community as issues arise. For example:<ul style="list-style-type: none">At Pape-Danforth, Metrolinx is requesting contractors avoid street parking and acquired property to provide for contractor staff parking.At Minton Place, Leaside Valley Builders (LVB) introduced a bussing service for its site workers in response to community concerns surrounding parking constraints.
					<ul style="list-style-type: none">Metrolinx establishes contractual requirements with contractors to develop and implement Property Access and Business Continuity Plans prior to construction.Contractors are instructed to prioritize maintaining door access to businesses at all times.
					<ul style="list-style-type: none">Metrolinx establishes contractual requirements with contractors to have cleanliness standards, keep the construction working areas and vicinity clean, and to have regular site inspections.Metrolinx established a 24/7 hotline in May 2023 which can be reached at (416) 202-5100. This line is managed daily. Residents can report any site-related concerns, and they will be appropriately triaged and escalated for resolution.
					<ul style="list-style-type: none">Metrolinx releases annual data through their Community Benefits and Supports Program Report, which includes some data on economic impacts from Ontario Line construction through local procurement and jobs.This recommendation has been fulfilled through the City’s BIA Office, which provides the BIAs with quarterly economic snapshots to track the economic health of their BIA. These snapshots are prepared in collaboration with the Canadian Urban Institute. <i>* This initiative is funded by the City, not Metrolinx.</i>

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	Provide direct support to businesses, including direct financial compensation, subsidies, and business development supports.		<ul style="list-style-type: none">Metrolinx is currently assessing options that would provide direct supports to businesses. Current supports to businesses are disseminated through BIAs only.Metrolinx launched a BIA Annual Funding program in 2024 for the 10 BIAs along the Ontario Line, which provides \$10,000 annually for BIAs to use towards business promotional and marketing initiatives during construction.Transit Expansion Construction Mitigation Grant (TECMG) Program provides eligible BIAs and other associations with funding for community-driven initiatives that mitigate the impacts of construction on local businesses.<ul style="list-style-type: none">TECMG has awarded \$778,335 to BIAs and business associations impacted by the Ontario Line construction project. <i>* This funding was provided through the City and Federal Economic Development Agency for Southern Ontario, not Metrolinx.</i>
	Proactively develop plans for recovery and rebuild initiatives.		<ul style="list-style-type: none">Metrolinx is pledging to leave communities better than before construction, however, have not yet indicated plans to develop recovery and rebuild plans.
<div>Construction Liaison Committees & Community Engagement</div> 	Act as a forum for inclusive and meaningful two-way communication regarding the Ontario Line, allowing impacted communities to receive updates on construction from Metrolinx, to provide feedback to Metrolinx on community concerns and proposals, and to proactively identify and problem-solve local concerns and issues.		<ul style="list-style-type: none">This principle has been adopted into the Construction Liaison Committee (CLC) Terms of Reference, which states:<ul style="list-style-type: none">“CLC’s provide open, two-way communication and sharing of information before and during the construction of the Ontario Line project. The CLC will focus on the impacts from the Ontario Line within proximity of stations. The CLC is a forum for Metrolinx and representatives of the committee to proactively communicate and discuss Ontario Line construction activities and community impacts in a collaborative and respectful manner.”
	Receive project information from Metrolinx in a prompt manner to address neighbourhood and community improvements and identify short and long-term impacts of project construction works, activities and operations, and steps being taken to address these impacts.		<ul style="list-style-type: none">Metrolinx continues to regularly provide information to the community and identify short and long-term impacts of project construction as part of the regular CLC agenda.A large portion of the CLC agenda is dedicated to discussing construction impacts and mitigation.
	Provide opportunity for community members to suggest potential mitigation options to address negative impacts of construction.		<ul style="list-style-type: none">Metrolinx recognizes this is a core mandate of a CLC and members are encouraged to provide this input to help mitigate construction. There is always a designated discussion period for members to provide feedback or ask questions during CLC meetings.
	Have an ability to provide input into station names.		<ul style="list-style-type: none">Currently, Metrolinx is renaming four Ontario Line stations names (King Bathurst, Queen Spadina, Corktown, and Leslieville Riverside) and consulted the community through 4 recent open houses held in those neighbourhoods.To date, Metrolinx has engaged one CLC on station names (Leslieville-Riverside). Metrolinx has not confirmed if the CLCs of the other 3 stations being renamed will be engaged, although members have raised station naming at CLC meetings and provided input.City staff continue to request Metrolinx to formally engage with all impacted CLCs on station naming in order to fully meet this recommendation.






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	Recommendation	Status	Progress / Update
	Include members from local elected officials, local businesses, BIAs, community associations, social service providers/not-for-profits, condominium corporations, impacted community members, and City staff.		<ul style="list-style-type: none">The CLC Terms of Reference included these members as part of the membership list of each CLC when it was finalized.
	Serve as a forum for accountability and transparency by providing an update on each of this report’s sections at each CLC meeting.		<ul style="list-style-type: none">The intent of CLCs is to provide accountability and transparency regarding Ontario Line construction. CLC’s frequently discuss the six areas covered in the Subcommittee recommendations, but Metrolinx has noted it will not be embedded as a standing item on the agenda for CLCs.City staff continue to request Metrolinx to specifically provide updates on each of the report’s sections as a standing CLC agenda item in order to fully meet this recommendation.
	Provide detailed engagement plans with local communities impacted by Ontario Line construction, including strategies for how Metrolinx will engage and coordinate with community members that include but are not limited to local residents, businesses, BIAs, schools and school boards, and Indigenous, Black and other equity-deserving communities that may be impacted. Engagement plans should include activities such as in-person and virtual open houses, with opportunities for multilingual engagement support.		<ul style="list-style-type: none">Metrolinx is sharing upcoming engagement activities at each CLC, and additionally is regularly meeting with BIAs, businesses, schools and other community groups, where engagement planning is coordinated.Metrolinx also is opening an additional community office to increase engagement with local communities impacted by Ontario Line construction.
	Ensure public notification for all community meetings at least two weeks in advance of the scheduled date. Provide a two-month look-ahead calendar on the Metrolinx website for all community engagements with details on how the public can participate.		<ul style="list-style-type: none">Metrolinx strives to provide notification at least two weeks in advance of scheduled community meetings, and generally does so.City staff continue to request Metrolinx to create a two-month look ahead calendar in order to fully complete this recommendation.
<div>Roadways, Traffic & Construction Management</div> <div></div>	Regularly assess Ontario Line construction sites and associated road closures, in consultation with the City’s Transportation Services Division, to identify potential opportunities to optimize the size of staging areas and/or the duration of road closures and provide updates to the local Councillors.		<ul style="list-style-type: none">Metrolinx is collaborating with City staff on development of traffic mitigation plans, approaches to projects and opportunities to minimize and coordinate impacts to local residents through multiple forums.
	Review and implement best practices from comparable cities, as part of Traffic Management Plans, related to construction zone management, minimizing construction footprints, construction coordination, and traffic mitigation, in consultation with the City’s Transportation Services staff.		<ul style="list-style-type: none">Metrolinx accepts advice about traffic best practices from other cities and is working with the City’s Transportation Services on implementing best practices.

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	Metrolinx and its contractors follow the established provincial and municipal guidelines to ensure effective traffic management in the work zones; and the traffic management plan should include appropriate signage for all road users and safe accommodation for pedestrians, and road users with accessibility needs and mobility challenges; the traffic management plan should protect cyclists by insuring safe passage throughout the traffic management area; and traffic management plans should maintain pedestrian access to transit service and businesses and include truck haul route plans and traffic impact analysis, including any modifications to traffic signal timing plans and turning restrictions.		<ul style="list-style-type: none">Metrolinx and their contractors are following provincial and municipal guidelines for traffic management.For all Metrolinx projects, Metrolinx contractors coordinate with City staff and prepare traffic management plans for City review in advance of construction activities. The City is responsible for reviewing and providing comments on traffic management plans.Traffic management plans include signage, accommodation for pedestrians, cyclist protections, maintaining access to businesses and transit, and haul routes.Metrolinx and City staff are working together to develop a Heavy Truck Safety Plan, to be released in June 2025.
	Require its [Metrolinx's] contractors to keep the construction area clean and tidy.		<ul style="list-style-type: none">Metrolinx establishes contractual requirements with contractors to keep the construction working areas and vicinity clean.
<div>Transit & Housing and Rental Replacement</div>	Establish a minimum target for the delivery of affordable rental housing in all Transit Oriented Community (TOC) proposals, consistent with the City’s Official Plan Inclusionary Zoning policy framework and apply best practices from the City’s Housing Now program.		<ul style="list-style-type: none">Staff have conveyed Council’s directions to IO respecting affordable housing to be consistent with the City’s adopted Inclusionary Zoning by-laws, with a target of 20% of TOC units to be affordable. The Province supports the provision of affordable housing within TOCs but has not yet outlined how it will be achieved.Note: The Province’s TOC program is being delivered by Infrastructure Ontario (IO) and is not under Metrolinx’s purview.
	Work with the City and the Canada Mortgage and Housing Corporation (CMHC) to identify opportunities/programs that augment provincial investments and further enhance the delivery of affordable rental housing on each site.		<ul style="list-style-type: none">Staff have made the Province aware of Council’s recommendation that the TOC program engage with CMHC. To date the Province has not indicated that it has done so. Staff will provide an update when more information is available.Note: The Province’s TOC program is under the purview of IO and is not being delivered by Metrolinx.
	Apply Official Plan policies regarding the demolition of existing rental housing units and dwellings by requiring replacement rental dwelling units and/or dwelling rooms with similar rents, and that tenant relocation and assistance, beyond the requirements of the <i>Residential Tenancies Act</i> (RTA), be provided to impacted tenants to lessen hardship.		<ul style="list-style-type: none">Metrolinx is not applying Official Plan policies as they do not apply to provincial agencies.However, Metrolinx is making efforts to provide tenant relocation assistance which do go beyond requirements of the RTA.In November 2024, Metrolinx created a dedicated Tenant Relocation Team to support residential tenant relocations. This team developed a program with WoodGreen community services in early 2025, which is providing the relocation supports and connection to wraparound services necessary based on the specific circumstances, to tenants impacted by Ontario Line construction.
	In consultation with the local Councillor, actively engage with community members that are immediately adjacent to and may be directly impacted by construction activities and develop an action plan that considers options to ensure their safety and comfort during construction including measures to reduce noise, vibration, and construction dust.		<ul style="list-style-type: none">Metrolinx’s Community Engagement team is engaging with local Councillors and communities regarding construction impact mitigation, including through CLC’s.

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	Recommendation	Status	Progress / Update
<div>Parkland, Forestry, and Neighborhood Investments</div> <div></div>	Adhere to applicable municipal by-laws and associated compensation requirements on all by-law regulated trees and proactively engage with City staff and the community on landscape/park restoration plans.		<ul style="list-style-type: none">Metrolinx submits tree permit applications that allows City staff to prioritize tree retention and protection, to the greatest extent possible.However, if trees are located on lands owned by Metrolinx, including lands acquired through expropriation, Metrolinx is using its crown immunity and does not apply for permits to remove or injure these trees. Tree removals from Metrolinx land are subject to Metrolinx’s Vegetation Guideline for compensation planting.Metrolinx has also invoked the <i>Building Transit Faster Act</i> (BTFA) obstruction removal clauses to remove trees along the joint corridor in the absence of a tree removal permit from the City.Metrolinx has noted that it strives to plant onsite to the extent possible to meet the City's onsite replacement ratios instead of providing cash in lieu. Where onsite restoration is not feasible, Metrolinx has been working with City and the Toronto and Region Conservation Authority (TRCA), to identify restoration locations in proximity or off site.This recommendation cannot be completed as Metrolinx has invoked the BTFA and their crown immunity with respect to tree removal; however, City staff continue to request Metrolinx commit to applying for tree permits and to abstain from invoking the BTFA or their crown immunity in the future.
	Protect access to park facilities to allow residents continued use of park facilities.		<ul style="list-style-type: none">Maintaining access to community park space is a priority and Metrolinx is working with the City’s Parks and Recreation Division staff to develop access agreements.Metrolinx’s construction has had impacts on city parkland across the Ontario Line alignment. Metrolinx has made adjustments at Jimmie Simpson Park and the Gerrard-Carlaw Parkette Dog-Off Leash Area to allow continued use of park facilities while construction proceeds.However, there have been instances where Metrolinx has occupied parkland without replacement space provided such, as at Moss Park, Corktown and E.T. Seton Parks.
	Explore additional opportunities for neighbourhood investments to add or enhance parkland impacted or adjacent to the Ontario Line construction area, including upgrades to existing parks and recreation facilities with funding from Metrolinx’s community benefits plan.		<ul style="list-style-type: none">Metrolinx and City staff continue to discuss possible funding contribution agreements to improve parks that are impacted by Ontario Line construction.Metrolinx has proposed increasing parkland along the Joint Corridor in parks such as Jimmie Simpson and Wardell Parks.
	Mitigate and minimize temporary and permanent impacts on parkland by avoiding park closures and, where possible, maintaining safe park access during construction; should a park asset require removal and/or relocation on site, this will be identified on a site plan provided to the City’s Parks and Recreation Division for review in advance; and this may also require further negotiation of interim park space and public consultation to satisfy Parks and Recreation.		<ul style="list-style-type: none">Metrolinx is prioritizing maintaining park access and avoiding park closures where possible.Recent examples include adjustments of the construction worksite boundary at Jimmie Simpson Park and the relocation of the Gerrard-Carlaw Parkette Dog-Off Leash Area.However, there have been instances where Metrolinx has occupied parkland without replacement space provided such, as at Moss Park, Corktown and E.T. Seton Parks

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	In absence of restoration plans at the time of an Urban Forestry tree permit application, submit cash in lieu consistent with the City's tree by-laws determined either by stem-based or by area-based basis with the compensation guidelines at 3:1 for public and private trees at \$583 per tree and for ravine areas the guidelines are area based at \$26 per square metre.		<ul style="list-style-type: none">Metrolinx strives to plant onsite to the extent possible to meet City onsite replacement ratios instead of providing cash in lieu. City staff have worked with Metrolinx to maximize tree planting and soil volume during landscape designs.Where replacement tree planting cannot be achieved, the City will retain the submitted cash in lieu payments to support future Urban Forestry tree plantings on public land.Metrolinx is working with the City to explore an off-site restoration proposal to maximize tree planting and natural restoration to meet Metrolinx’s Vegetation Guidelines, including providing funding for this work.
	Improve park access and provide park improvements of parks impacted by construction through restoration plans and detailed designs; restoration plans should consider current City standards and the site’s context detailing any park assets, the number of trees and/or shrubs to be replanted, and provide details and specifications for minimum soil quality, quantity and standard maintenance requirements during a warranty period; and this becomes the minimum standards to which Metrolinx's design and construction teams would be held accountable through the preparation of restoration plans and implementation.		<ul style="list-style-type: none">Metrolinx is working with the City on landscape/restoration plans as the Ontario Line project progresses.
Real Estate 	As previously requested by City Council, make publicly available detailed mapping of all City land requirements, including land type, current use, size and extent of property interest (temporary or permanent takings), and provide updates on a semi-annual basis.		<ul style="list-style-type: none">Metrolinx is not committing to publicly providing detailed mapping of land requirements due to the sensitive and confidential nature of land transactions.In accordance with the Real Estate Protocol executed between the City and Metrolinx, for property acquisitions and dispositions relating to the Subway Program, Metrolinx provides the City, via Corporate Real Estate Management Division, a detailed mapping showing City-owned lands required for the Ontario Line at the time of submission of the Property Requisition Form.
	For dispositions related to parkland, make all reasonable efforts to provide to the City an exchange of land of nearby property of equivalent or larger area and comparable or superior green space utility acceptable to the City.		<ul style="list-style-type: none">Metrolinx has committed to marginally expand some parks in Riverside-Leslieville following construction (McCleary Playground, Bruce Mackey Park, Jimmie Simpson Park and Gerrard-Carlaw Parkette) where feasible.