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# East York site selected for Ontario Line maintenance and storage facility

**The train maintenance and storage facility,a critical component of the Ontario Line, will be built on a 175,000-square metre site. Once completed, it will become the central location for the upkeep, repair and resting place for the subway trains, when they're not busy helping move people around Toronto.**

After several months of study and assessment, Metrolinx has selected a location for the Ontario Line maintenance and storage facility.

This critical component of the new subway will be built on a site east of Laird Drive, between Overlea Boulevard and Wicksteed Avenue. It's where Ontario Line trains will be stored when they're not getting people across the city and where they'll be inspected, cleaned, and maintained so that they're ready to take riders to their destinations.

"Confirming the location of the maintenance and storage facility is an important step in bringing the vision for the Ontario Line to life," says Metrolinx project sponsor Malcolm MacKay.

"When the facility goes into service, the work that happens there will help us give customers rapid transit that is safe, clean and reliable."

Just like any other public transit operation, the maintenance and storage facility will be a vital organ for the Ontario Line. An estimated 200 train cars will be needed to meet Toronto's needs when the Ontario Line opens, and the fleet will grow by as many as 50 more vehicles to meet demand for service in the future. To house and maintain the trains, Metrolinx needs a site of 175,000 square metres – that's about the size of 24 soccer fields.

"Unfortunately, this amount of vacant land just doesn't exist in the city," says MacKay.

"We want to protect jobs and businesses as best we can, so we looked at a number of different options and weighed all of the potential impacts. We feel confident that the decision we've made comes with the least amount of impacts to the community while still providing an essential piece of Ontario Line infrastructure."

After exploring nine potential locations for the facility, the site in the southeast portion of the Leaside Business Park was selected because studies showed that it keeps impacts to the local community to a minimum while meeting all the needs for the project, including proper zoning for industrial use. Planning teams studied how quickly and easily each site would connect to the main Ontario Line tracks, the ability to expand to meet Toronto's future transit needs, and how impacts on residents, businesses, and the surrounding environment could be minimized – both during construction and after the maintenance facility goes into service.

Minimizing impacts to businesses, employees and residents is a Metrolinx guiding principle, right alongside bringing major transit improvements to underserved neighbourhoods.

Here's an example of what the Eglinton Crosstown Light Rail Transit MSF looks like, with its many tracks leading in and out. (Metrolinx photo)

Labouring over design decisions and keeping construction and building footprints as slim as possible is one of the ways Metrolinx does this. With a dedicated property team, Metrolinx also works with property owners and tenants to support their relocation, if needed. Decisions and strategies differ from property to property, and each case is considered independently.

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*"We're challenging ourselves to go the extra mile to come up with creative solutions…"*
**Jason Ryan, Metrolinx VP of pre-construction services.**

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"We care about the communities we serve and we know how important local businesses are to them," says Jason Ryan, vice president of pre-construction services for Metrolinx.

"Given the difficulties many of them have been facing recently, we'll be challenging ourselves to go the extra mile to come up with creative solutions – a suite of customized supports to help them adjust, and hopefully relocate nearby if they wish."

In all cases, Metrolinx works directly with any owner whose property needs to be acquired to understand their needs and to reach amicable purchase agreements that provide them with fair market value.

Ryan explains: "We recognize that each business is different, and we'll be doing all that we can to provide tailored supports that will ensure they can continue to thrive."

Members of the community are invited to ask questions and share their feedback on plans for the Ontario Line Maintenance and Storage Facility in an upcoming virtual open house being held on Thursday, April 15. Participants can register in advance by visiting MetrolinxEngage.com/OntarioLine

Participants can register in advance by visiting Metrolinx.com/OntarioLine. For those unable to attend the live event, there will be an opportunity to submit questions ahead of time. This virtual open house, the first of many to come for neighbourhoods along the Ontario Line alignment this spring, will specifically cover topics and questions related to area surrounding the maintenance and storage facility and the areas of Thorncliffe Park and Flemingdon Park.

"Community feedback is vital in helping us continue to move the project forward in the best way possible and to help us know how we can help you throughout the course of the project," says MacKay.

To get the most up-to-date information on the project and to share your feedback, you can visit Metrolinx.com/OntarioLine. There, you can sign up for our e-newsletter and submit questions and comments through our engagement portal.

**Story by Sara Wilbur, Metrolinx senior advisor, Capital Communications – Subways**

APRIL 8, 2021

#EAST YORK, #MAINTENANCE AND STORAGE FACILITY, #ONTARIO LINE

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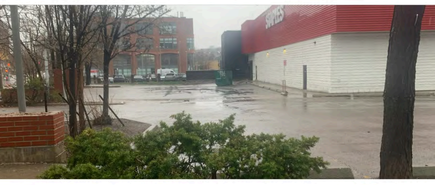

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# Advancing plans for the Ontario Line station in Corktown: Commemorating history while building for the future

**Corktown Station will be an important landmark on the Ontario Line, with connections to surface routes, bringing growing neighbourhoods east of the downtown core into the subway system. A section of Corktown that is mostly paved over will become a place for the people, with a mix of housing, commercial, retail and community space around the station. This historic location was the site of Upper Canada's first Parliament Buildings. Indigenous Peoples have resided here since time immemorial. Metrolinx will take care to interpret and communicate any artifacts found on the Corktown Station site and share its history for generations to come. Here is that continuing story.**

Corktown will be on the new Ontario Line subway, with its own station at King and Berkeley, transforming a long underused block into a hub for both transit and the community.

The Ontario government announced today (April 12) that preliminary plans have been shared with City of Toronto for both this site, as well as the East Harbour Transit Hub, just across the Don River from downtown Toronto.

The province's preliminary station proposal includes a comprehensive plan to commemorate the history of the First Parliament site at Corktown Station.

It was home to Upper Canada's first Parliament Buildings. Built in 1797, they were burned by invading American soldiers in 1813, rebuilt in 1820 and destroyed in another fire, this time accidental, in 1824.

The site went on to become the location for the Home District Gaol (jail), Consumers Gas and various automotive businesses. It's also next to the original Lake Ontario shoreline. Construction will provide an opportunity to finally discover historic artifacts that may be currently lying below a parking lot, car dealership and car wash.

King and Berkeley will be the site of the Ontario Line's Corktown Station. Today, a little bit of greenery on the corner brightens up a block that is largely paved over for a business supplies store and a car dealership. (Mike Winterburn photo)

Metrolinx will be working with Indigenous Nations and community stakeholders to ensure artifacts found are conserved, when possible.

Malcolm Mackay, program sponsor for the Ontario Line, said a large number of archaeological experts are involved, representing the City of Toronto, Metrolinx and its consultants, First Nations, and the Ministry of Heritage, Sport, Tourism and Culture Industries.

Indigenous Peoples were present at this site long before Europeans arrived. It is located on the traditional territory of many Nations, including the Anishnabeg, the Haudenosaunee and the Wendat Peoples, and the treaty territory of the Mississaugas of the Credit First Nation.

"Indigenous Nations – in particular the Treaty 13 signatory, the Mississaugas of the Credit – have been involved right from the start," Mackay said. "They are very active participants and they bring a great perspective to the work we do in the archaeological field."

An archaeological assessment will be performed with opportunities for participation in the fieldwork by Indigenous monitors to commemorate the history of the area.

"As the Treaty holder for the lands on which the First Parliament site project is occurring, the Mississaugas of the Credit look forward to providing an essential voice at the First Parliament working group table," said Chief R. Stacey Laforme.

With a steady stream of people connected to this community by new rapid transit, Corktown Station will be a natural place to display the rich history of the First Parliament historical site.

The station will put Corktown on the new subway line and give improved transit access to people living in and around the bustling Distillery District.

As well, it will provide transfers to and from the TTC's King streetcar and Parliament bus route.

"The subway connection at Corktown will help relive congestion on the King streetcar," Mackay said.

In addition to speeding-up commutes, this subway station will open-up more of the city to people living nearby. Destinations like the Exhibition Grounds, Liberty Village and Danforth Avenue will be much more accessible.

The Ontario Line will also make it easier to reach the St. Lawrence Market area and George Brown College. A pedestrian connection to the waterfront will be available through the Cherry Street underpass.

"The station will be used by people of all ages – commuters, students, moms and dads going to shop in the Distillery District, and athletes and naturalists enjoying trails along the waterfront and in the Don Valley," Mackay said.

Corktown residents would be able to look forward to both new transit and a new complete community. The early plans submitted today builds off the City of Toronto's First Parliament Master Plan.

"It's a collaborative effort moving forward based on work already put forward by the city," Mackay explained.

The proposal would deliver a diverse mix of new housing opportunities, commercial, retail and community space with direct access to the Ontario Line subway and bus service. It includes both the First Parliament site, on the south side of Parliament Street, and land to the north. Both Corktown Station and the East Harbour Transit Hub will be examples of the transit-oriented communities (TOC) program that will bring more jobs and housing to sites conveniently located along the routes of new subway projects.

Following municipal engagement on these preliminary plans, public consultations will begin this summer.

To learn more about plans for Corktown Station, along with the East Harbour Transit Hub and the Ontario Line, keep reading Metrolinx News and make sure to bookmark MetrolinxEngage.com.

**Story by Mike Winterburn, Metrolinx communications senior advisor**

APRIL 12, 2021

#CORKTOWN, #FIRST PARLIAMENT, #TOC, #TOD, #TRANSIT ORIENTED DEVELOPMENT

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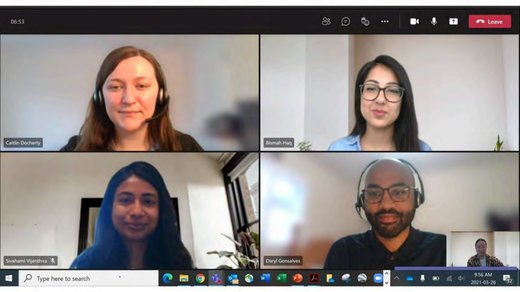



COMMUNITY RELATIONS, METROLINX, METROLINX NEWS, NEWS, ONTARIO LINE, PROGRESS, TORONTO

# Have your voice heard: Metrolinx hosting another series of virtual open houses for Ontario Line

**After confirming the location of an important piece of the Ontario Line – the project's maintenance and storage facility – Metrolinx is kicking off a series of virtual open house sessions for communities along the entire route of the project, starting in the north. Read on to find out how you can get involved.**

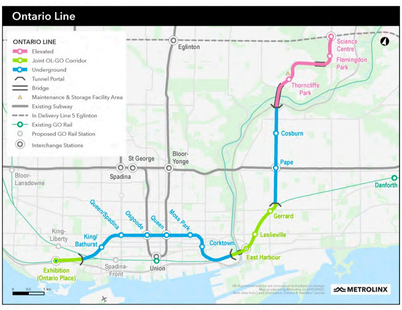
COVID-19 might have you stuck at home, but Metrolinx is helping you get involved in transit virtually.

Over the past few months, Metrolinx has been having conversations with community members about how the Ontario Line will make it faster and easier to travel throughout the city, and how the project will fit into the communities it will serve.

Now teams are gearing up to host a round of community open houses across the entire route of the project to share some key updates, answer more questions, and collect more feedback as they continue to refine plans.

This follows the release of details on the confirmed location of the Ontario Line's maintenance and storage facility last Thursday, April 8. This information will be discussed in greater detail at the first scheduled open house for the communities around Thorncliffe Park, Flemingdon Park and the Ontario Science Centre on Thursday, April 15 at 6:30 p.m.

Communities remain at the centre of our planning for the Ontario Line, so gaining input and insights from the people who live in the neighbourhoods along the line is extremely important. Every conversation provides an opportunity to share updates, answer questions and collect feedback.




"We know people have questions and concerns, and we are eager to get out into communities and have these conversations," says Metrolinx's Ontario Line project sponsor, Malcolm MacKay. "Even though these conversations can be tough, it's important to us that we keep up that two-way communication as early and often as possible to keep people informed. "

Here is the complete rundown of the upcoming virtual open houses, and the station sites they'll be focussing on.

- Thursday, April 15 – North segment 1: Thorncliffe Park, Flemingdon Park, Science Centre
- Monday, April 19 – North segment 2: Pape, Cosburn
- Thursday, April 22 – East segment: East Harbour, Leslieville/Riverside, Gerrard
- Monday, April 26 – Downtown segment: Osgoode, Queen, Moss Park, Corktown
- Thursday, April 29 – West segment: Exhibition, King/Bathurst, Queen/Spadina

Metrolinx teams will provide an update on the project in each of the areas and participants will be able to ask questions in advance on the event registration page. Participants can also submit questions during the event and vote for questions they'd like to see answered.

A panel of Metrolinx technical experts will be on hand to give detailed responses.

"We are excited to have the opportunity to connect with people and share how we're progressing and refining the project," said Josh Vandezande, Metrolinx's senior manager of community engagement for the Ontario Line. "Of course, we would much rather be able to be out in the community, talking with people face-to-face, but these large format events allow us to address questions and feedback from a lot of people at once while also helping them to stay home and stay safe."

You can register in advance by visiting MetrolinxEngage.com/OntarioLine/Live. If you are unable to attend the live event, recordings of the discussion will be available to view on the event page.

**Story by Sara Wilbur, Metrolinx communications senior advisor**

APRIL 13, 2021

# COMMUNITY ENGAGEMENT, # COMMUNITY MEETINGS, # OPEN HOUSE

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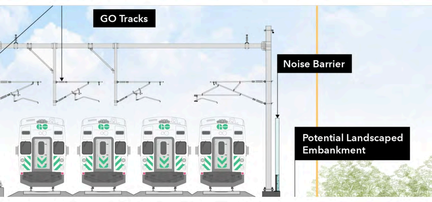


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# Ontario Line east segment update looks at how noise walls will make communities quieter

**As Metrolinx prepares to host another Ontario Line open house tonight (April 22) for the eastern stretch of the new Toronto route, details have emerged about how noise walls proposed in the neighbourhoods of Riverside and Leslieville will make things noticeably quieter than they are today. This feature gives a sneak peek of some of the improvements experts will detail during tonight's discussion.**

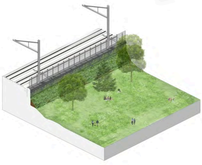
Seamless noise walls proposed along the existing rail corridor in Riverside and Leslieville are expected to result in quieter, more peaceful streets, with noise levels lower than they are today.

Studies are still underway, but early results show the sound of every train passing through many locations around Leslieville and Riverside will be reduced compared to today's levels. Noise levels throughout the day and night will also be lower than they currently are at many locations along this part of the route. Once studies are completed and all the findings are reviewed and verified, they will be shared with the community ahead of the Lakeshore East Joint Corridor Early Works Report this year.

"We're confident that noise walls will help make nearby neighbourhoods quieter than they are today," says Carrie Sheaffer, Metrolinx senior manager for Environmental Programs and Assessment.

"We look forward to working with communities on how to design these walls in a way that effectively reduces noise and fits the look and feel of the neighbourhood."

Where noise walls are needed, planning and design teams take every effort to protect as many neighbouring trees as possible and plant new trees to enhance surrounding spaces.



This image shows how landscaping could be used to enhance space near the existing rail tracks, next to Jimmie Simpson Park. The exact location, height and design will be confirmed as planning work continues. (Metrolinx image)

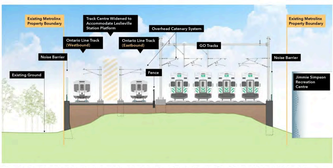
An array of design elements are also considered to enhance noise walls so they fit well with surrounding spaces, like parks. These include the type of wall, such as transparent or textured walls, and vegetation, landscaping and streetscaping options that could help walls blend into the background.

**Protecting parks**

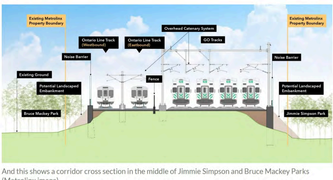
Metrolinx recently shared updated plans on how the Ontario Line tracks will be arranged through the existing GO rail corridor. Placing the subway tracks side-by-side within the corridor instead of straddling either side of it cuts down on impacts to surrounding parks and green spaces by trimming down the amount of space taken up by stations.

"We know how important parks and greenspaces are to this community so we're glad to be bringing forward this change, which better protects them," says Malcolm MacKay, Ontario Line program sponsor.

"The new arrangement will require only one station building and platform at Gerrard and Leslieville stations instead of two, which will take up less space and give customers a simpler and more convenient travel experience."




This artist drawing shows the corridor cross section of a station north of Queen Street. (Metrolinx image)




And this shows a corridor cross section in the middle of Jimmie Simpson and Bruce Mackey Parks (Metrolinx image)

Like the previous plan, important community spaces like Jimmie Simpson Recreation Centre, Fontbonne Ministries and surrounding local businesses will still be able to continue to operate during construction and beyond.

"We're very eager to talk more about these improvements with community members and to get their feedback as we refine plans and designs," says MacKay. "Aside from the virtual open houses we'll continue to host, we're always available to answer questions and gather feedback through all of the regular channels."

Metrolinx is hosting a live virtual open house event for residents who live along the East Segment of the Ontario Line today (April 22nd) from 6:30 p.m. to 7:30 p.m.

"The virtual open houses give us an opportunity to share updates with as many people as possible while keeping everyone safe," explains Josh Vandezande, senior manager of community relations for the Ontario Line.

"Taking feedback and answering questions is an important part of this project, and we've enhanced our online capabilities to allow for more two-way dialogue."

You can register here to ask a question to our expert panel.

In the meantime, you can connect with a Metrolinx team member at ontarioline@metrolinx.com, by calling 416-202-5100 or visiting MetrolinxEngage.com/OntarioLine to book a virtual one-on-one meeting.

**Story by Sara Wilbur, Metrolinx senior advisor, Capital Communications**

APRIL 22, 2021

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# Metrolinx hosting another series of virtual open houses for the Ontario Line

**Following a round of well-attended open house discussions in April, Ontario Line teams are preparing to host another round to share more updates and answer more questions. Teams will also talk about transit corridor lands and what they mean for people who live or work near the route. Read on to find out how you can get involved.**

Metrolinx is ready to hold another series of virtual open houses for the Ontario Line project.

With a project the size of the Ontario Line, there are bound to be questions. Whether they're about travel time savings, station locations, managing construction impacts or how to get involved, Metrolinx is committed to answering them.

A typical transit tunnel – this one from the Crosstown LRT route – dramatically plays with light shining on the track bed in this file photo. (Metrolinx photo)

In addition to ongoing engagement through email, phone calls and individual meetings, virtual open houses give teams a chance to share updates with larger groups and get feedback from people they may not have otherwise heard from.

This round of meetings will also focus on the transit corridor lands that will soon be created for the Ontario Line, similar to what was done for the Scarborough Subway Extension and the Eglinton Crosstown West Extension back in April.

Metrolinx teams will provide an update on the project and go over what transit corridor lands mean for those who own or occupy property on those lands. Participants can submit questions in advance or ask them during the meeting, in which a panel of Metrolinx experts will give detailed responses. Here is the rundown of the upcoming virtual open houses and the areas they'll be focussing on.

- **Thursday, June 10** – West segment: Exhibition, King/Bathurst, Queen/Spadina
- **Thursday, June 17** – Downtown segment: Osgoode, Queen, Moss Park, Corktown
- **Thursday, June 24** – East segment: East Harbour, Leslieville/Riverside, Gerrard
- **Wednesday, June 30** – North segment: Pape, Cosburn, Thorncliffe Park, Flemingdon Park, Science Centre

For more information about property and transit corridor lands, visit Metrolinx.com/property.

And to register for an upcoming open house, visit MetrolinxEngage.com/OntarioLine/Live. If you are unable to attend the live event, Metrolinx will post recordings of the discussions so you can catch up with the conversations.

**Story by Sara Wilbur, senior advisor, Subways, and Kimberly Murphy, senior advisor, Subways**

JUNE 1, 2021

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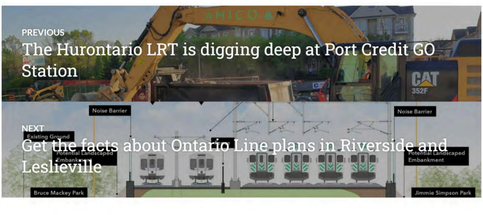


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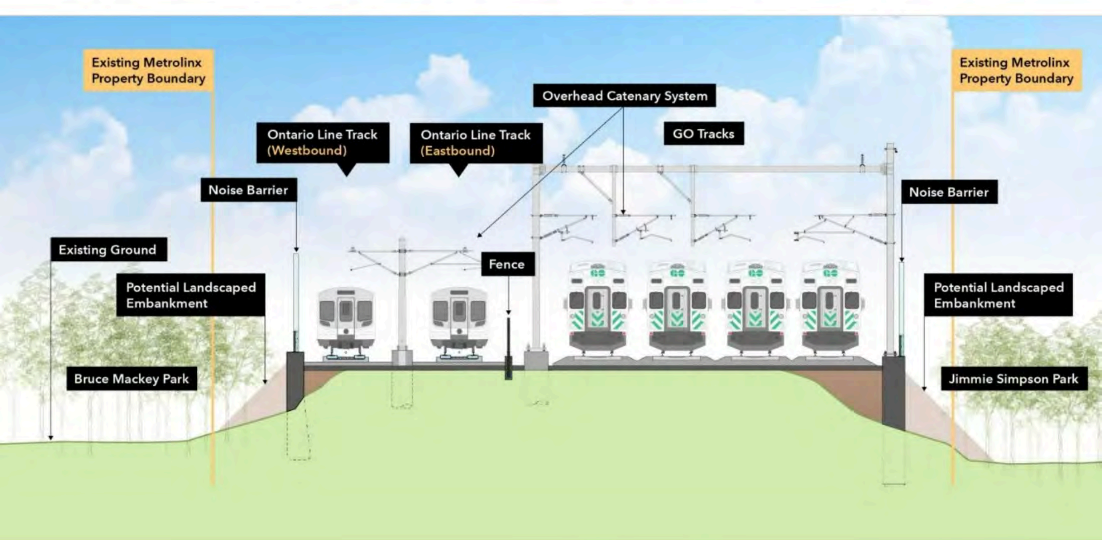


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# Get the facts about Ontario Line plans in Riverside and Leslieville

**There's a lot of anticipation about how the Ontario Line will make it faster and easier to move around the city, but there's also a lot of speculation and inaccurate information floating around – particularly when it comes to the vibrant communities of Riverside and Leslieville. All of this conflicting information can be confusing, so let's take some time to sort the myths from the facts.**

As plans for any new transit project take shape, there's bound to be vigorous discussion about what it all means for the communities it will serve. With 15 new stations along a route stretching 15.6 kilometres, the Ontario Line will be a big leap forward for Toronto's transit network, reducing travel times across the city by as much as 40 minutes and connecting dozens of unique neighbourhoods and attractions.

Community discussions are critical to helping Metrolinx refine and deliver the best possible project, but they need to spring from a solid foundation of facts. For the east-end communities of Riverside and Leslieville, there are a few specific myths out there that have understandably heightened residents' concerns. Here, we help set the record straight.

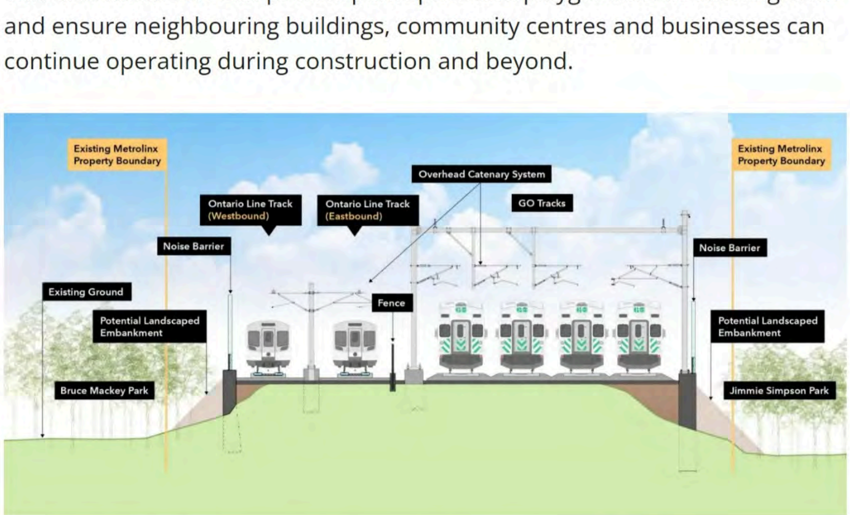
**Myth: Running the Ontario Line above ground means widening the rail corridor and extending far into parks and other important neighbourhood spaces.**

Fact: It won't. The green line someone painted in the community to represent the new corridor boundary is incorrect.

The Ontario Line, and planned upgrades to expand and improve GO train service, will fit almost entirely within the property boundaries of the existing rail corridor where trains run today, which Metrolinx already owns. In fact, the boundaries that are there today will stay largely unchanged.

This is one of the unique benefits of running above-ground in this area. The transit corridor already exists, so if there is a need to use space outside of the rail corridor either permanently or temporarily – like in the areas around future stations – it will be minimal.

This also means we can protect park space and playgrounds in the long term and ensure neighbouring buildings, community centres and businesses can continue operating during construction and beyond.




**Myth: The Ontario Line will destroy neighbourhood parks.**

Fact: This is not true – by keeping almost all of our work within the existing Metrolinx property, Metrolinx will ensure no parks are lost.

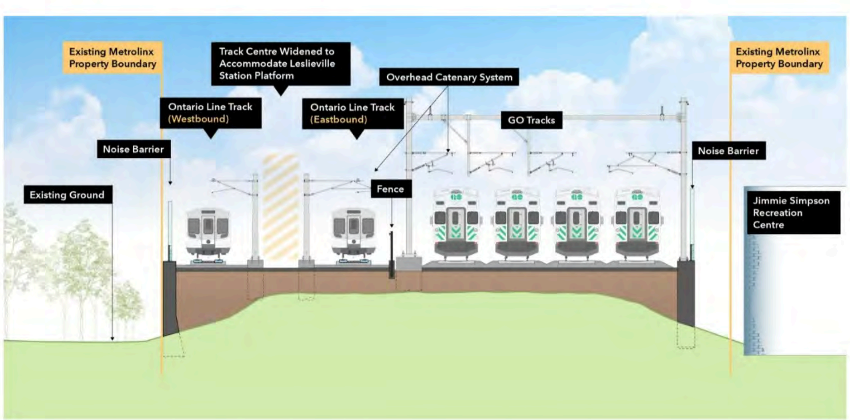
It's true that we will extend somewhat past our boundaries in park areas around the new stations at Queen and Gerrard, but we will keep this to a minimum and see how we can give space back to the community in other areas.

Our guiding principle is to avoid using park space during construction, but if we do need space on a short-term basis, we'll keep it to an absolute minimum. We'll also make safety our top priority and work with the community to restore it to a better state after we're done.

**Myth: Important community spaces like the hockey rink and basketball court at Jimmie Simpson Park will be wiped out to make room for the Ontario Line.**

Fact: These spaces will stay open. The hockey rink and basketball court are not going anywhere.

You'll be able to shoot hoops and hit the ice while the Ontario Line is being built and after it goes into service. The basketball court and hockey rink are far away from the boundary of the railway corridor, and they won't be affected.




**Myth: Noise and vibration from passing trains and new noise walls along the rail corridor will ruin the quality of life in surrounding neighbourhoods.**

Fact: New noise walls and quieter electrified train service will result in noise levels that will actually be lower in most areas in the community.

Early results of noise studies show the sound of passing trains at most locations around Leslieville and Riverside will be reduced compared to today's levels, primarily because Metrolinx will install noise walls that will shield the community from the sounds of Ontario Line, GO, VIA and freight trains. Also, Ontario Line trains will be quieter, electric-powered trains and many GO trains will also be electric-powered.

To keep community spaces inviting and beautiful as we make them quieter, we will seek community feedback on the designs of the noise walls and work with city partners to add landscaping and new greenery around them.

**Myth: Ontario Line work will eliminate all tree cover in neighbouring green spaces**

Fact: Some trees within the rail corridor will need to come down to accommodate new infrastructure, but Metrolinx intends to maintain and improve tree cover in neighbouring green spaces.

First, Metrolinx will protect as many mature trees as possible. Second, Metrolinx will plant new ones to replace any that need to be removed.

When trees are removed from city-owned or private property, Metrolinx follows the City of Toronto's requirements for compensation, which includes planting three new trees for every one removed. Metrolinx works with owners to develop compensation plans that meet the City's requirements.

If trees must be removed on property Metrolinx owns, such as the existing railway corridor, Metrolinx will replace those trees as close as possible so there is no net loss to the city's tree cover. Metrolinx teams up with experts at the Toronto Region Conservation Authority to make sure the job is done right.

**How to check the facts**

If you hear something about the Ontario Line that doesn't sound right, you can find a source of truth about the project at Metrolinx.com/OntarioLine.

There, you can branch off into FAQs, neighbourhood profiles, recent updates, past virtual open house recordings, news articles, and more. The information comes directly from Metrolinx experts and is updated regularly.

"I want people to know they can come to us at any time to get the facts about the project and what it means for them," says Malcolm MacKay, Program Sponsor for the Ontario Line.

"There is definitely some speculation and inaccurate information going around, and we want people to base their opinions and feedback on the most up-to-date plans."

You can also sign up to have Ontario Line updates delivered to your inbox, including details on upcoming live interactive events where you can learn more about the project and ask questions to project leaders and the Community Relations team.

**Story by James Moore, Metrolinx senior communications advisor**

JUNE 2, 2021

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# Ontario Line station footprints from Exhibition to Queen and Spadina reveal quick connections to major transit lines

**Easy connections are at the heart of plans for the new Ontario Line subway, with stations being mapped out to link with existing GO and TTC routes along the line. Today (June 10), we're looking at how Ontario Line stations at Exhibition, King and Bathurst, and Queen at Spadina, will help travellers get around Toronto faster and how teams will incorporate heritage attributes in their designs.**

No subway station exists in isolation. Each one must serve and fit within a surrounding neighbourhood and offer connections that get people where they need – and want – to be.

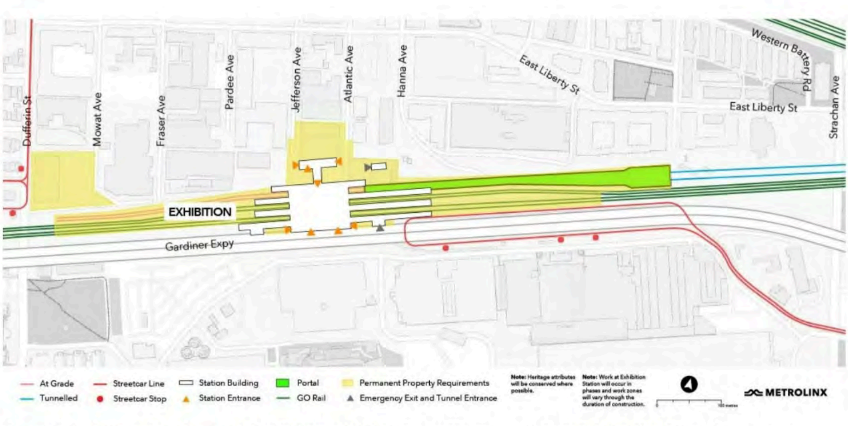
That's particularly true for three stations at the west end of the new Ontario Line – Exhibition, King/Bathurst and Queen/Spadina – where each spot is a vibrant destination in its own right.

The Ontario Line will directly connect these areas to one another and to dozens of other neighbourhoods across the city, all while linking with TTC streetcar and GO lines in the area. These new connections will make it easier than ever before for people to move within the city.

### Exhibition

Exhibition Station will be upgraded and expanded to become a vital transit hub.

This station will give new subway access to growing areas of the city such as Liberty Village and Parkdale. An estimated 12,100 customers are expected to use Exhibition Station during the busiest travel hours.




An updated map showing how Exhibition GO Station will be expanded. (Metrolinx image)

Riders coming from places even further west—including Niagara, Hamilton, Halton, and Peel – will easily transfer from GO trains onto the subway system, helping to relieve congestion at Union Station by 14 per cent during rush hour. With a shared concourse and an above-ground connection between GO and the Ontario Line, transfers will be quick and seamless.

TTC riders will also be able to connect to the 511 Bathurst and 509 Harbourfront streetcars, just steps away.

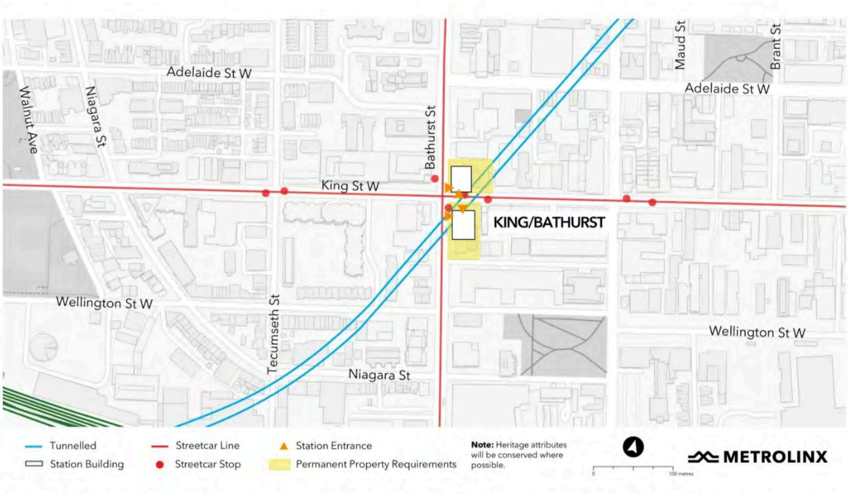
The Ontario Line will give people a new and faster way to reach Ontario Place, trade shows, the CNE, BMO Field and Liberty Village street life by public transit.

### King and Bathurst

A new station at the corner of King and Bathurst will bring Toronto's Fashion District into the subway system.

While the corner is best known for bars and restaurants, like the historic Wheat Sheaf Tavern, the station will add a faster transit option to a densely populated neighbourhood where almost 9,000 households don't have a car.

This area is served by Toronto's busiest streetcar line – the 504 King – and the popular 511 Bathurst. Once the Ontario Line opens, riders will be able to easily step off the streetcar and get to an Ontario Line station entrance quickly.




Entrances to the Ontario Line station at King and Bathurst will be positioned for easy transfers between subway trains and streetcars. (Metrolinx image)

With multiple entrances and exits on both the north and south corners of the intersection, Ontario Line customers won't have to worry about crossing to the opposite side of the street to catch their streetcar.

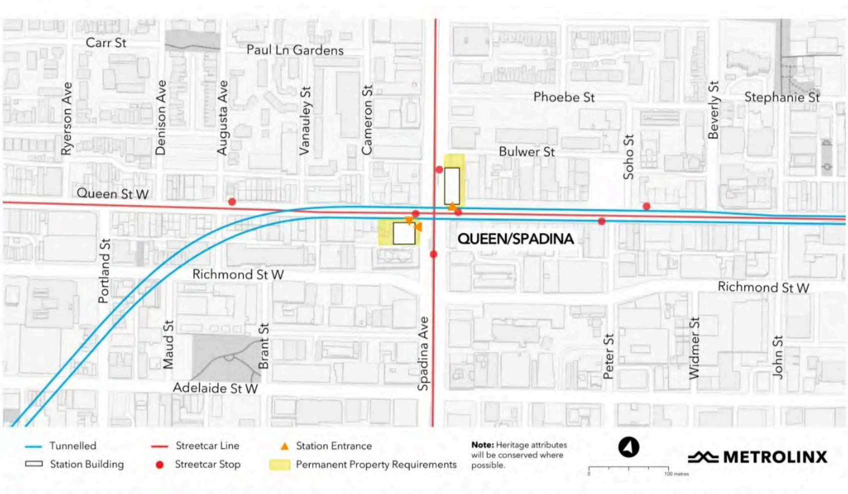
### Queen and Spadina

The area around the Queen and Spadina station will be a hot spot for young professionals, with more than 42,200 jobs projected for the area by 2041. It will also be home for 22,800 people expected to be living within a 10-minute walk.

This station will provide fast and convenient links to Chinatown, Alexandra Park, the Fashion District – and shopping on Queen West will be just steps away.

Two Queen East is a great example of a site where heritage facades have been conserved, attached to a newer, larger structure, with TTC subway entrances. (Mike Winterburn photo)

Each day about 4,000 people are expected to transfer between the Ontario Line the 501 Queen and 510 Spadina streetcars at this station during the busiest travel hour.



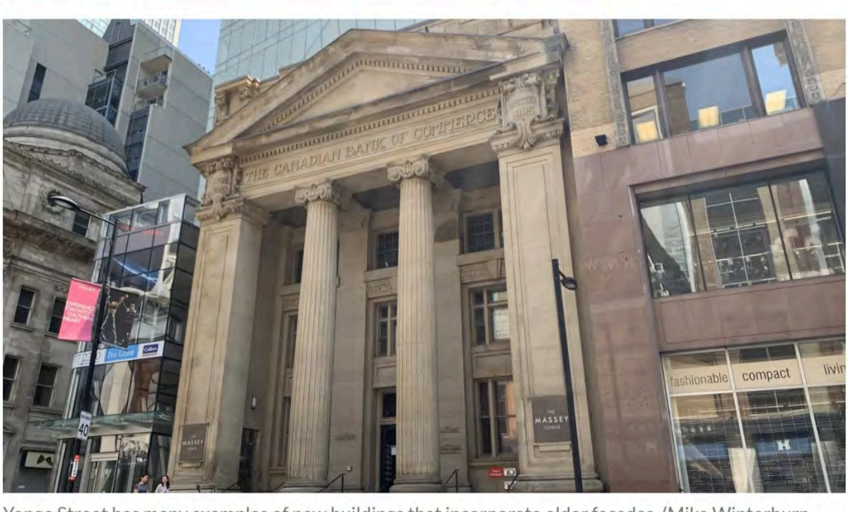

Doors on opposite sections of the intersection will make for easy transfers to the Ontario Line from Queen and Spadina streetcars. (Metrolinx image)

As with the King and Bathurst station, the station at Queen and Spadina will be designed so people can easily connect between streetcar stops and subway platforms.

### Respecting heritage properties

A big benefit of the Ontario Line is it will bring riders through parts of the city with a rich architectural heritage. Station construction in older areas is a challenge faced by subway planners around the world, and Metrolinx is using widely adopted techniques to maintain heritage attributes and conserve each neighbourhood's unique characteristics.

Working with a team of heritage conservation specialists, Metrolinx is exploring a wide range of conservation options for heritage properties in these new station locations and will be customizing solutions for each site. These options include retaining full façades that stations can be built within, and carefully dismantling the exteriors into panels which can be stored and then reassembled as part of new stations.




Yonge Street has many examples of new buildings that incorporate older facades. (Mike Winterburn photo)

Metrolinx will include proposed approaches to conserving heritage attributes at each of these stations in the Heritage Detailed Design Report, a part of the Environmental Impact Assessment Report being released for public review and comment in January 2022.

"We are only acquiring properties we need to build and accommodate new transit infrastructure and to create the best possible transit connections," said Malcom MacKay, program sponsor for the Ontario Line. "We know we need to work hard to make sure any new structure fits and blends in with the community it serves, and that's something we're going to do from one end of the line to the other."

### By the numbers

"These three stations are located in neighbourhoods where transit is in high demand, and the numbers speak for themselves," said MacKay. "They're carefully positioned to help more people get to where they want to go, with fast and seamless connections."

The figures below are conservative estimates based on the year 2041:

- 61,900 people living within a 10-minute walk of the stations
- 84,000 jobs nearby
- 24,400 projected trips during the busiest travel hour
- 12,500 projected transfers during the busiest travel hour

### Learn more tonight

Metrolinx will host an online open house tonight (June 10) at 6:30 pm, providing more information about these stations as well as newly established transit corridor lands for the project. You can register for the event here.

**Story by Mike Winterburn, Metrolinx News senior writer**

JUNE 10, 2021

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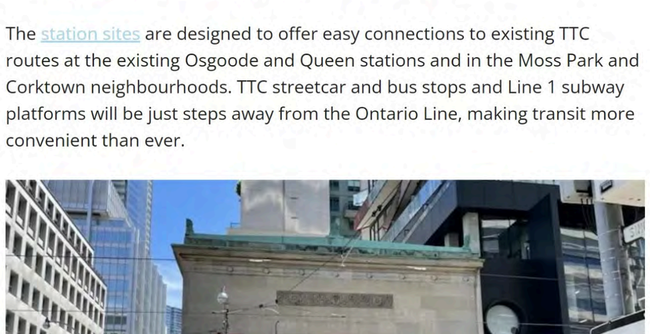
# Locations for Ontario Line station buildings finalized from Osgoode to Corktown

**We've been closely following progress on the Ontario Line subway and the impact on transit to and from Toronto's core. Last week, Metrolinx unveiled the locations for station buildings from Exhibition Station to Queen and Spadina. Today (June 17), we are learning about four more downtown station sites. Two will connect with TTC's Line 1 subway at University Avenue and Yonge Street while two others will bring subway service to Moss Park and Corktown.**

Metrolinx has released maps showing details of four new Ontario Line stations planned for downtown Toronto today (June 17).

The station sites are designed to offer easy connections to existing TTC routes at the existing Osgoode and Queen stations and in the Moss Park and Corktown neighbourhoods. TTC streetcar and bus stops and Line 1 subway platforms will be just steps away from the Ontario Line, making transit more convenient than ever.

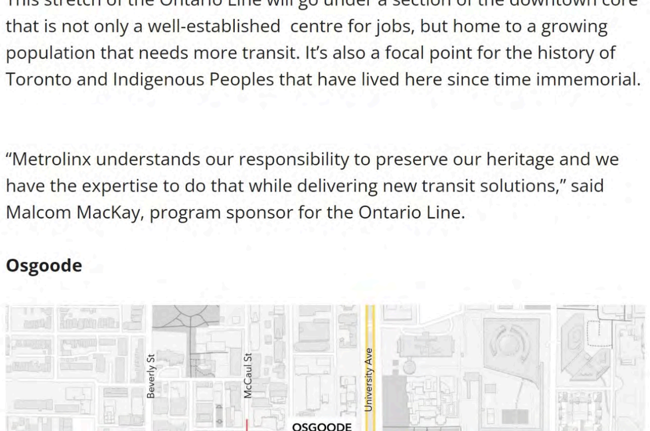


Metrolinx will work with heritage experts to incorporate heritage attributes of the building at 205 Queen Street West into the new station development. (George Gretes photo)

This stretch of the Ontario Line will go under a section of the downtown core that is not only a well-established centre for jobs, but home to a growing population that needs more transit. It's also a focal point for the history of Toronto and Indigenous Peoples that have lived here since time immemorial.

"Metrolinx understands our responsibility to preserve our heritage and we have the expertise to do that while delivering new transit solutions," said Malcom MacKay, program sponsor for the Ontario Line.

### Osgoode



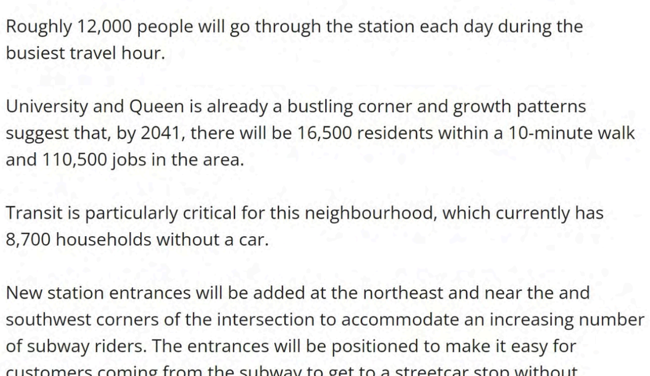

A new Ontario Line station under the Line 1 TTC platform at Osgoode will make for easy transfers between the two, as well as the 501 Queen streetcar.

Roughly 12,000 people will go through the station each day during the busiest travel hour.

University and Queen is already a bustling corner and growth patterns suggest that, by 2041, there will be 16,500 residents within a 10-minute walk and 110,500 jobs in the area.

Transit is particularly critical for this neighbourhood, which currently has 8,700 households without a car.

New station entrances will be added at the northeast and near the and southwest corners of the intersection to accommodate an increasing number of subway riders. The entrances will be positioned to make it easy for customers coming from the subway to get to a streetcar stop without crossing this wide and busy intersection.



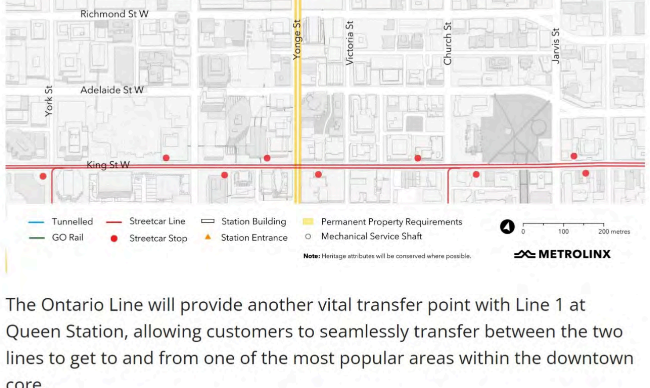
Metrolinx will work to minimizie impacts to the fence surrounding Osgoode Hall as it builds a new Ontario Line subway station under the existing TTC platform. (George Gretes photo)

Special care will also be taken to preserve the unique historic character on display at Queen and University.

Metrolinx will work with heritage experts on a plan that will see the building at 205 Queen Street West carefully dismantled, with materials safely stored away until they are ready to be reassembled as part of the new station development.

To accommodate a new station entrance at the northeast corner, small portions of the fence surrounding Osgoode Hall will be dismantled before construction and reinstated after, under direct supervision of a qualified expert with knowledge and experience in metal and stone masonry. Protective material will be placed around the rest of the fence, entrance gates and any landscape elements near construction work.

### Queen




The Ontario Line will provide another vital transfer point with Line 1 at Queen Station, allowing customers to seamlessly transfer between the two lines to get to and from one of the most popular areas within the downtown core.

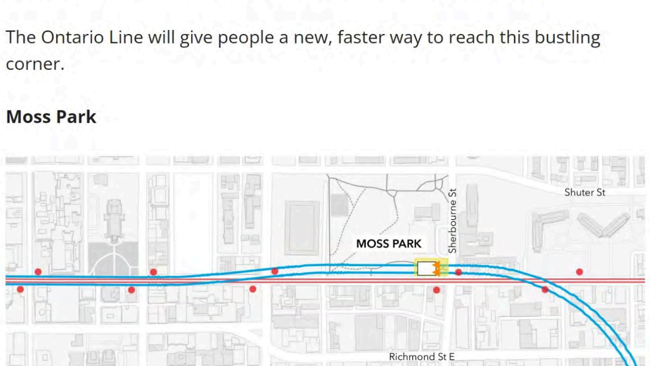
Upgrades to the seven existing subway entrances here will provide easy access to both Line 1 and the Ontario Line that will run underneath it, not to mention the 501 Queen streetcar. This will be critical in accommodating the 16,600 people who are expected to use the new station during the busiest travel hour.

Queen and Yonge is one of Toronto's busiest corners. The new Ontario Line station will offer easy connections to the Line 1 subway and Queen streetcars and buses. (Mike Winterburn photo)

Its location in the middle of so many skyscrapers will put it within walking distance of more than 18,400 residents and 150,000 jobs by 2041.

The Ontario Line will give people a new, faster way to reach this bustling corner.

### Moss Park

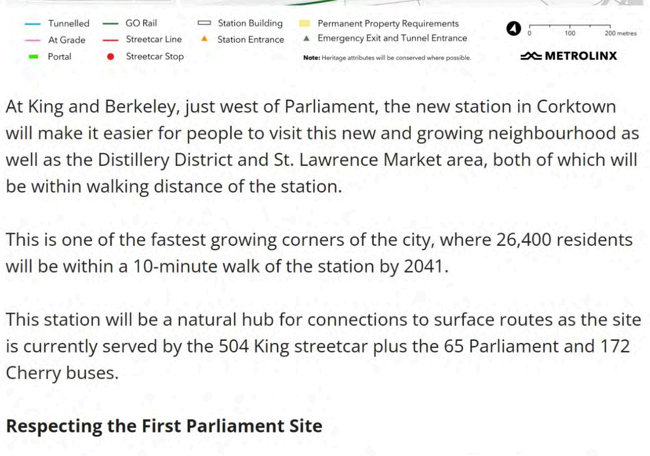



The new station at Moss Park on Queen Street, just west of Sherbourne, will connect a dense and fast-growing area of the city to the subway network, including the revitalized Regent Park neighbourhood. More than 23,600 people are expected to be living within a 10-minute walk by 2041.

The station will be located on the edge of the park, which will minimize impacts to existing buildings in the area and Queen Street traffic, ensuring that streetcars will continue running through here during construction. With the City of Toronto moving forward with plans to revitalize the park, Metrolinx will work with City partners to ensure any space needed for construction is beautified and improved upon once Ontario Line construction is finished, in keeping with revitalization plans.

The new station will connect with both the Queen streetcar and the popular 75 Sherbourne bus.

### Corktown



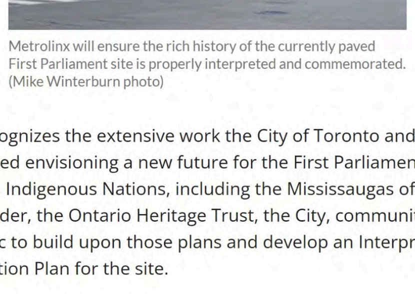

At King and Berkeley, just west of Parliament, the new station in Corktown will make it easier for people to visit this new and growing neighbourhood as well as the Distillery District and St. Lawrence Market area, both of which will be within walking distance of the station.

This is one of the fastest growing corners of the city, where 26,400 residents will be within a 10-minute walk of the station by 2041.

This station will be a natural hub for connections to surface routes as the site is currently served by the 504 King streetcar plus the 65 Parliament and 172 Cherry buses.

**Respecting the First Parliament Site**

The First Parliament Site, just south of Front Street, is an important part of the plan for the station at Corktown and the Transit-Oriented Community plans being led by Infrastructure Ontario and the Ministry of Transportation.



Metrolinx will ensure the rich history of the currently paved First Parliament site is properly interpreted and commemorated. (Mike Winterburn photo)

Metrolinx recognizes the extensive work the City of Toronto and its partners have completed envisioning a new future for the First Parliament site. Teams will work with Indigenous Nations, including the Mississaugas of the Credit as the treaty holder, the Ontario Heritage Trust, the City, community groups and the public to build upon those plans and develop an Interpretation and Commemoration Plan for the site.

"A great deal of thought and planning has gone into the existing plans for this historic site and these ideas are extremely helpful as we work together on the Interpretation and Commemoration Plan for First Parliament," MacKay said.

**By the numbers**

These four stations will serve growing and densely populated neighbourhoods as well as people coming in for work and entertainment.

"With so many homes, jobs and sought-after destinations and attractions in these neighborhoods, we put a lot of work into making Ontario Line connections as convenient as possible for riders," MacKay said.

The figures below are estimates based on the year 2041:

- 84,900 people living within a 10-minute walk of the four stations
- 299,400 jobs nearby
- 16,800 transfers with TTC (subway and surface routes) during the busiest travel hour

**Online open house**

Tonight (June 17) at 6:30, Metrolinx will host an online open house, providing more information about these stations as well as newly established transit corridor lands for the project. You can register for the event here.

**Story by Mike Winterburn, Metrolinx News senior writer**

JUNE 17, 2021

#CORKTOWN, #MOSS PARK, #OSGOODE, #QUEEN

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# Bridging across Toronto's Don River for the Ontario Line

**As Ontario Line construction proceeds, people will see a new landmark by the waterfront. A bridge, next to the one currently used by GO trains, will carry Ontario Line passengers over the Don River. Metrolinx has released an early works report outlining first steps for building the bridge and giving the pubic an opportunity to comment on the plan.**

Imagine enjoying the view of the Toronto skyline and Don River from your seat on a brand-new subway train.

The Ontario Line subway will cross the Don Valley Parkway (DVP) and the Lower Don River on a bridge with an attractive arched design that will make a new landmark for the city.

A new, arched bridge will carry Ontario Line trains over the Don Valley Parkway and the Don River. (Metrolinx image)

Today (June 22), Metrolinx issued a draft early works report that documents the environmental assessment for the bridge. This report is an important part of the public consultation process, with summaries of the report findings as well as bridge renderings and conceptual site plan available for the public to review and weigh in on at Metrolinx Engage.

The bridge will be built on the north side of the current GO bridge.

"The arches of the new bridge will make for an elegant and attractive structure, something that will be appreciated by everyone enjoying the lower Don Valley and the nearby section of our waterfront," said John Potter from the Metrolinx design division.

The arch design also takes the surrounding landscape into consideration.

"It ties in with its surroundings in the East Waterfront, including the new bridges to the south of it, built by Waterfront Toronto for the Port Lands project, which are also arch structures," said Andre Marois, the Metrolinx director of corridor infrastructure.

Aside from being visually appealing, the arch design is also environmentally responsible.

"It is the most efficient way of spanning the Don River and DVP in a way that does not require any piers within the river," Potter said. "We do not want to add any structures that may disrupt the flow of floodwaters into Lake Ontario."

There may be some structures, like scaffolding, used temporarily during construction. Metrolinx will be working with the Toronto and Region Conservation Authority (TRCA) on this and other aspects of the plan to ensure that impacts are reduced to the greatest extent possible.

"We are clear spanning over the DVP and Don River and working with the TRCA to ensure there are no flood concerns," said Maria Zintchenko, a project manager at Metrolinx.

In addition to bridge construction, there will be minor modifications of the existing GO bridge and GO tracks within the neighbouring Don Yard to accommodate portals that will be added so Ontario Line trains can come out of the ground to reach the bridge.

Work within the Don Yard could begin as early as this fall. Work to build bridge abutments will start in 2022.

This will be one of two Ontario Line bridges crossing the Don. A bridge further north, between stations at Cosburn Avenue and Thorncliffe Park, will provide a spectacular aerial view of both the Don River and the Don Valley. You will see more details on environmental assessments and designs for the northern bridge in future postings on Metrolinx News.

Similar to the early works reports already released for the Corktown and Exhibition stations, the Lower Don Bridge and Don Yard draft Early Works Report outlines the environmental assessment process and the construction works planned for the new bridge and the Don Yard, which includes potential impacts and proposed solutions. The release launches a 30-day review period where the public is encouraged to review the report and its summaries and provide feedback on the findings.

Within 35 days following the public review period, Metrolinx will publish the final early works report that will include and address public feedback. Then the report will be sent to the Minister of the Environment, Conservation and Parks for review and approval before work can begin.

The report can be found here, and people can send their comments to ontarioline@metrolinx.com or through Metrolinx Engage.

**Story by Mike Winterburn, Metrolinx News senior writer**

JUNE 22, 2021

# DON VALLEY

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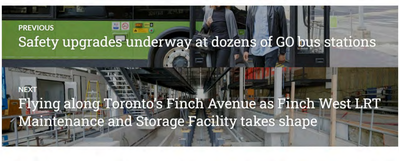

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# Metrolinx announces more park space for Ontario Line east

**Metrolinx is releasing updated details for the eastern stretch of the Ontario Line, with refined plans that reveal the opportunity to create even more green space alongside existing community parks. As plans progress for the Ontario Line, it's clear that almost all of the above-ground section through Riverside and Leslieville will fit inside the property boundaries of the existing rail corridor, owned by Metrolinx – and in some places, sections of the existing rail corridor will be released to make parks larger.**

Jimmie Simpson Park, Bruce Mackey Park, McCleary Playground and the Gerrard-Carlaw Parkette and dog park will be larger when the Ontario Line opens because of new green space the project will unlock. The transit agency announced this today (June 24) alongside plans to replace aging railway bridges in the area and updated details for three stations along the Ontario Line's eastern segment.

Jimmie Simpson Park will grow under Ontario Line design plans. (Metrolinx photo)

"We've heard how important park space is to the people of Riverside and Leslieville, and people are at the centre of our decision making," said Malcolm MacKay, program sponsor for the Ontario Line. "What we've found is that we're able to actually increase the amount of green space in the area, and we are now working with the City of Toronto to see what park improvements we can introduce as part of the Ontario Line project."

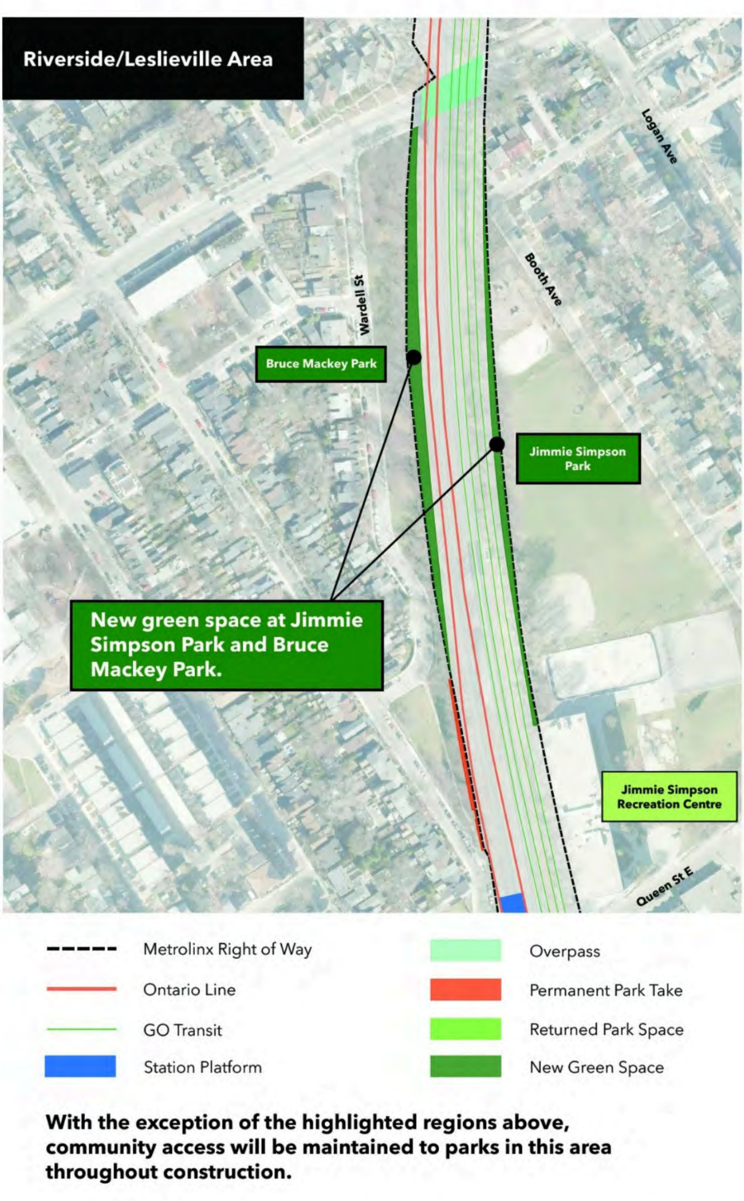
The new green space is possible because new noise and retaining walls will fit almost entirely within the existing GO rail corridor and will be even closer to the tracks than the fence that borders them today.

Once the walls are in place, the existing fences will be removed to create more green space the community can access. Some small slivers of land beyond the Metrolinx boundary will be needed for new stations, but they will be offset for the community in the long term by the new green space Metrolinx is opening up.

Once the Ontario Line is complete, each of the four parks in the area – Jimmie Simpson Park, Bruce Mackey Park, McCleary Playground and the Gerrard-Carlaw Parkette – will be larger. In total, there will be approximately 2,600 square metres of added green space lining these parks.

A look at McCleary playground, used by local residents – along with plenty of children. (Metrolinx photo)

"McCleary Playground will be approximately 300 square metres larger because we are able to build our retaining walls within Metrolinx land, closer to the tracks than where the current fence is," MacKay said.




The same will apply to Jimmie Simpson Park, where approximately 700 square metres of new green space will be added and accessible to the public, thanks to a slimmer rail corridor footprint.

In Bruce Mackey Park, a small sliver of land extending about two metres beyond the rail corridor at the south end of the park is needed for the new Leslieville station. This will be more than made up for by the release of additional green space in the northern section of the park, resulting in approximately 1,100 square metres of net new green space added to this park.

A property next to the Gerrard-Carlaw Parkette and dog park is required to support the construction of the new Gerrard station, but once the construction is complete, it will be added to the parkette. Though some space from the existing parkette will be needed to accommodate the new station, there will be approximately 500 square metres of extra space in the reconfigured park when the neighbouring land is factored in.

More green space is only the beginning of the plan.

"We are working with the city to see how we can help improve all park spaces in the area when we're done with Ontario Line construction," said MacKay.

"That will include consulting with the community on investments in parks, noise wall materials and surrounding landscaping treatments so that we can ensure park spaces stay beautiful and green as we lower noise levels in the area."

### Online open house

Tonight (June 24) at 6:30, Metrolinx will host an online open house, providing more information about these plans. You can register for the event here.

**Story by Mike Winterburn, Metrolinx News senior writer**

JUNE 24, 2021

# BRUCE MACKEY PARK, # GERRARD-CARLAW PARKETTEY, # JIMMIE SIMPSON PARK, # MCCLEARY PLAYGROUND

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# Residents near northern segment of Ontario Line route invited to virtual open house event

**Tonight (June 30), Metrolinx experts will share the latest on frequently-raised Ontario Line topics for the northern segment of the line, such as the planned train maintenance and storage facility and what transit corridor lands mean for those who live in them.**

People who live along the northern segment of the Ontario Line will have another opportunity this evening (June 30) to get the latest information about the project directly from a panel of Metrolinx experts. This will wrap up a series of four online open house events held throughout June, with tonight's session focusing on the Pape, Cosburn, Thorncliffe Park, Flemingdon Park, and Science Centre areas.

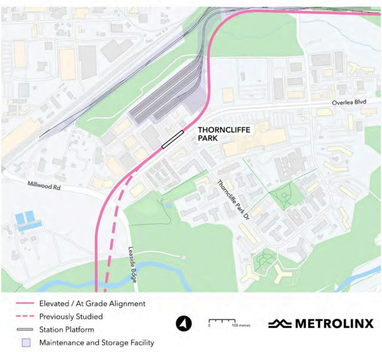
It'll begin with a presentation starting at 6:30pm for local residents, followed by a question-and-answer session.

**Shift in the Route**

Project leaders will share the latest details about the project, including updates surrounding the proposed train storage and maintenance facility in East York and a slight shift in the route of the line at the corner of Overlea Boulevard and Millwood Road in Thorncliffe Park. The route has been refined to cross Millwood and Overlea on the northwest corner, rather than the southeast corner of the intersection, which will make construction of the elevated guideway simpler by crossing one street instead of two.

The change also addresses feedback from the community by preventing impacts to the iconic Thorncliffe Park sign on the southeast corner of the intersection.

The Thorncliffe Park sign is very familiar to locals and visitors. (Metrolinx photo)




**Noise and Vibration**

Project leaders will also be available to discuss what transit corridor lands mean for those who own or occupy property on those lands, as well as how detailed noise and vibration studies will help inform how Metrolinx will keep things peaceful and quiet through the neighbourhoods the Ontario Line serves. The noise walls proposed to be built around the train maintenance and storage facility will be designed with input from the community to ensure safety, reduce noise and reflect the character of the neighbourhood. As usual, a question-and-answer session will follow the presentation.

In addition to hosting these open house discussions, Metrolinx is also having one-on-one conversations with local businesses and organizations currently operating in the area that will be occupied by the future maintenance and storage facility to help them relocate to other locations within the community or nearby, at no financial loss.

Participants can submit questions in advance or ask them during the meeting, in which the panel of Metrolinx experts will give detailed responses.

To sign up for tonight's open house and submit your questions in advance, visit MetrolinxEngage.com.

Metrolinx posts a recording of each public input session online so you can catch up with the latest updates if you are not able to attend.

For more information about property and transit corridor lands, visit Metrolinx.com/property.

**Story by James Moore, Metrolinx senior communications advisor**

JUNE 30, 2021

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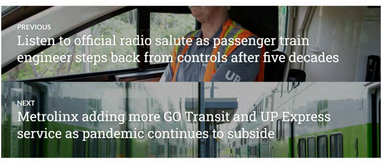

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# Metrolinx releases detour plans to keep people moving during Ontario Line Queen Street construction

**Even though a lot of subway construction happens underground, there are still impacts at street level – especially near stations. Small parts of Toronto's Queen Street on either side of Yonge Street are slated for detours to make way for necessary construction work to build a new Ontario Line station at Queen, under the current TTC station. Metrolinx has a plan for keeping people moving, supporting businesses in the area, and building new streetcar tracks for the TTC that will benefit riders long after construction wraps up.**

Today Metrolinx is sharing plans to manage construction impacts around a new Ontario Line subway station at Toronto's Yonge and Queen intersection.

The plan includes detours – for both streetcar lines and car traffic – around two small stretches of Queen Street on either side of Yonge, while maintaining important pedestrian connections.

The detours are expected to start in early 2023 and last for about four and a half years.

Doing any construction in the heart of Canada's largest metropolis is no small feat, and building a station under the existing Line 1 platform to accommodate a new, connecting subway line is a massive undertaking. Linking up with the TTC's existing Queen subway station, the new Ontario Line station will put even more people within easy reach of one of the city's premier business and tourist destinations and will be the busiest connection point along the line, with 16,600 people expected to use it during the busiest travel hour of the day.

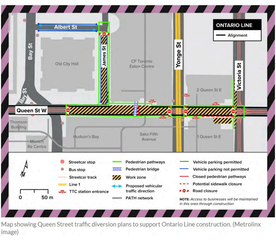
To support construction of this vital transfer point, Metrolinx has worked with the City of Toronto and the TTC to develop a plan that factors in continued movement, safety and an opportunity to build new streetcar infrastructure for the TTC.

The new Ontario Line platform underneath Queen Station will provide connections to the existing Line 1 subway and TTC surface routes. (Mike Winterburn photo)

The density of this built-up urban area and the existing underground infrastructure – particularly Line 1 and its existing Queen subway station – requires Metrolinx to occupy the whole roadway to safely and efficiently carry out construction work for the new Ontario Line station.

All vehicles, including streetcars, will be diverted off Queen from just east of Bay Street to Yonge Street and from Yonge to Victoria for about four and a half years, from early 2023 into 2027.

Yonge Street, Bay Street and Victoria Street will remain open throughout construction, and Metrolinx will maintain pedestrian access to all businesses in the area.




Map showing Queen Street traffic diversion plans to support Ontario Line construction. (Metrolinx image)

"We looked at a partial closure option, but diverting all traffic for a set period of time means construction can be completed over a year sooner, the Ontario Line can open more than nine months earlier, and we can minimize disruptions to residents, businesses and visitors," said Malcolm MacKay, Metrolinx program sponsor for the Ontario Line.

"More importantly, a full diversion like this gives people more predictability when moving through and around the area, avoiding a series of confusing on-and-off road closures that would drag on for a longer time."

Traffic management plans will include safe, effective detours and wayfinding to ensure that people living in, working in, or visiting the area can move around quickly, easily and safely.

Safe pedestrian access will be maintained throughout construction, with effective wayfinding in place to highlight clear paths through the area. Access to businesses will be maintained at all times, including access to the vital loading docks that support their operation.

Drivers will be informed via communication tools like signs, social media and wayfinding apps like Google Maps and Waze.

Streetcars will run on special detour routes on Richmond Street and Adelaide Street during construction to keep people moving.

Map showing TTC 501 streetcar detour routes to support Ontario Line construction. (Metrolinx image)

"We're very pleased to have such great partners at the City of Toronto and the TTC, who are really instrumental in supporting these plans," said MacKay.

"As part of this partnership, we're also going to be funding the construction of diversion tracks that will link up with existing streetcar tracks, ultimately providing the TTC with the ability to offer more reliable service to its customers for years to come."

"Even after the Ontario Line is completed, if streetcars need to divert from this area for special events, planned construction work, or unplanned detours, this new infrastructure will make that possible," MacKay added.

Streetcar tracks that connect Queen Street to Richmond Street already exist for westbound route diversions, but Metrolinx will fund the construction of new tracks that will link Queen Street to Adelaide Street via York Street for eastbound diversions, as well as any other upgrades that may be needed on existing tracks in the area.

Of course, plans for the area are not just about the people who need to pass through: the needs of people who live and work near Queen and Yonge are also top of mind.

Metrolinx will use a range of proven noise and vibration solutions to address any potential disruptions during the construction phase.

During construction, a 24-hour hotline will give people direct access to someone who can listen to their concerns and address any issues. Metrolinx will also have community offices along the route to answer questions, provide updates and help support the community through construction.

Metrolinx will work with the business community to keep them informed about construction and provide them with flexible and individualized supports, including making sure store fronts are clear and easy to access, loading docks are not blocked or obstructed and working together on promotions and incentives to encourage people to shop local.

"Open, two-way dialogue will be essential to our success here," said MacKay.

"That's why we're sharing these plans years in advance of any disruption – we want to do all we can to keep people moving efficiently and safely through the area and to keep businesses thriving as we build this new transit connection."

Metrolinx will be hosting a dedicated virtual open house for the Queen Street closure in the coming weeks. You can find out when this open house and other open houses are happening by signing up for the e-Newsletter at Metrolinx.com/OntarioLine.

**Story by Mike Winterburn, Metrolinx News senior writer, with files from Josh Patel and Sara Wilbur, Metrolinx subway program senior advisors**

AUGUST 17, 2021

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# Thorncliffe Park residents tour maintenance and storage facilities in Toronto neighbourhoods

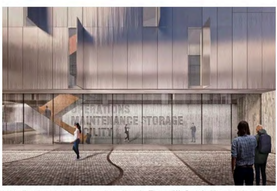
**Maintenance and storage facilities are essential to keeping transit vehicles clean and working properly. There are many of these facilities across Toronto where vehicles are either housed, maintained or both. Metrolinx recently organized bus tours for community members from Thorncliffe Park to visit a number of these facilities, showing them how each fits within its surrounding – and thriving – neighbourhood. Participants also learned more about plans for the Ontario Line maintenance and storage facility in Thorncliffe Park.**

Bus tours of existing transit maintenance and storage facilities in Toronto provided an opportunity to continue the dialogue between Thorncliffe Park residents and Metrolinx about plans for an Ontario Line facility in that neighbourhood.

On Aug. 12, Metrolinx organized bus tours for 24 community members. All participants toured the boundaries of the future Ontario Line site as well as three TTC facilities – the Greenwood Yard, Russell Carhouse, and Leslie Barns. They also visited the Eglinton Crosstown maintenance and storage facility in Mount Dennis, where the group met Diego Savone of Building Up, the non-profit contractor that partnered with Metrolinx during the construction of the Eglinton Crosstown.

Time on the bus provided opportunities for conversation between Metrolinx staff and Thorncliffe Park residents. (Sivahami Vijenthira photo)

The bus tour provided opportunities for back-and-forth discussion between community members and Metrolinx staff, including Malcolm MacKay, program sponsor for the Ontario Line and John Potter from the Metrolinx Design Division. Organizers asked participants what they liked and didn't like about the facilities and committed to gather more community input in future discussions and public meetings.



Metrolinx shared renderings to show what the Thorncliffe Park facility could look like. (Metrolinx image)

"We welcome community input that can help us design a maintenance and storage facility the right way, to make sure that Metrolinx will be a good neighbour for people living in Thorncliffe Park," said Sivahami Vijenthira, a community relations and issues specialist for the Ontario Line.

At each stop, there were design elements that Metrolinx intends to incorporate in the Thorncliffe Park facility.

- The Leslie Barns and Eglinton Crosstown facility demonstrated the application of sustainable design features such as green roofs.
- The Leslie Barns showed a neighbourly way to use perimeter screening and sound barriers, which shields residents from the sights and sounds of the work going on inside.
- In Leslieville, the Russell Carhouse demonstrated how these types of facilities coexist with thriving, vibrant residential neighbourhoods across the City. A bit further north, the Greenwood Yard was another great example of this.

As participants learned, the Ontario Line maintenance and storage facility will have perimeter walls and noise barriers that become a neighbourly front face for the facility, cladding that is reflective to pick up the colours of the sky and help minimize the visual impact of the buildings, and a green roof that will resemble a meadow when viewed from above.

Tour participants viewed the Eglinton Crosstown maintenance and storage facility. (Sivahami Vijenthira photo)

Metrolinx will ensure the facility's lighting is designed to minimize impacts to adjacent properties and wooded areas. The transit agency will also build a stormwater retention pond on the site that will be both functional and an attractive landscape design feature.

"We have a wide range of design strategies that we can use to make sure the new facility fits comfortably into the surrounding neighbourhood," said Potter.

The tour also provided an opportunity to discuss how construction of the Ontario Line could support new community amenities in Thorncliffe Park and create up to 300 jobs at the maintenance and storage facility.

The tour day was just one step in an ongoing journey with Thorncliffe Park community members to help ensure the Ontario Line and maintenance and storage facility will fit into their neighbourhood, with minimal impacts, while delivering community benefits for years to come.

**Story by Mike Winterburn, Metrolinx News senior writer**

AUGUST 24, 2021

# MAINTENANCE AND STORAGE FACILITY

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# Lakeshore East express trains paused as important construction work takes place

**Work is happening on the Lakeshore East GO line to offer more frequent train service, more stations, cleaner technology, and more connections. Express service along the line will be paused to support construction work on expanding GO service, the East Harbour transit hub and the Ontario Line subway. Growth can be painful, but the benefits of GO Expansion are already here as customers will now be able to take advantage of 15-minute train service for most of the day. Keep reading to find out why Lakeshore East express trains are on hold and how Metrolinx is offering customers more.**

Lakeshore East GO train customers will have to do without express trains temporarily as Metrolinx works to bring more frequent train service and more connections to the region.

Right now, Lakeshore East customers are benefitting from two-way, all-day service, seven days a week. But, GO Expansion work is starting to bring transit riders more service in the future.

Over the next 10 years, Metrolinx's GO Expansion program will transform the existing GO rail system to deliver a whole new rapid transit experience by building an integrated transit network across the Greater Toronto and Hamilton region.

The first step in the journey to more frequent train service is to offer customers train service every 15 minutes for most of the day, which resumed earlier in August. Service every 15 minutes means customers won't even need to look at a schedule for the majority of the day.

So why are Lakeshore East Express trains on hold? There are a few reasons. Let's get into it.

**East Harbour transit hub**

Developed as part of the SmartTrack stations program, the new East Harbour transit hub will be an important interchange station for the future Ontario Line. It will serve GO and Ontario Line customers providing seamless transfers between both services and offer connections to local transit. It will also help to reduce crowding at Union Station.

The new East Harbour GO Station. Located immediately east of the Don Valley Parkway and south of Eastern Avenue, this new station will be in Toronto's Riverdale neighbourhood. Artist's rendering, final designs are subject to change. (Metrolinx image)

**How Metrolinx is bringing Lakeshore East customers expanded GO service**

In preparation for East Harbour station, as well as the Ontario Line subway, Metrolinx is working on rearranging existing tracks to accommodate additional GO and new Ontario Line tracks.

Tracks for the Ontario Line, as well as the station at East Harbour will be worked on simultaneously to shorten the construction time as much as possible to minimize the impact to the surrounding communities and Metrolinx customers.

Metrolinx is using a staged approach to ensure minimal service disruptions and impacts to the surrounding community. The staged approach means that, at any given time, there are two tracks available for train services and one out of service so that construction can continue without disruption.

Construction crews work on replacing a bridge along the Lakeshore East GO line, taken prior to the COVID-19 pandemic. (Metrolinx photo)

**What does this mean for Metrolinx customers?**

Metrolinx is reinstating an additional trip on the Lakeshore East GO line for consistent 15-minute service for most of the day, and through the evening rush hour. Trains will continue to serve all stations from Union to Oshawa while Metrolinx completes the upcoming construction phases for East Harbour station and the Ontario Line subway.

To ensure the safe and efficient completion of this phase of construction for East Harbour transit hub, the third track on the Lakeshore East GO line will be taken out of service. The third track allows for express trains to pass all stop trains that are stopped at stations, so the removal of this track means that Lakeshore East express trains will not return until approximately August 2024.

**Getting the Lakeshore East line ready for expanded service**

The construction plans along the Lakeshore East corridor are part of Metrolinx's larger plan to bring expanded service to customers in Toronto and the surrounding areas.

It means moving forward with improving access to transit and giving people more flexibility in their schedules.

Metrolinx is building a transit system that is connected across the region with faster trains, more stations, and seamless connections.

The GO Expansion program, East Harbour transit hub, and Ontario Line subway are all part of this plan. While Lakeshore East express trains won't run for the next few years, 15-minute service will continue to get GO customers where they need to go.

**By Rosie Hales, Metrolinx capital communications senior advisor**

AUGUST 26, 2021

#DURHAM REGION, #EXPRESS, #LAKESHORE EAST LINE

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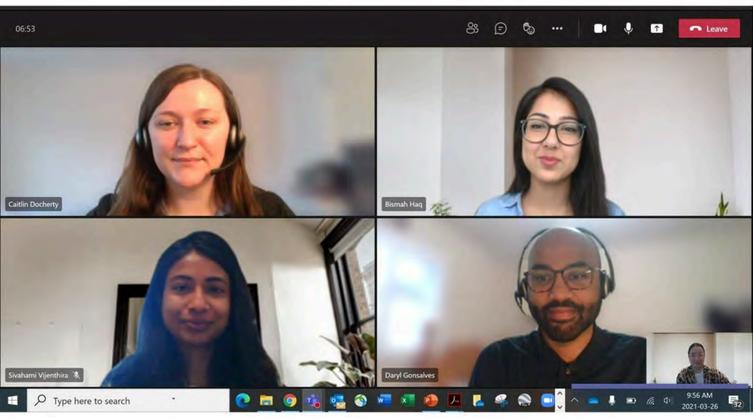


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# Metrolinx announces fall series of virtual open houses for Ontario Line

**Teams are returning to all four of the Ontario Line's segments (West, Downtown, East and North) with project updates and opportunities to provide feedback and ask questions. Read on to find out how you can get involved.**

With the return to school comes the return of another series of virtual open houses about the future Ontario Line.

Metrolinx teams will be hosting virtual engagements in the West (Exhibition to Queen/Spadina), downtown (Osgoode to Corktown), East (East Harbour to Gerrard) and North (Pape to Science Centre) segments of the Ontario Line throughout the month of September.

The Ontario Line is a major transit project led by Metrolinx.
The 15.6-kilometre line – stretching from the Ontario Science Centre in the northeast to Exhibition Place in the southwest –- will be the largest single expansion in Toronto's subway history.-

Once again, a Metrolinx panel of experts will be on hand to recap the progress Metrolinx has made and discuss what's new. Participants will be able to give their feedback on how the stations and infrastructure can be built to best suit each of the unique communities that the Ontario Line will serve.

Participants can submit questions in advance, ask them during the meeting through a chat function or over audio. Here is the rundown of the upcoming virtual open houses and the areas they'll be focussing on.

- Thursday, September 9 – West segment: Exhibition, King/Bathurst, Queen/Spadina
- Thursday, September 16 – North segment: Pape, Cosburn, Thorncliffe Park, Flemingdon Park, Science Centre
- Thursday, September 23 – East segment: East Harbour, Leslieville/Riverside, Gerrard
- Thursday, October 7 – Downtown segment: Osgoode, Queen, Moss Park, Corktown

To register for an upcoming open house and submit your questions, visit MetrolinxEngage.com/OntarioLine/Live. If you are unable to attend the live event, Metrolinx will post recordings of the discussions so you can catch up with the conversations.

Editor's note – This story was edited after publication to reflect a change in dates.

SEPTEMBER 8, 2021

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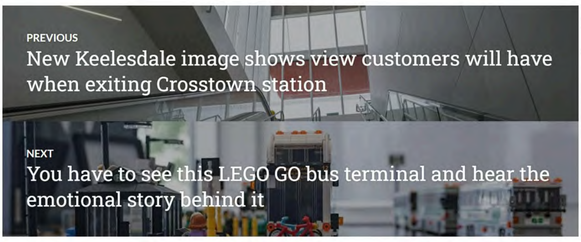





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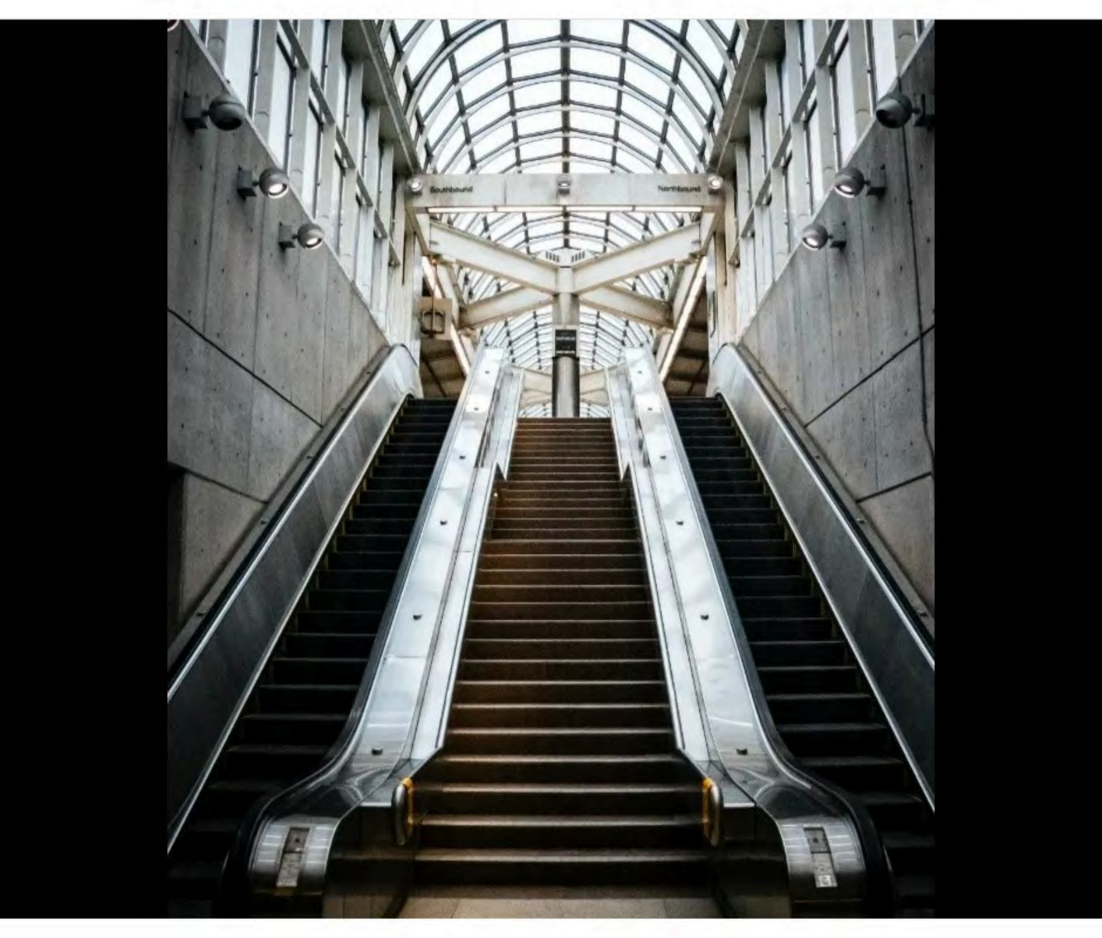

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# Metrolinx shares Ontario Line station design principles

**Subway stations are important additions to their neighbourhoods. They must be attractive and fit their surroundings. They should help riders to move quickly, safely and easily throughout their journeys. Long before a station is built, design principles are established to ensure a consistent and enjoyable experience for the customer. Today Metrolinx is sharing the design principles for the new Ontario Line stations.**

Your first impression of a new transit system should be a good one. And since that first impression is made in a station, it must be well designed.

That's why Metrolinx established core design principles for Ontario Line stations, which a panel of specialists will present in a virtual open house for the West Segment of the Ontario Line tonight (Sept. 9) at 6:30 p.m.

"We want people to be proud of their neighbourhood's station and that's why we've established clear design principles," said Malcolm MacKay, Ontario Line project sponsor.

The five key principles can be summed up as:

- passenger-focused design;
- system reliability, efficiency and safety;
- public realm benefits and place making;
- context and integration; and
- intuitive wayfinding.

Let's look at each of those five individually.

**Passenger-focussed design**

Metrolinx is passenger-focused – and that principle is especially important when designing stations.

"Our goal is to build safe, accessible stations that help you to get on board quickly, whether you are an everyday regular commuter or a tourist visiting Toronto for the first time," MacKay said

This can be achieved with direct, short and convenient connections. When reviewing the distance between two points, planners do not just look at horizontal distances across station walkways – they also try to keep the up and down movements on stairways, elevators and escalators to a minimum.

The TTC's Yorkdale Station is an example of passenger-focused design with multiple access points. (Unsplash photo by Lianhao Qu)

Universal accessibility can be established through user-friendly design and details like having more than enough elevators. The combination of electric trains that always stop in the same position, sliding doors to give riders consistent places to board and platform floor markings designating waiting areas will also improve accessibility.

**System reliability, efficiency and safety**

"Stations must stand the test of time," MacKay said.

Ontario Line stations will be built to last with durable materials and designed to look good over time and adapt to changes in technology. This will make them future-proof and ready for eventual changes in the transit system.

These glazed terracotta exterior panels are an example of the sort of attractive elements being considered for Ontario Line stations.

The team will also be identifying opportunities for the integration of green infrastructure into the station designs.

As previously reported, stations will also feature elements like platform-edge doors to keep customers safely separated from moving vehicles.

**Public realm benefits and place making**

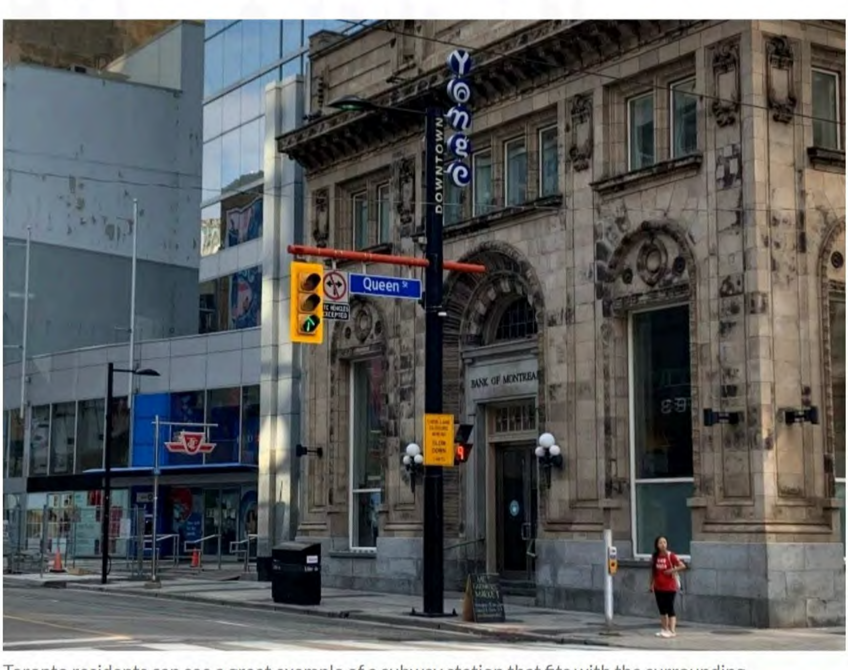
The third principle is stations must have high-quality designs that are an attractive addition to the neighbourhood.

World of good examples – Station entrances for the new Copenhagen Cityringen line are designed to fit with their surroundings. (Mike Winterburn photo)

"Each station should be a welcoming community destination in and of itself," MacKay said. "We will achieve that with high-quality urban design and landscape architecture."

**Context and integration**

Next, designers must look at context and integration.




Toronto residents can see a great example of a subway station that fits with the surrounding architecture at the corner of Queen and Yonge. (Mike Winterburn photo)

Public-facing elements of the transit infrastructure – including the entrances, elevators and escalators, concourses and platforms – will be designed to fit into the existing and planned urban context and will be integrated into communities.

"We look at each station individually," MacKay said. "They must not be cookie cutters."

"Ontario Line stations will be built in well-established neighbourhoods, so we have a responsibility to make sure they fit in."

**Intuitive wayfinding**

The fifth and final principle is that stations have to be easy to navigate.

Ontario Line stations will have a simple and coherent system to help people find their way around by using easy-to-understand design elements and signage.

Simple details can make a big difference. For example, transparent facades can help customers get a sense of where they are in relation to outside streets, and similar treatments to station entrances can help people quickly understand where they need to start their journeys.

Metrolinx will have a consistent strategy for orchestrating what people see outside the station, with immediately recognizable signage, landscaping, and street furniture.

"The end result of these design principles will be accessible stations that meet the needs of our passengers and fit the communities they will serve," MacKay said.

Readers who would like to learn more about the design principles are encouraged to register for tonight's virtual open house.

**Story by Mike Winterburn, Metrolinx News senior writer**

SEPTEMBER 9, 2021

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# Metrolinx seeking community feedback on priorities for Ontario Line design options in northern segment

**This week Metrolinx is launching a survey to explore community design priorities for the Ontario Line in Thorncliffe Park and Flemingdon Park. Read on to find out how you can have your say.**

Metrolinx is looking for public input on key design elements that will be used on the north segment of the Ontario Line. The Ontario Line will become an iconic part of the communities the line will serve. Whether it's a station, a wall that blocks noise, or a shared public space nearby, Metrolinx will rely on feedback from neighbourhoods like Thorncliffe Park and Flemingdon Park to inform designs that reflect the neighbourhood.

Here's a draft concept of possible design for Ontario Line maintenance and storage facility building. (Metrolinx image)

Metrolinx has launched a survey for the local community to have their say about what's important to them when it comes to the look and feel of the walls, fences and landscaping around the maintenance and storage facility and the public spaces below the elevated tracks that will connect to the stations in Thorncliffe Park and Flemingdon Park.

You can check out the design options and hear from Metrolinx project experts by watching the recorded stream of a virtual open house event for the Ontario Line North Segment held on Sept 16. Just go here.

"We want the Ontario Line to become a valued part of Thorncliffe Park and Flemingdon Park," said Malcolm MacKay, Metrolinx project sponsor for the Ontario Line. "We are committed to working with the community to learn more about their priorities so that we can thoughtfully integrate the Ontario Line into the fabric of the neighbourhood."

The survey asks participants to share their key priorities on things like gathering spaces, public art opportunities and greenery.

Example of public space, seating, and greenery below the elevated SkyTrain in Richmond, BC. (Photo by IBI Group / Bob Matheson.)

"This is just one step in working with the community to bring the Ontario Line to life in a way that fits their neighbourhood," said Franca DiGiovanni, director of community engagement for the Ontario Line. "We're looking forward to learning more and keeping the conversation going through workshops and in-person meetings as plans evolve."

Community members and their neighbours are invited to review the options and leave their feedback until October 16, 2021 by visiting MetrolinxEngage.com.

**Story by Sara Wilbur, senior advisor for Subways – Communications and Public Affairs**

SEPTEMBER 17, 2021

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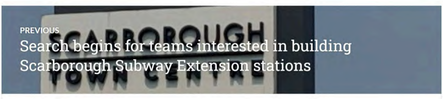



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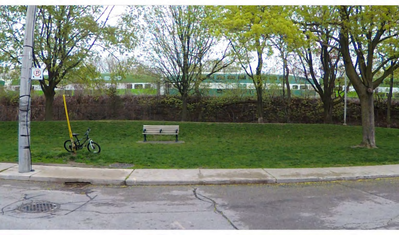

GO EXPANSION, METROLINX, METROLINX NEWS, NEWS, ONTARIO LINE, TORONTO

# Simulating sound from Ontario Line and GO trains in Riverside and Leslieville

**Technology can answer two questions on the minds of Riverside and Leslieville residents. How much noise will come from passing trains once the Ontario Line opens? And how will this compare to the sound of today's GO trains, currently passing through the neighbourhood? Metrolinx commissioned an interactive sound demonstration to give people an opportunity to hear recordings of existing GO trains at various spots in the area and simulations of future conditions – once the Ontario Line opens and noise walls are in place – for an easy comparison. Here's how you can hear for yourself.**

What do the Riverside and Leslieville neighbourhoods have in common with Stonehenge?

Advanced technology was used in these areas to record the sound of passing vehicles, create simulations of future sounds and give people the opportunity to compare the two.

An interactive sound demonstration for the Ontario Line will give residents an opportunity to listen to recordings taken at four spots along the tracks where GO trains pass through Riverside and Leslieville. They will also be able to compare this with simulations of what it will sound like once the Ontario Line is complete – with the addition of noise walls, as noted in the early works report released today (Sept. 23).

Actual recordings were used to ensure the accuracy of current sound levels. (AECOM photo by Brian Bulnes)

"The technology is very similar to surround sound," said Maria Zintchenko, a project manager at Metrolinx. "You will hear the sound of an individual train – a GO train and an Ontario Line train moving behind the future noise walls."

The videos will also give residents an idea of what they can expect to see when a train moves behind noise walls.

An online sound demonstration will help Riverside and Leslieville residents to compare the sound level of a passing GO train today with what they can expect once noise walls are in place. (AECOM photo by Brian Bulnes)

"The noise walls that you are going to see are for illustrative purposes," said John Potter of the Metrolinx Design Division. "We are still developing a comprehensive, integrated design plan, and we will be consulting with the community before it is finalized."

The online sound demonstration technology was developed by AECOM, an infrastructure consulting firm, who worked with Highways England to develop and deploy pioneering immersive sound demonstrations ahead of highway improvements near a renowned World Heritage Site – Stonehenge.

This made it possible to benchmark noise and visual impacts of nearby upgrades to the A303 highway and share information with stakeholders.

This technology has also been used to guide planning for acoustically sensitive, landmark buildings in Great Britain – London's Waterloo Station, the Theatre Royal in Glasgow and the future replica Jacobean playhouse, Shakespeare North.

While the exact plans for noise walls, as well as landscaping, are still the subject of consultation with the community, sound demonstration modeling was based on a transparent design, like the one in this in this image. (AECOM image by Tanner Johnson)

Although sound demonstrations have previously been prepared by AECOM and other consultants for rail projects in the UK and Australia, this work in Toronto is believed to be the first time immersive sound demonstrations of this kind have been used in Canada in an environmental and transit noise context.

Residents will be able to compare sound at four locations.

- The intersection of De Grassi and Queen, from the Bonjour Brioche restaurant
- Bruce Mackey Park at Wardell Street, south of Cummings
- The corner of Paisley and Booth, at the very north end of Jimmie Simpson Park
- First Avenue on its east end

Additional sound demonstrations are in development for Jimmie Simpson Park and Tiverton Parkette and will be released in the coming weeks.

To use the sound demonstration, please click here.

**Story by Mike Winterburn, Metrolinx News, senior writer**

SEPTEMBER 23, 2021

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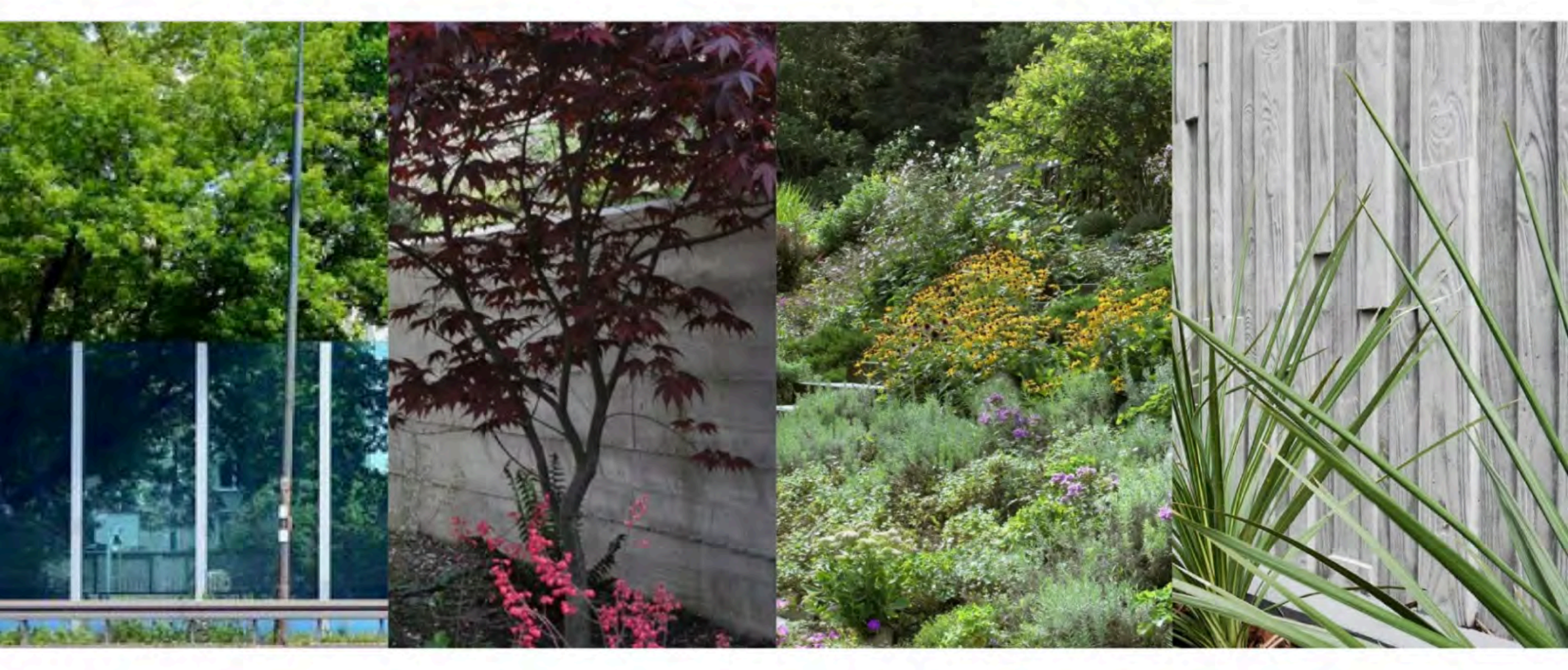




# Ontario Line design consultations start in the East Segment following release of latest report

**Having a strategy to reduce the impacts of new transit projects is critical to their success. That's why Metrolinx takes time to do thorough environmental assessments and gather public feedback well before construction begins. Today (Sept. 23), the transit agency released a report for upcoming work along the Lakeshore East GO rail corridor, where new Ontario Line trains will run on dedicated new tracks. The report confirmed that new noise solutions will keep sound levels the same or lower than they are today in most areas, and residents are now invited to weigh in on design and construction plans.**

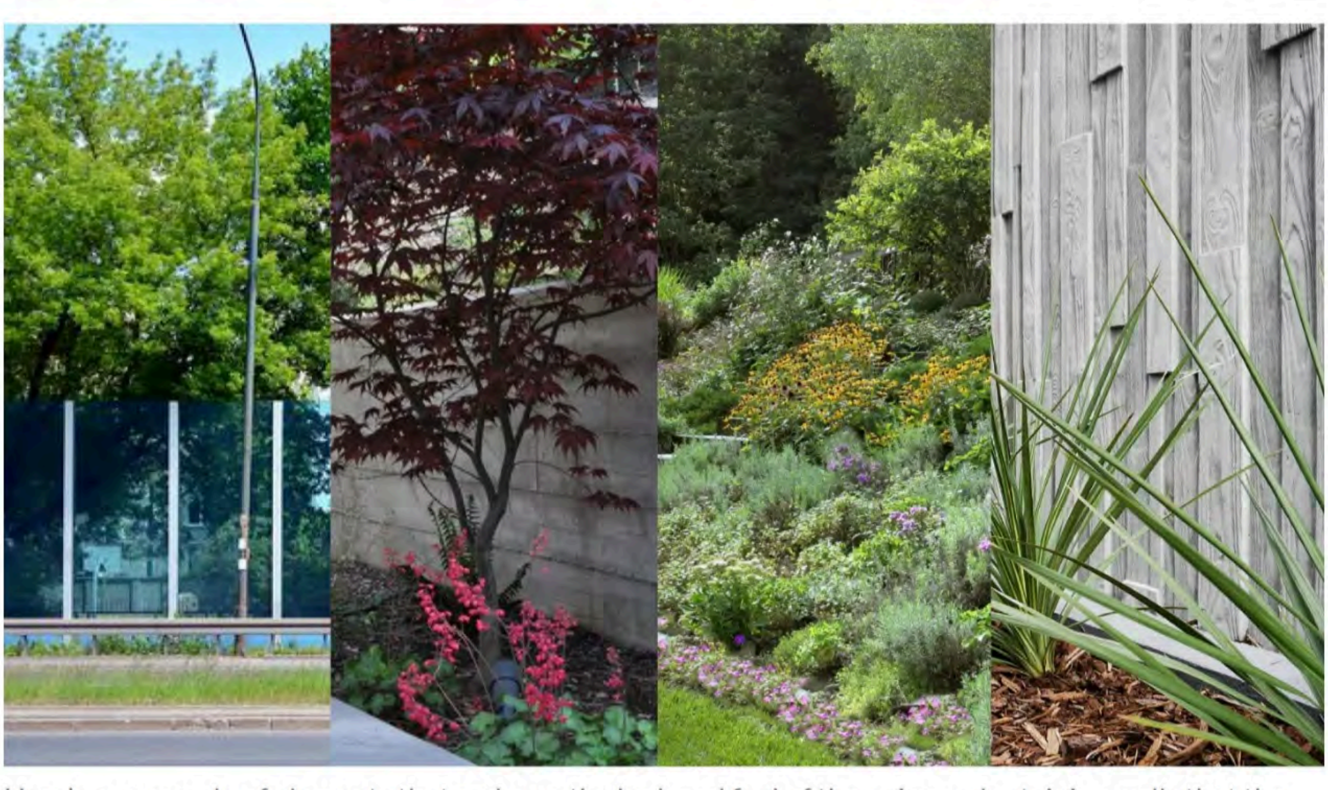
Riverside and Leslieville residents can learn more about Metrolinx plans for noise walls that will block sound along the Lakeshore East GO rail corridor between approximately Eastern Avenue and Pape Avenue.

The release of a report on early works in the area kicks off the start of consultation around the plans, which also call for new retaining walls that will shrink the physical footprint of the corridor and create more green space.

### Open House

To help gather feedback on the plans, Metrolinx has also launched an online sound demonstration and a design questionnaire for the new walls. These developments will be discussed during a virtual open house taking place today (Sept. 23). A second report released today also looks at the works planned for the future East Harbour station.

"We've been working for many, many months on an effort to develop comprehensive design concepts that integrate noise barriers, retaining walls and vegetation to help this new infrastructure fit in within the community," said John Potter of the Metrolinx Design Division.



Here's an example of elements that make up the look and feel of the noise and retaining walls that the public will be asked for feedback on. (Photos from SvN)

### Noise Walls and Vibration

Noise walls are proposed as a tool to block noise generated by the Ontario Line and GO trains in the area and are just one part of an integrated plan to manage noise and vibration in the area.

Metrolinx will also explore a number of proven solutions to address or avoid increases in vibration. These could include rubber mats placed under the track structures for GO trains and specialized fasteners for the rails. Vibration solutions for GO tracks will be installed as part of the upcoming early works along the Lakeshore East GO rail corridor. Exact solutions for the Ontario Line tracks will be determined once a project partner is on board for the Northern Civil, Stations and Tunnel project and experts complete detailed designs for this work.

Metrolinx has not only studied how walls will reduce noise – the transit agency also worked with AECOM, an infrastructure consulting firm, to create an online sound demonstration. At select locations along the rail corridor in Riverside and Leslieville, people can hear today's noise levels and noise levels predicted for the future, when new Ontario Line trains are up and running. This provides an easy comparison between current sound levels and what can be expected once noise walls and new train trips are in place.

### Online Questionnaire

Of course, people don't just want to hear about how the walls will block sound. They want to know how they will look together with retaining walls, and once landscaping around them is complete. That's the focus of the online questionnaire Metrolinx launched today, which is open until Oct. 14.

Wherever possible, noise and retaining walls will be lined by trees, shrubs, vines and other plants to enhance the appearance of the space.

"We want to create welcoming spaces around the new walls so people can continue to enjoy their neighbourhood," Potter said.

"Our goal is to ensure the neighbourhood has a green, self-sustaining border to the rail corridor that is made up of healthy native plantings."

A look at Jimmie Simpson Park, earlier in the year, on a very sunny day. (Metrolinx photo)

The guiding principle is to make sure Jimmie Simpson Park and other green spaces along the rail tracks will look better than ever after construction is complete.

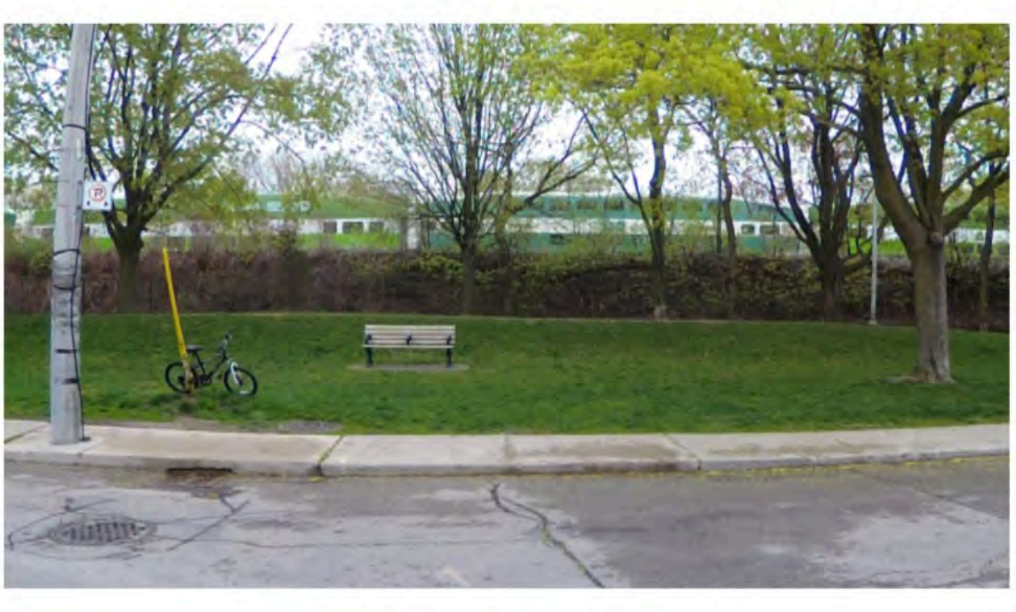
"We are aiming not just to return it to what it was but to bring it to a new state," Potter said. "Over time, we want there to be an improvement on what's there today."

The Early Works Reports for the Lakeshore East Joint Corridor and East Harbour Station are available on MetrolinxEngage. Public consultation on the reports will run until October 24. Comments can be submitted on the website or to ontarioline@metrolinx.com.

If you haven't yet registered to participate in tonight's open house, which starts at 6:30 p.m., you can do that here.

Metrolinx has scheduled an additional virtual open house to review the Early Works Report for East Harbour on Oct. 5 at 6:30 p.m. More details and a registration link will be posted here in the coming days.

Want to find out more about the online sound tool? Here's that story.



**Simulating sound from Ontario Line and GO trains in Riverside and Leslieville**

Technology can answer two questions on the minds of Riverside and Leslieville residents. How much noise will come from passing trains once the Ontario Line opens? And how will this compare to the sound of today's GO trains, currently passing through the neighbourhood? Metrolinx commissioned an interactive sound demonstration to give people an opportunity to hear recordings of existing GO trains at various spots in … Continue reading

Metrolinx News

**Story by Mike Winterburn, Metrolinx News senior writer**

SEPTEMBER 23, 2021

# EAST HARBOUR STATION, # NOISE WALLS

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# New Ontario Line video details park plans for east end of Toronto

**The Ontario Line project is a 15.6-kilometre, 15-stop subway line that will run from Exhibition Place, through the heart of downtown, all the way to the Ontario Science Centre. Part of building the project involves talking to communities and helping preserve what makes them great, while also adding important transit services. In a new video, Metrolinx experts tour the east end of Toronto to talk about to the Ontario Line and local parks. Check it out.**

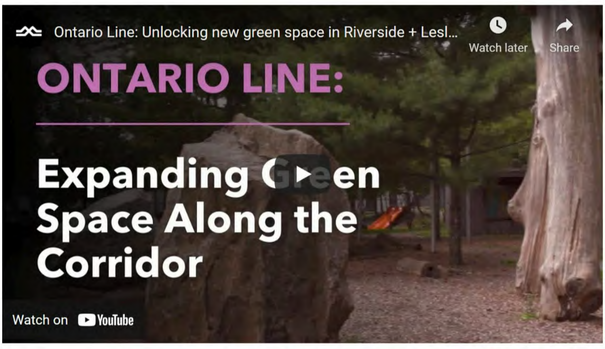
Green space and transit go hand in hand.

That's a big part of why Metrolinx is working with local communities to protect parks and playgrounds in the heart of a thriving urban jungle.

In the case of the Ontario Line, the project will unlock additional greenspace in some of the most well-used parks in Toronto's Riverside and Leslieville neighbourhoods including McCleary Playground, Bruce Mackey Park, Jimmie Simpson Park, and Gerrard – Carlaw Parkette.

The overall park space in the community will actually increase once the Ontario Line project is completed.

Join Malcolm MacKay, Metrolinx's Ontario Line program sponsor, and Daryl Gonsalves, Metrolinx's community relations specialist, as they tour these parks and talk about Ontario Line plans in this stretch of the route.




Visit https://www.metrolinx.com/ontarioline to learn more about how the Ontario Line will serve the community.

**Story by Sara Wilbur, Metrolinx communications senior advisor**

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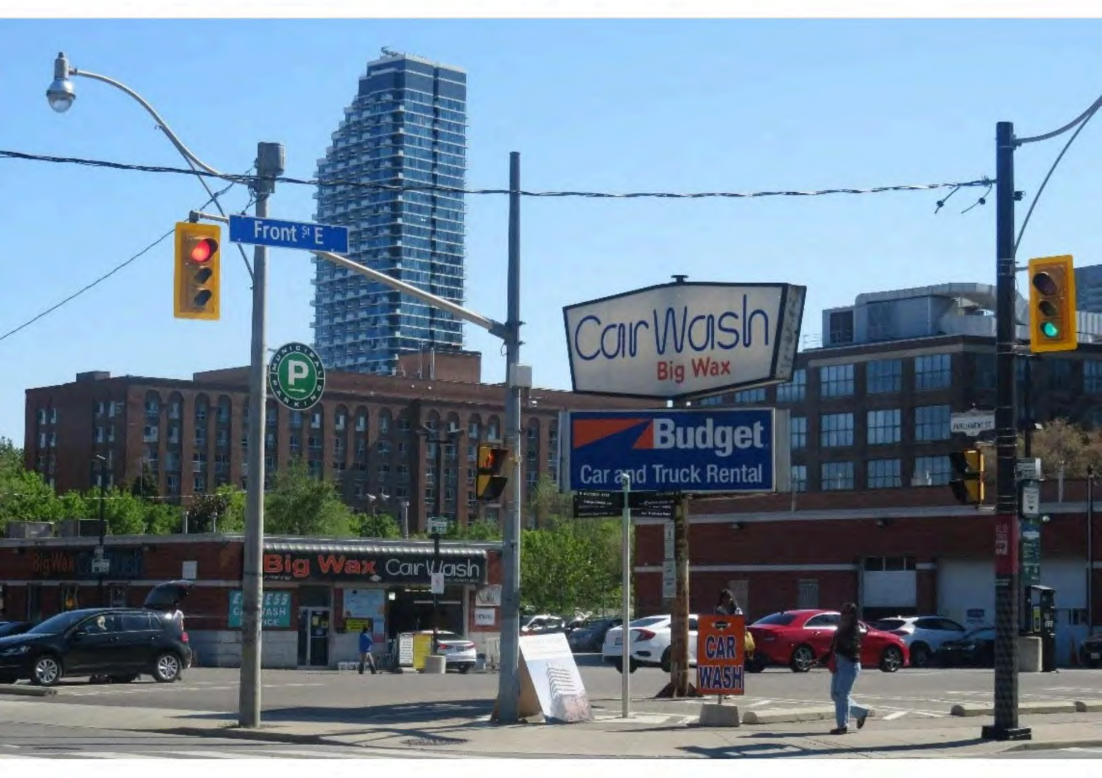


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# Survey asks how best to mark history of First Parliament site at the Ontario Line subway station in Corktown

**How should we recognize history? This is an important question for experts behind the Ontario Line subway station that will be built in Corktown, at King and Berkeley. People have an opportunity to share their opinions on how to commemorate the site's history in the new subway station through a new online survey. Here's how you can have your say.**

It's a place with a rich history and an exciting future that have been obscured by parking lots. But that is about to change.

Today (Nov. 17), Metrolinx launched an online survey giving people the opportunity to influence the glimpse into history subway riders will see while passing through the Ontario Line station in Corktown.

The station will be next to the site of Upper Canada's first Parliament Buildings – completed in 1797, burned by occupying American forces in 1813, and rebuilt in 1820, only to succumb to an accidental fire in 1824.

"This site's legacy belongs to everyone and the new subway station will deliver an important new landmark to the Corktown neighbourhood," said Malcolm MacKay, Ontario Line program sponsor. "That's why we are seeking public input before proceeding with a presentation of the site's history that will be seen by people during their daily commutes."

**Then just go here**

The new subway station will be an important connection to TTC surface routes through Corktown. (Mike Winterburn photo)

Located on the eastern edge of Toronto's downtown, this station will be at the corner of King and Berkeley, just west of Parliament Street. Looking south, across Front Street, a potential transit oriented community is being planned for the First Parliament Site, which is currently paved over.

Indigenous Peoples were present on the lands where the First Parliament site was built long before settlers arrived. The site is located on the traditional territory of many Nations, including the Anishnabeg, the Haudenosaunee and the Wendat Peoples. It is on lands covered by Treaty 13 with the Mississaugas of the Credit First Nation.

"The significance of the site in settler history and Crown-Indigenous relations cannot be understated," said Meaghan Rivard, a senior heritage consultant who is working with Metrolinx on this project.

She is fascinated by different perspectives on the meaning of the site.

"Years ago, the first parliament buildings might have been held up as the sole foundation of our political history, but there has been an important reconsideration of the way that we've been interpreting this country's past." Rivard said. "More recently we have begun to acknowledge the implications of this history and the ramifications of the colonial government's presence for Indigenous Peoples and communities.

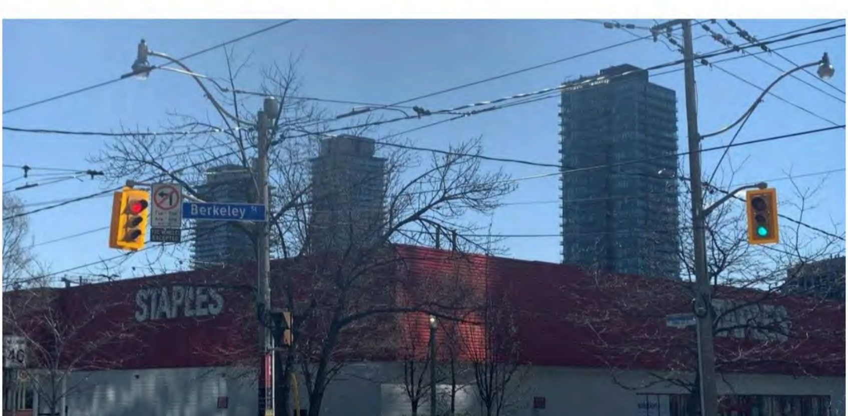
"This is a legacy that we continue to grapple with today."

The future Ontario Line station and Transit Oriented Community present an opportunity to enhance storytelling at the First Parliament site. (Mike Winterburn photo)

This site went on to become the location for the Home District Gaol (jail), Consumers' Gas and various automotive businesses, which have their own complex histories.

"From institutionalization through to the environmental impact of industry, this site tells many stories," Rivard pointed out.

It's also next to the original Lake Ontario shoreline.




The Ontario Line station for Corktown will be at the corner of King and Berkeley, which until recently, was the site of a Staples store. (Mike Winterburn photos)

The commemoration project provides an opportunity to explore the history of this site. Indigenous Nations and interested stakeholders are engaged in these efforts. This work builds on the City of Toronto's First Parliament Heritage Interpretation Strategy which was informed with feedback from Indigenous Nations, public consultation and research.

"There is a new opportunity to share the history of this site underground at the station location as part of the Ontario Line experience," Rivard explained. "We want to hear from the public what stories they want us to tell."

To help tell those stories, survey participants will rank themes that were identified in the city's strategy as priorities for presentation in the new station.

Five broad themes were identified.

- One theme, **A Site of Strategic Importance**, looks at the site's historical significance for Indigenous peoples prior to colonial settlement, and later as a gathering place for early settlers and the location for Upper Canada's capital, as well as mid-19th century competitions over the capital of the United Province of Canada, which eventually led to Ottawa becoming home to our federal parliament.

- **Establishing a Seat of Government**, explores how the Parliament of Upper Canada was established, systems of government and the site's role as the centre of debate and decision-making. It will also review the Royal Proclamation of 1763.

- A **Planning and Infrastructure** theme examines construction of the first and second parliament buildings, their position in the wider urban context of the city and how they influenced local, provincial and national development.

- **Civil Society** describes an area that for thousands of years was witness to the migration of Indigenous Peoples and later French traders, British loyalists, enslaved and freed Black people, and immigrants from many countries around the world.

- The **Industry and Commerce** theme explores traditional trade among Indigenous Peoples, government decisions that set-up the province's first banking structure, and the area's later role as a hub of industry, hosting Consumers' Gas, a railway and automotive sector businesses.

As well, there are cross-cutting themes – Diverse People, Impact, Connections and Growth of the City. The City's Heritage Interpretation Strategy describes them as connectors, allowing stories to be weaved together.

The **Diverse People** theme speaks to the variety of perspectives to be represented at the site – including Indigenous Peoples, leading figures, and everyday people. The **Impact** of environmental, social, political, economical, and cultural activities and decisions at the site is essential to the storytelling. **Connections** relates this site to others across the city and province, from a historical perspective. Finally, **Growth of a City** looks at the evolution of Toronto from the human, industrial, and commercial perspective.

"The themes really cover everything from geography to history to politics to day-to-day experiences," Rivard said. "We want to talk about the big picture histories, but also some of the nuanced elements represented by sub-themes in each category".

Readers can access the survey here.

"This is a great opportunity for the public to have a say in the type of history that will be presented here," Rivard said. "You get to influence the themes that will be represented at this station and the stories that will be told for decades to come."

**Story by Mike Winterburn, Metrolinx News senior writer**

NOVEMBER 17, 2021

#CORKTOWN, #FIRST PARLIAMENT, #INDIGENOUS RELATIONS, #ONLINE SURVEY, #TTC

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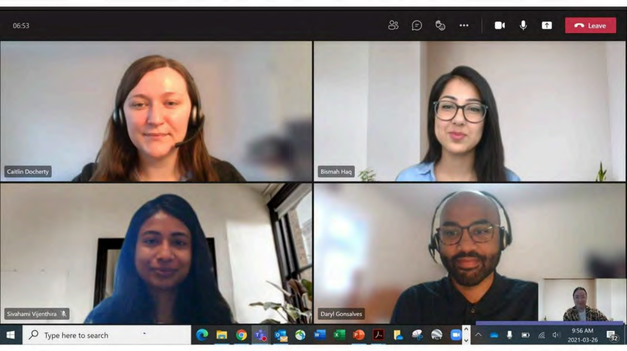


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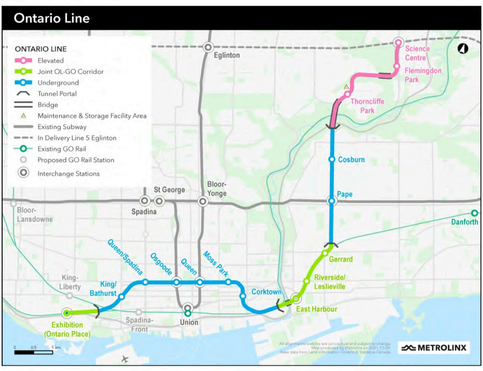
# Ontario Line team wraps up 2021 with virtual open houses this week

**In 2021, Metrolinx hosted more than 125 virtual open houses and community meetings across the Ontario Line's 15.6-kilometre route, sharing updates on project plans and benefits including convenient transfers between existing transit and new Ontario Line stations, travel time savings and more. On Nov. 23 and 25, Metrolinx is holding two more online events to recap some of the major milestones and advancements from this year.**

In true holiday fashion, the Ontario Line team is bringing everyone together to wrap up an eventful year of project milestones and advances, with two virtual open house events.

Previous virtual open house events focused specifically on each of the project's four segments – west, downtown, east and north. The team is taking a different approach this time and will be talking about the entire line and plans for communities all along the way.

Whether you live or work in the west segment between Exhibition and Queen/Spadina, the downtown segment between Queen and Corktown, the east segment between East Harbour and Gerrard or the north segment between Pape and Science Centre, you'll leave with a better understanding of the bigger Ontario Line picture.




"There might still be a lot of folks in the City of Toronto who don't really know what the Ontario Line is all about," says Mark Clancy, Metrolinx senior manager of community engagement for the Ontario Line.

"This is a great opportunity to invite people across the entire route to the same virtual space to see how the Ontario Line will not just benefit their own neighbourhoods, but the whole city and region."

People can join the panelists at one of two events happening this week – on Tuesday, Nov. 23, and Thursday, Nov. 25, from 6:30 to 8 p.m. – to learn more about the Ontario Line.

The events will end with a question and answer period with a combination of questions asked online ahead of the event, as well as those asked by community members live over audio.

"Giving members of the community an opportunity to ask their questions in real time is a very important part of these meetings," explains Clancy. "It's something we missed from in-person events, so we're very glad we've been able to make it a standard part of our online format."

Anyone looking to attend can register online now and submit their questions before the event.

**Story by Sara Wilbur, Metrolinx communications senior advisor**

NOVEMBER 22, 2021

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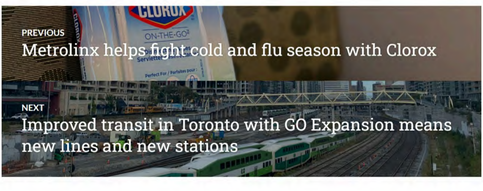


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# Improved transit in Toronto with GO Expansion means new lines and new stations

**Once implemented, the GO Expansion program will deliver all-day, two-way service with faster trains running every 15-minutes on more of the GO Network. Last week, *Metrolinx News* reported on how this project will improve service to and from destinations outside Toronto. Today let's look at how GO Expansion – combined with other new Metrolinx projects – will reduce travel times inside the city.**

A new era in public transit for Toronto is about to begin.

New lines inside the city are getting most of the attention. The Eglinton Crosstown, Finch West LRT and four new subway projects – as well as SmartTrack stations – will be important additions to the transit map.

These new projects are not standalone improvements, they are all part of a plan to build an integrated network delivering seamless transit connections.

New additions are not the only improvements.

GO Expansion will deliver a dramatic increase in service along the existing rail lines. More frequent trains will improve service for suburban commuters coming into downtown Toronto – and they will make GO a more attractive option for trips starting in *The Six*.

The April 2019 decision to reduce fares for shorter trips provided a new incentive to take GO trips inside Toronto. GO Expansion will be another step.

Passengers will benefit from more all-day service, trips in both directions in and out of Toronto, departures every 15 minutes and faster electric trains.

"Electric trains can travel up to 30 per cent faster and they can run more frequently," said Kelly Hagan, Metrolinx vice president of community engagement for Toronto. "With 15-minute service you won't need access to a schedule."

Newer model GO train locomotives sit ready to go at Oshawa GO Station. (Mike Winterburn photo)

More frequent service will make GO more like the subway – a benefit for both suburban commuters and Toronto residents.

"Does anybody ever look at a subway schedule before they go and walk to the subway?" she asked rhetorically. "No, you just go to the station and expect to be able to go where you want to go."

Metrolinx is not just making GO more like subway service, it is also delivering four new subway projects – the Ontario Line, Yonge North Subway Extension, Scarborough Subway Extension and Eglington Crosstown West Extension.

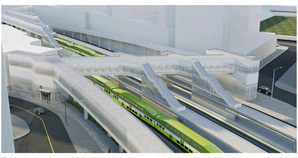
The new subways lines were mapped out to maximize connections with other forms of transit.

For example, the Ontario Line will connect to TTC Lines 1 and 2, the new Eglinton Crosstown LRT and existing surface routes. At the new East Harbour GO Station, by the Don River, and the existing Exhibition GO, the Ontario Line will offer GO riders new subway transfer points, allowing them to bypass Union Station, reducing crowding there.

New lines with easy connections that help riders get where they need to go faster will create a network effect and encourage more people to take transit.

SmartTrack is another new project designed to offer convenient connections to help people move around Toronto.

Five new GO stations – Finch-Kennedy, East Harbour, King-Liberty, Bloor-Lansdowne, and St. Clair-Old Weston – will be placed along existing GO tracks.



The future King-Liberty GO Station will bring a new transit option to a densely populated section of Toronto. This is an artist's rendering and final designs are subject to change. (Metrolinx photo).

"What's unique about SmartTrack is that it's taking what has been looked at for years as a suburban commuter network and strategically bringing new neighbourhood GO stations into high density areas of Toronto where people will be able to make meaningful connections with the TTC," said Marcia Medrano, vice president of GO Expansion stations capital delivery at Metrolinx.

Transfers to TTC routes will ensure the benefits go beyond those who can walk or bicycle to the stations.

"The stations are being designed to fully integrate with the TTC network, whether that be by bus, subway, or streetcar, creating a mesh to maximize what's already there," said Nadine Navarro, vice president and head sponsor for stations at Metrolinx.

For example, SmartTrack will provide a North-South connection to streetcars along the western end of St. Clair Avenue and the Bloor-Danforth subway at Lansdowne, giving people new, time-saving travel options.

New GO stations are also coming to other places along the network.

For example, in the Mount Dennis community, a new GO station will connect Kitchener Line customers to midtown destinations on the Eglinton Crosstown LRT. Caledonia GO will do the same for customers on the Barrie Line.

The Mount Dennis GO Station will offer connections to the Eglinton Crosstown LRT, from the restored Kodak building, which was originally constructed in the late 1930s. (Metrolinx photo)

As well, Kennedy GO will become a hub offering a new connection to the Eglinton Crosstown LRT, in addition to current TTC links.

With more service including evenings and weekends, GO stations will connect residents to weekend destinations outside of the city. In fact, GO service will quadruple from 1,500 trips per week to 6,000.

GO Expansion will also include more trips in both directions, making it possible for people to take morning rush hour trains out of Toronto to growing employment centres outside the city, like the tech cluster in Kitchener-Waterloo.

This all part of an ambitious plan with a simple goal.

"Transforming transit means making it easier for customers to connect and get where they need to go," Hagan said.

**Story by Mike Winterburn, senior writer, editorial content**

NOVEMBER 22, 2021

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# Metrolinx teams up with partners on early traffic plans to support Ontario Line construction

**The Ontario Line subway project moves forward with plans that map out the downtown Toronto traffic changes needed to make room for important construction work. Keep reading to get the latest information.**

Metrolinx is teaming up with the City of Toronto, TTC, and others to coordinate several years of planned construction and maintenance work to avoid lengthy traffic impacts in Toronto.

The latest step in the progress being made on the Ontario Line subway project reveals how Metrolinx and its municipal partners will manage impacts to downtown traffic – whether by transit, bicycle, car, or on foot – while the new rapid transit line is under construction.

The plan moves the subway project an important step forward by mapping out the traffic changes needed from Exhibition GO Station to the future Corktown Station to make room for important construction work.

The Toronto skyline from Exhibition GO, the future home of an Ontario Line connection. (Mike Winterburn photo)

"This is the first time here in Toronto there's been such a large, coordinated effort to manage construction and traffic impacts across so many different projects over so many years," says Malcolm MacKay, Metrolinx project sponsor for the Ontario Line.

"We're working closely with our municipal partners and bringing utility companies and other builders into our discussions to find ways to streamline our work, speed up construction, and keep any impacts to a minimum."

MacKay says the strategy includes looking at how existing plans for diversions around construction of new office and condo towers along the Ontario Line route could affect other construction happening nearby.

Metrolinx and its partners are also considering the order in which construction and maintenance work should happen to help reduce timelines.

The plans are posted online in a City of Toronto report that will be discussed at the next city council meeting.

The intersection of Queen and Yonge in downtown Toronto. (Mike Winterburn photo)

The proposal comes as construction work around several future Ontario Line station sites is set to begin soon and expands on an existing and more extensive plan for Queen Street that requires traffic diversions on either side of Yonge Street to build an important new interchange between the Ontario Line and the Line 1 subway at Queen Station.

These additional downtown traffic changes are mostly made up of closures to single lanes, sidewalks, walkways, and minor changes to on-street parking.

There are no new full traffic diversions in this updated plan, and there are no additional areas where streetcars would need to be re-routed.

Metrolinx will work with future project partners to refine these early plans, with the aim of reducing the number of impacts and making them less lengthy through incentives that are built into the construction contracts.

"We're building this plan holistically and thinking about how the changes touch everyone, from nearby residents and businesses to drivers, cyclists, and pedestrians," MacKay says.

One of the many historic bridges along Queen Street in Toronto. (Mike Winterburn photo)

Metrolinx experts are working to make sure that any detours are safe, effective, and are supported by simple and effective wayfinding so that people living in, working in, or visiting the area can move around easily and safely.

The transit agency is committed to ensuring businesses remain accessible, visible, and successful while the Ontario Line is being built.

"At every key point throughout this project we will be talking with the community about next steps and giving plenty of notice about our plans and what to expect," says Mark Clancy, Metrolinx senior manager of community engagement.

"We'll be consulting with our community partners and elected officials about the best ways to implement changes and how to soften any impacts."

Metrolinx will share information early and often about changes and impacts using a variety of communications channels.

One of the ways Metrolinx will do this involves setting up committees with community members and project team leaders to review plans, collect feedback, and answer questions.

The transit agency will also have ongoing discussions with community groups and leaders to get input and share updates.

Story by James Moore, Metrolinx senior communications advisor

NOVEMBER 30, 2021

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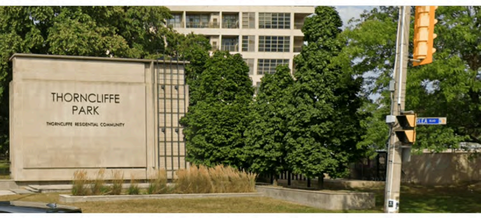


COMMUNITY RELATIONS, METROLINX, METROLINX NEWS, NEWS, ONTARIO LINE, TORONTO, TTC

# Islamic Society of Toronto and Metrolinx to convert building in Thorncliffe Park to a new Islamic Centre with significant additional community benefits

Today (Dec. 14), the Islamic Society of Toronto (IST) and Metrolinx are pleased to announce that an existing IST building, at 20 Overlea Boulevard in Thorncliffe Park, will be converted into a new Islamic Centre with significant additional community benefits, as part of the Ontario Line project.

The new centre will include larger and more extensive prayer spaces, new religious services and facilities, a mezzanine area that will provide bigger and better prayer spaces for women, as well as areas for educational and schooling programs.

This new space will also offer a business centre for local, community-based organizations and businesses to relocate to and will offer new gymnasium facilities to play sports such as, basketball, volleyball, and indoor cricket.

This exciting, new centre realizes the Islamic Society of Toronto's vision for a new, expanded mosque with new facilities that can serve the communities in Thorncliffe Park and Flemingdon Park, all just steps away from the future Thorncliffe Station on the Ontario Line subway.

"Transit has always been a catalyst for community building, development and growth," said Metrolinx President and CEO Phil Verster.

"Helping the Islamic Society of Toronto deliver on their vision for a new, bigger Islamic Centre will bring benefits to the community far beyond the positive impact the new Ontario Line subway will bring."

The agreement between Metrolinx and the Islamic Society of Toronto to bring this facility to a part of Toronto that needs this kind of investment is now going through approvals with the IST's current active founding members.

"This will bring to life the dream that we have had for our community for the past two decades. This collaboration with Metrolinx will deliver a better and bigger facility for our growing community," said the Islamic Society of Toronto Leadership.

"We can't wait to bring more prayer space for women, more recreational and educational spaces for our children, youth and seniors and more spaces for local businesses and organizations."

The plans for 20 Overlea Blvd. include:

- a facility approximately five times larger than the current facility at 4 Thorncliffe Park Drive, to support a growing community
- a range of new facilities that will provide space for youth activities, basketball court, educational programs, and better and improved prayer spaces for women
- ensuring businesses and organizations stay in the community with up to 24,000 square feet of additional business centre space dedicated for as many as 19 other businesses and organizations from the community whose properties are impacted by Ontario Line plans
- facilities that, for the first time, enable the mosque to provide an Islamic funeral service in the Thorncliffe Park community

Community input, engagement and feedback is important and Metrolinx will continue working collaboratively with the Islamic Society of Toronto to ensure the community vision is realized and residents, businesses and organizations continue to thrive and grow for years to come.

"This is one of several transactions happening with businesses and groups in Thorncliffe Park and Flemingdon Park as we prepare to bring the Ontario Line to the community," Metrolinx's Verster said.

**Quick Facts**

- The Ontario Line is a 15.6-kilometre, 15-stop subway line will run from Exhibition Place, through the heart of downtown, and all the way to the Ontario Science Centre, including stops in Thorncliffe Park and Flemingdon Park.
- The Ontario Line will give people major relief from crowding on the Line 1 subway and other busy transit lines across the city thanks to connections with dozens of other travel options along the way, from regional GO trains, to existing subways, to new light rail transit lines like the Eglinton Crosstown, and more.
- The maintenance and storage facility, where the 44 Ontario Line trains will be housed and maintained to keep them clean and safe for our customers each and every day, will be located in Thorncliffe Park and is being designed with community input.
- The maintenance and storage facility will also bring upwards of 300 new jobs to the community once the Ontario Line is in service.
- Thorncliffe Park will have access to the Ontario Line as well as the soon-to-open Eglinton Crosstown, which will both connect the community to more jobs and new opportunities throughout the city.
- By 2041, Thorncliffe Station will:
  - Bring 12,800 people within walking distance to transit
  - see approximately 3,100 customers pass through the station during the busiest travel hour (2,100 getting on and 1,100 getting off the Ontario Line), with 500 of them transferring to or from other transit
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DECEMBER 14, 2021

#ISLAMIC SOCIETY OF TORONTO, #MOSQUE, #THORNCLIFFE PARK

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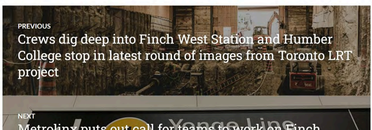

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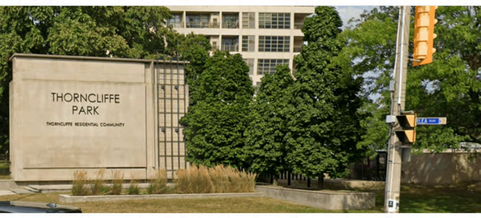


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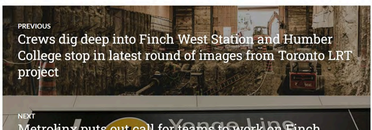

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