Appendix B. Record of Consultation

B1 Distribution List
B2. Virtual Open House Summaries, Newspaper Ads and Notices
B3. Blog Posts, Website Content and E-Newsletters

Appendix B1. Distribution List

Ontario Line Project Distribution List

Indigenous Nations								
Dave	Mowat	Chief	Alderville First Nation	11696 2nd Line Road		Roseneath	ON	K0K 2X0
Dave	Simpson	Lands & Resources Coordinator, Lands & Resources	Alderville First Nation	11696 2nd Line Road		Roseneath	ON	K0K 2X0
Joanne	Sandy	Chief	Beausoleil First Nation	11 O'Gemaa Miikaan		Christian Island	ON	L9M 0A9
Susan	Copegog	Lands Consultation Liaison	Beausoleil First Nation	11 O'Gemaa Miikaan		Christian Island	ON	L9M 0A9
Donna	Big Canoe	Chief	Chippewas of Georgina Island	R.R. #2	Box 13	Sutton West	ON	L0E 1R0
Natasha	Charles	Project Coordinator	Chippewas of Georgina Island	R.R. #2	Box 13	Sutton West	ON	L0E 1R0
Ted	Williams	Chief	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama	ON	L3V 6H6
Sharday	James	Community Consultation Worker	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama	ON	L3V 6H6
Emily	Whetung	Chief	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake	ON	K0L 1R0
Julie	Kapyrka	Lands Resource Consultation Liaison	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake	ON	K0L 1R0
Jordon	MacArthur	Archaeological Program Administrator	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake	ON	K0L 1R0
Kaitlin	Hill	Resource Consultation Support	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake	ON	K0L 1R0
Francis	Chua	Consultant to Curve Lake First Nation	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake	ON	K0L 1R0
Tracey	General	Office Manager	Haudenosaunee Confederacy Chiefs Council	16 Sunrise Court, Suite 417	P.O. Box 714	Oshweken	ON	N0A 1M0
Dave	Mowat	Chief	Alderville First Nation	11696 2nd Line Road		Roseneath	ON	K0K 2X0
Dave	Simpson	Lands & Resources Coordinator, Lands & Resources	Alderville First Nation	11696 2nd Line Road		Roseneath	ON	K0K 2X0
Joanne	Sandy	Chief	Beausoleil First Nation	11 O'Gemaa Miikaan		Christian Island	ON	L9M 0A9
Susan	Copegog	Lands Consultation Liaison	Beausoleil First Nation	11 O'Gemaa Miikaan		Christian Island	ON	L9M 0A9
Donna	Big Canoe	Chief	Chippewas of Georgina Island	R.R. #2	Box 13	Sutton West	ON	L0E 1R0

Indigenous Nations								
Natasha	Charles	Project Coordinator	Chippewas of Georgina Island	R.R. #2	Box 13	Sutton West	ON	L0E 1R0
Ted	Williams	Chief	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama	ON	L3V 6H6
Sharday	James	Community Consultation Worker	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama	ON	L3V 6H6
Emily	Whetung	Chief	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake	ON	K0L 1R0
Julie	Kapyrka	Lands Resource Consultation Liaison	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake	ON	K0L 1R0
Jordon	MacArthur	Archaeological Program Administrator	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake	ON	K0L 1R0
Kaitlin	Hill	Resource Consultation Support	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake	ON	K0L 1R0
Francis	Chua	Consultant to Curve Lake First Nation	Curve Lake First Nation	22 Winookeedaa Road		Curve Lake	ON	K0L 1R0
Tracey	General	Office Manager	Haudenosaunee Confederacy Chiefs Council	16 Sunrise Court, Suite 417	P.O. Box 714	Oshweken	ON	N0A 1M0
Todd	Williams	Haudenosaunee Development Institute	Haudenosaunee Confederacy Chiefs Council	16 Sunrise Court, Suite 417	P.O. Box 714	Oshweken	ON	N0A 1M0
Laurie	Carr	Chief	Hiawatha First Nation	123 Paudash Street	R.R. #2	Hiawatha	ON	K9J 0E6
Tom	Cowie	Lands Resource Consultation Liaison	Hiawatha First Nation	197 Sopers Lane		Hiawatha	ON	K9J 0E6
Sean	Davison	Community Consultation Worker	Hiawatha First Nation	197 Sopers Lane		Hiawatha	ON	K9J 0E6
Rémy	Vincent	Grand Chief	Huron-Wendat Nation	255 Place Chef Michel Laveau		Wendake	QC	G0A 4V0
Lori-Jeanne	Bolduc	Land Use Planning Advisor	Huron-Wendat Nation	255 Place Chef Michel Laveau		Wendake	QC	G0A 4V0
Marie-Sophie	Gendron		Huron-Wendat Nation	255 Place Chef Michel Laveau		Wendake	QC	G0A 4V0
Mario	Gros-Louis		Huron-Wendat Nation	255 Place Chef Michel Laveau		Wendake	QC	G0A 4V0
Kris	Nahrgang	Chief	Kawartha Nishnawbe First Nation	Box 1432		Lakefield	ON	K0L 2H0
Sir/Madam		Métis Nation Consultation Unit	Métis Nation of Ontario	66 Slater Street, Suite 1100	11th Floor	Ottawa	ON	K1P 5H1
Stacey R.	LaForme	Chief	Mississaugas of the Credit First Nation	2789 Mississauga Road		Hagersville	ON	N0A 1H0
Mark	LaForme	Director, Department of Consultation and Accommodation	Mississaugas of the Credit First Nation	4065 Hwy 6 North		Hagersville	ON	N0A 1H0
Fawn	Sault	Consultation Manager, Department of Consultation and	Mississaugas of the Credit First Nation	4066 Hwy 6 North		Hagersville	ON	N0A 1H0

Indigenous Nations								
		Accommodation						
Adrian	Blake	Field Archaeologist, Department of Consultation and Accommodation	Mississaugas of the Credit First Nation	4067 Hwy 6 North		Hagersville	ON	N0A 1H0
Kelly	LaRocca	Chief	Mississaugas of Scugog Island First Nation	22521 Island Road		Port Perry	ON	L9L 1B6
Monica	Sanford	Community Consultation Admin Assistant	Mississaugas of Scugog Island First Nation	22521 Island Road		Port Perry	ON	L9L 1B6
Mark	Hill	Chief	Six Nations of the Grand River	1695 Chiefswood Road	P.O. Box 5000	Ohsweken	ON	N0A 1M0
Lonny	Bombery	Director, Lands & Resources	Six Nations of the Grand River	1695 Chiefswood Road	P.O. Box 5000	Ohsweken	ON	N0A 1M0
Dawn	LaForme	Secretary/ Receptionist	Six Nations of the Grand River	1695 Chiefswood Road	P.O. Box 5000	Ohsweken	ON	N0A 1M1
Tanya	Hill-Montour	Archaeological Coordinator	Six Nations of the Grand River	1695 Chiefswood Road	P.O. Box 5000	Ohsweken	ON	N0A 1M1
Robbin	Vanstone	Consultation Supervisor	Six Nations of the Grand River	1695 Chiefswood Road	P.O. Box 5000	Ohsweken	ON	N0A 1M1
Dawn	Russell	Administrative Assistant	Six Nations of the Grand River	1695 Chiefswood Road	P.O. Box 5000	Ohsweken	ON	N0A 1M1
Karry	Sandy-McKenzie		Williams Treaties First Nations					

Federal									
			Fisheries and Oceans Canada						FisheriesProtection@dfo-mpo.gc.ca
			Transport Canada						EnviroOnt@tc.gc.ca

Provincial								
Laura	Craig	Counsel	Chief Justice Superior Court of Justice	130 Queen Street W.,	Suite 324C	Toronto	ON	M5H 2N5
Joanna	Brown	Environmental Specialist	Infrastructure Ontario	14 Gable Lane		Kingston	ON	K7M 9A7
Ainsley	Davidson	Director, Land Use Planning	Infrastructure Ontario	1 Dundas Street West	Suite 2000	Toronto	ON	M5G 1Z3
Ramsen	Yousif	Portfolio and Leasing Analyst	Infrastructure Ontario	1 Dundas Street West	Suite 2000	Toronto	ON	M5G 1Z3

Provincial								
David	Macey	Vice President, Portfolio Planning and Development	Infrastructure Ontario	1 Dundas Street West	Suite 2000	Toronto	ON	M5G 1Z3
Amy	Emm		Infrastructure Ontario	1 Dundas Street West	Suite 2000	Toronto	ON	M5G 1Z3
		Notice Review Inbox	Infrastructure Ontario					
Michael	Helfinger	Senior Policy Advisor, Corporate Policy Unity, Strategic and Corporate Policy Branch	Ministry of Economic Development, Job Creation, and Trade	56 Wellesley Street West	11th Floor	Toronto	ON	M5S 2S3
Shireen	Mohammed	Manager, Corporate Policy Unit	Ministry of Economic Development, Job Creation, and Trade	56 Wellesley Street West	11th Floor	Toronto	ON	M5S 2S3
Paul	Bloye	Director, Capital Program Branch, Capital, and Business Support Division	Ministry of Education	315 Front Street West	15th Floor	Toronto	ON	M7A 0B8
Cindy	Batista	Special Project Officer	Ministry of the Environment, Conservation and Parks	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5
Kathleen	O'Neill	Director	Ministry of the Environment, Conservation and Parks	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5
Lisa	Trevisan	Director	Ministry of the Environment, Conservation and Parks	5775 Yonge Street	8th Floor	Toronto	ON	M2M 4J1
Solange	Desautels	Supervisor	Ministry of the Environment, Conservation and Parks	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5
Miroslav	Ubovic	Manager, Noise Approvals	Ministry of the Environment, Conservation and Parks	135 St. Clair Avenue West	1st Floor	Toronto	ON	M4V 1P5
Chunmei	Liu	Environmental Planner	Ministry of the Environment, Conservation and Parks	5775 Yonge Street	8th Floor	Toronto	ON	M2M 4J1

Provincial								
Karla	Barboza	Team Lead (A), Heritage, Heritage Planning Unit, Programs and Services Branch	Ministry of Heritage, Sport, Tourism and Culture Industries	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7
Rosi	Zirger	Heritage Advisor	Ministry of Heritage, Sport, Tourism and Culture Industries	401 Bay Street		Toronto	ON	M7A 0A7
James	Hamilton	Manager, Heritage Planning Unit	Ministry of Heritage, Sport, Tourism and Culture Industries	401 Bay Street		Toronto	ON	M7A 0A7
Michael	Collens	Senior Associate (A), Growth Planning, Data & Analysis, Ontario Growth Secretariat	Ministry of Municipal Affairs and Housing	777 Bay Street	Suite 2304	Toronto	ON	M7A 2J3
Matthew	MacLean	Senior Associate (A), Growth Planning, Data & Analysis, Ontario Growth Secretariat	Ministry of Municipal Affairs and Housing	777 Bay Street		Toronto	ON	M7A 2J3
Stewart	Chrisholm	Manager(A), Growth Policy, Ontario Growth Secretariat	Ministry of Municipal Affairs and Housing	777 Bay Street	23rd Floor	Toronto	ON	M5G 2E5
Maya	Harris	Manager, Community Planning and Development (East), Central Municipal Services Office	Ministry of Municipal Affairs and Housing	777 Bay Street	13th Floor	Toronto	ON	M5G 2E5
Heather	Watt	Manager, Community Planning and Development (West), Central Municipal Services Office	Ministry of Municipal Affairs and Housing	777 Bay Street	13th Floor	Toronto	ON	M5G 2E5
Ruth	Lindenburger	Regional Planning Coordinator	Ministry of Natural Resources and Forestry	300 Water Street	Box 7000, 4th Floor, South Tower	Peterborough	ON	K9J 8MS
Maria	Jawaid	District Planner	Ministry of Natural Resources and Forestry	50 Bloomington Road		Aurora	ON	L4G 0L8

Provincial								
Robert	Greene		Ministry of the Solicitor General					
Jason	White	Manager, Engineering Office, Central Region	Ministry of Transportation	159 Sir William Hearst Avenue	5th Floor, Building D	Toronto	ON	M3M 0B7
Dawn	Irish	Manager, Environmental Policy Office	Ministry of Transportation	301 St. Paul Street	2nd Floor	St. Catharines	ON	L2R 7R4
Michael	Brewer	Manager (Acting), Transit Capital Office	Ministry of Transportation	777 Bay Street	College Park 30th Floor	Toronto	ON	M7A 2J8
Kathy	Ruston	Team Leader, Transit Capital Office	Ministry of Transportation	777 Bay Street	College Park 30th Floor	Toronto	ON	M7A 2J8
Bronwyn	Cuthbertson	Manager, Priority Transit Projects Delivery, Transit Oriented Communities Delivery Unit	Ministry of Transportation	777 Bay Street	College Park 4th Floor Suite 425	Toronto	ON	M5G 2E5
Lily	Roll	Senior Policy Advisor (Acting), Priority Transit Projects Delivery Office	Ministry of Transportation	777 Bay Street	College Park 4th Floor	Toronto	ON	M5G 2E5
Melanie	San Luis	Senior Policy Advisor (Acting), Priority Transit Projects Delivery Office	Ministry of Transportation	777 Bay Street	College Park 4th Floor	Toronto	ON	M5G 2E5
Wayne	Kelly	Director	Ontario Heritage Trust	10 Adelaide Street East		Toronto	ON	M5C 1J3
Jennifer	Davey	Administrative Assistant, Research and Program Evaluation Unit / Research Planning & Analysis Section	Ontario Provincial Police	777 Memorial Avenue	1st Floor	Orillia	ON	L3V 7V3

Municipal								
Julia	Murnaghan	Senior Project Manager, Transit Expansion Office	City of Toronto					
Richard	Borbridge	Subway Program Director, Transit Expansion Office	City of Toronto					
Junaid	Farooq	Subway Program Project Coordinator	City of Toronto					

Municipal								
Saad	Karnelia		City of Toronto					
Tomasz	Oltarzewksi		Toronto Catholic District School Board					
Anita	Cook	Executive Manager, Real Estate & Leasing, Toronto Lands Corporation	Toronto District School Board	60 St. Clair Avenue East	Suite 201	Toronto	ON	M4T 1N5
Alannah	Slattery		Toronto and Region Conservation Authority	101 Exchange Avenue		Vaughan	ON	L4K 5R6
Beth	Williston		Toronto and Region Conservation Authority	101 Exchange Avenue		Vaughan	ON	L4K 5R6

Elected Officials										
Julie	Dabrusin	MP	Liberal Party							Julie.Dabrusin@parl.gc.ca
Chris	Glover	MPP	Ontario New Democratic Party							CGlover-CO@ndp.on.ca
Marci	Ien	MP	Liberal Party	Toronto Centre						marci.ien@parl.gc.ca
Robert	Oliphant	MP	Liberal Party	Don Valley West						rob.oliphant@parl.gc.ca
Stephen	Blais	MPP	Ontario Liberal Party	Orléans						sblais.mpp.co@liberal.ola.org
Michael	Coteau	MP	Liberal Party	Don Valley East						michael.coteau@parl.gc.ca
Kevin	Vuong		Independent	Spadina—Fort York						kevin.vuong@parl.gc.ca
Peter	Tabuns	MPP	Ontario New Democratic Party							tabunsp-co@ndp.on.ca
Kathleen	Wynne	MPP	Ontario Liberal Party							kwynne.mpp.co@liberal.ola.org
Suze	Morrison	MPP	Ontario New Democratic Party							Smorrison-QP@ndp.on.ca
Kristyn	Wong-Tam	Councillor	City of Toronto							councillor_wongtam@toronto.ca
Denzil	Minnan-Wong	Councillor	City of Toronto							councillor_minnan-wong@toronto.ca
Jaye	Robinson	Councillor	City of Toronto							councillor_robinson@toronto.ca
Joe	Cressy	Councillor	City of Toronto							councillor_cressy@toronto.ca

Elected Officials										
Brad	Bradford	Councillor	City of Toronto							councillor_bradford@toronto.ca
Jennifer	McKelvie	Councillor	City of Toronto							Councillor_McKelvie@toronto.ca
Paula	Fletcher	Councillor	City of Toronto							councillor_fletcher@toronto.ca

Other Stakeholders								
			CN Rail					
Tony	Porter	Director, Parking & Security Services	Exhibition Place	100 Princes' Blvd. Suite 1		Toronto	ON	M6K 3C3
			George Brown College (St. James Campus)					
			Hydro One Networks Inc.					
Laura	Dimand		Hydro One Networks Inc.					
Renee	Pettigrew		Hydro One Networks Inc.					
Elsy	Aceves		Hydro One Networks Inc.					
			La Cité					
Elise	Brunet		Law Society of Ontario					
Simon	Di Vincenzo		Law Society of Ontario					
Jeannie	Snell		Ontario College of Art & Design University					
Wayne	Kelly	Director, Heritage	Ontario Heritage	10 Adelaide Street East		Toronto	ON	M5C 1J3
Thomas	Wicks	Manager, Acquisitions and Conservation Services	Ontario Heritage Trust	10 Adelaide Street East		Toronto	ON	M5C 1J3

Community Stakeholders and Groups										
			311 Toronto							
			880 Cities							
			Acadia Bookstore							
			Alumnae Theatre Company							

Community Stakeholders and Groups										
			Amazing Moss Park							
			Boulevard Club							
			Brookfield Properties							
			Budweiser Stage Team							
			Building Roots							
			CafeTO							
			Campbell House Museum							
			Canadian Opera Company							
			Canadian Stage							
			Canadian Securities Institute							
			CityPlace Fort York Business Improvement Area							
			Chinatown Business Improvement Area							
			Corktown Residents and Business Association							
			Court of Appeal							
			Cypriot Community of Toronto							
			Danforth Residents Association							
			Distillery Historic District							
			Downtown Yonge Business Improvement Area							
			Earthroots							
			East End Transit Alliance							

Community Stakeholders and Groups										
			East Waterfront Community Association							
			Engaged Communities							
			Exhibition Place							
			Financial District Business Improvement Area							
			Follower's Mission							
			Fontbonne Ministries							
			Forest Hill Real Estate							
			Fort York National Historic Site							
			Friends of Chinatown							
			Friends of Corktown Common							
			Friends of Moss Park							
			Friends of Regent Park							
			Friends of Ruby							
			Garden District Residents Association							
			Garment District Neighbourhood Association							
			Gooderham and Worts Neighbourhood Association							
			Grange Community Association							
			GreekTown on the Danforth Business Improvement Area							

Community Stakeholders and Groups										
			Hannah Group and Steiner Group							
			Hi-Rise Community Newspaper							
			Islamic Society of Toronto							
			Kai Wing Tsang							
			Keller Williams							
			Lakeshore East Community Advisory Committee							
			Leaside Business Park Association							
			Leaside Green							
			Leaside Park Terrace							
			Leaside Residents Association							
			Leaside Tower Tenants Association							
			Leslieville Business Improvement Area							
			Leslieville Historical Society							
			Leslieville Residents Association							
			Liberty Village Business Improvement Area							

Community Stakeholders and Groups										
			Liberty Village Residents' Association							
			Loh-Family							
			March of Dimes Canada							
			McGregor Design Groups							
			Meals on Wheels East End							
			Metropolitan United Church							
			Minto Properties							
			MLSE							
			Moss Park Arena Board of Management							
			Muslim Association of Canada							
			Niagara Neighbourhood Now							
			Office Ombudsman of Ontario							
			Osgoode Hall							
			Pape Area Concerned Citizens for Transit							
			Pape Village Business Improvement Area							
			Parkdale Residents Association							
			Parkdale Village Business Improvement Area							

Community Stakeholders and Groups										
			Queen Street West Business Improvement Area							
			Riverside Residents Association							
			Riverside Business Improvement Area							
			Salvation Army							
			Saulter Street Brewery							
			Save Jimmie Simpson							
			SaveTPARK							
			Scadding Court							
			St. Felix Centre							
			St. Lawrence Market Neighbourhood Business Improvement Area							
			St. Lawrence Neighbourhood Association							
			St. Michael's Hospital							
			Superior Court of Justice							
			Tabule Restaurant Group							
			Tenants of 2 Thorncliffe Park							
			The 519							
			The Bentway							
			The Distillery District							

Community Stakeholders and Groups										
			The Friends of Fort York							
			The Neighbourhood Organization							
			The Potter's Studio							
			Toronto Downtown West Business Improvement Area							
			Toronto Eaton Centre							
			Toronto Entertainment District Residents Association							
			Toronto Housing							
			Toronto Public Library							
			Unity Health Toronto							
			Waterfront Business Improvement Area							
			Wellington Place Neighbourhood Association							
			West Don Lands Committee							
			West Queen West Business Improvement Area							
			Windmill Line co-op							
			WoodGreen Community Services							
			XYZ Storage							
			YMCA							

Appendix B2. Virtual Open House Summaries, Newspaper Advertisements and Notices

Virtual Open House Summary

Project Overview

- November 23, 2021
- November 25, 2021

West Segment - Exhibition, King/Bathurst, Queen/Spadina

- April 9, 2021
- June 10, 2021
- September 9, 2021

Downtown - Osgoode, Queen, Moss Park, Corktown

- April 26, 2021
- June 17, 2021
- October 7, 2021

East Segment - East Harbour, Leslieville/Riverside, Gerrard

- April 22, 2021
- June 24, 2021
- September 23, 2021
- October 5, 2021

North Segment - Pape, Cosburn, Thorncliffe Park, Flemingdon Park, Science Centre

- April 15, 2021
- April 19, 2021
- June 30, 2021
- September 16, 2021

Virtual Open House Summary

Environmental Impact Assessment Report

- February 22, 2022
- February 24, 2022
- March 1, 2022
- March 3, 2022

Virtual Open House Summary

Project Overview - November 23, 2021

Live Meeting I – Project Overview and Year-End Review

Alignment & Stations

Comment	Answer
When will you be able to give property owners: 1. The precise dimensions of the transit corridor? 2. A sense of exactly where it will be? 3. How much land you will need? And, 4. When the affected homeowners will be able to know more about the timing and process to deal with their properties?	Once the technical design has gotten to a certain stage when we can identify what the requirements are for the project, for example the station entrance, the tunnel, or an emergency exit building perhaps, that's when we will know what we need for the project and that's when we will start talking to the owners. As Malcolm has noted throughout the presentation, the design is in different stages and so, for the south, the downtown stations, we've already started talking to owners there. Whereas with the north, as the design progresses that's when we'll be able to reach out to owners, but we like to do that when we have confirmed the requirements.
I live in the Concord City Place/ Liberty Village area near stations likely to be Exhibition and I've been following the planning and I think it's coming along well. We are going to have essentially three forms of transit coming together in one spot, we have the GO train, the beginning of the Ontario Line, and TTC. Regarding the TTC streetcar system that comes to Exhibition, the station itself is quite large and the offloading and onloading is a little further east than I thought it would be. Is there any plan to redesign the TTC intersection or interaction station a little better so they're closer to the GO station entry, closer to the Ontario Line itself and closer to the Stadium entrance?	Great question, thank you. We are absolutely working very closely with the TTC on their plans. They have plans to extend their streetcar beyond the loop over to Dufferin, which will provide a different opportunity for a station and engagement with the Ontario Line and GO transit, as well as Exhibition Place. That conversation is very active right now. The other interest thing is that it's also the bus network coming in. We are working closely with the city on New Liberty St on north side of rail corridor and we're planning for a good convenient bus lay-bys there to be able to drop passengers off to get down to the waterfront/ exhibition, as well as the Ontario line and GO transit, as well as the streetcar network. It is certainly a body of work that we are working closely with the city and TTC on this very important interchange station.
I live in Corktown, and I don't want to lose the greenery in the Parkland area. I noticed there are ribbons on trees and things from the neighbourhood protesting the alignment remaining above ground	What we have done is that we've been staking out (with ribbon) through the Joint Corridor, the toe of the future T-wall so we can dispel any myths that we were going into the Parkland in any significant way. The parks are going to be getting larger after our build as a result of moving the walls back towards the rail corridor. That will create additional

Comment	Answer
int that area. Why couldn't you put the alignment underground under Pape or that area?	space in parks. That is why we are working closely with City of Toronto and Toronto Parks and Forestry to animate those spaces in the best way possible. So, that discussion is ongoing and is going to involve a large community engagement element so we can make sure we deliver an outcome that is the best possible for the community. As for undergrounding, in previous open houses we discussed the undergrounding options that were studied as the Relief Line South and other options and we found that the benefits associated with an underground alignment were not necessarily evident, the cost was higher, the business case would have been compromised as a result of the undergrounding. So, some of those benefits, building noise walls in a corridor that does not currently have noise walls, is going to be beneficial to the noise transmission through that corridor. We certainly are, as the Ontario Line, progressing the design using the lands that are available, so we limit impact to properties as a result.
Regarding the two stations going in at Queen and Spadina, I have a rezoning document that was created by Metrolinx that shows those two stations each with a 15-storey, multi-use office/condo building but Metrolinx is supposed to be a transportation company, why is it in real estate now?	As part of the delivery of transit, we buy extensive amounts of property. What we have done is we are working closely with Infrastructure Ontario (IO) to take those lands that we purchase and provide some level of intensification around those stations. Stations are large investments, and they absolutely are in prime locations where people want to live and the Transit Oriented Community (TOC) program that is being administered by IO. Please visit IOengage.com to find out about the TOC program. Metrolinx is delivering the transit portion, i.e., building the stations. The over builds in the developments are the follow-on investments being made by IO and they are delivering that vision for those sites.
Thank you for presentation. Is the location of Cosburn Station (which is west of Pape Ave) final? I understand the rationale that by positioning Cosburn Station west of this street utilities will have to be relocated, including the recent liberated water main. But also, the way it is positioned now, the heart of Pape Village will be destroyed including laundry mats, dry cleaners, salon shops, convenient stores, pharmacies, medical centers, cafés, and so forth. Canada Post already closed; Scotiabank branch already closed. As opposed to the other side of the street, where there is a McDonald's and a parking lot that	Right now, Cosburn is one the least developed stations. We did look at east and west and the end Pape Avenue as alternatives for construction. Right now, our evaluation is showing that we're better to be west of Pape with the build and what happens is following the build, as we talk about in the previous question, there is an opportunity to re-invest and re-invent the site that the station being built in. One reason that we're moving out of the corridor to build this is that it allows us to not impact the utilities that you mentioned, as well as the surface transit and the road networks. So, those things all play into our decision-making process which has landed us where we are today. We haven't spoken extensively about Cosburn station for the very reason that we're still working on that station. The north part of the alignment is the least developed of our work and that's only because it's the last one that is going out to tender. So, stay turned we will certainly be bringing to you in early 2022 more information on this whole section of the alignment.

Comment	Answer
could accommodate what you need. Is there a way this position could be reconsidered in order to avoid destroying the heart of Pape Village?	

Environment & Community Impacts

Comment	Answer
there examples of meaningful changes made to the Ontario Line based on feedback from the community?	I want to identify that we have heard a lot of feedback and that's great. It is getting to Metrolinx, we are listening, and we are sharing that with the project delivery team. Sometimes it's hard to change design plans. We understand there are real and deep concerns for the Maintenance and Storage Facility, as well as the elevated section and we have to continue to address those concerns through some of the components that continue to progress as the design advances. I do want to identify that this is a long and big project and will take a lot of time. We will change some of the formats for engagement over the years and that may mean we change the way we listen, and they may also mean change in the way we incorporate that feedback. We are having lots of engagement and addressing concerns. Your efforts to share your thoughts with us are heard and we try to frame them up so we can get some good outcome as a result of our engagement. For example, through the Joint Corridor, a significant effort has gone into building the corridor in a fashion for that construction access is not through the parks and we limit disruption to community, as well as making the parks bigger in direct response to understanding the community and the fact that parks are vital in this community. We heard your voices and we tried to have a better result. Another example is the noise and vibration mitigation – we took that and pushed it even further. We made it successful in the sense that it will reduce noise in the community. That is above and beyond mitigation and it was done in direct response to the elected officials and the community and the voices that we heard. We are happy to deliver on that.
do you have, with the Maintenance and Storage Facility going in there, a plan for how to relocate businesses to help them remain in the area and to keep it vibrant? Does that involve dealing with each business on an individual basis?	Yes, we do have a plan. As Malcolm noted, we talked to all affected business owners and community organizations in the area and basically what happens in that when there is a confirmed requirements are for the project, that's when we start talking to owners and businesses. As we started these conversations earlier this year, we started to understand what the needs are for relocation and what we can do to support

Comment	Answer
	the businesses and organizations. We have been working on developing over the last few months. Yes, exactly, it involves dealing with each business on an individual basis.
In the document on the Early Works, a lot of the scripture in or discussion around mitigation to reduce impacts of noise while work is going on and in particular because we will have work going on during the night for the rail line in the above-ground section. We were given a lot of reassurance that in fact we would have sophisticated protocols that would be able to deal with the issue. I have recently received complaints from people on Unity Road (by Greenwood, where it meets the rail corridor) whose street is being used as a staging around for construction where construction trucks bringing in and out materials and what they are reporting to me is that from 7pm through the night they have trucks sitting on their street idling. These large trucks carry construction materials and the vehicles of the construction workers on their street idling. As they have constant noise on top of the construction work itself. Now, I understood that you would have a no-idling policy during the construction period, which seemed good but doesn't seem to be getting enforced. So, why should we have confidence that you will work aggressively to reduce noise problems for people living along the Ontario Line, when we can see today that Metrolinx further down the Ontario Line making life extraordinarily difficult for the people beside their construction project?	Thank you, I believe you're referring to the email you sent to us today. We are absolutely looking into that. That project is not related to work that we're undertaking for Ontario Line but your linkage to us is fair, and we take this seriously. We will be looking into it and reporting back to you and the community member who has been bothered by this and we will share the results of that. We are by no means perfect, but we do strive for perfection, and we take every call we get seriously, and we make sure we have means and methods for us to be able to impose the rules that our contractors have bid to, so we abide by the agreements we have with the community while we are doing our work. We appreciate you bringing that to our attention, and we will be responding to it immediately and we will share the results of our investigation with you.
I'm from the Luxuries Community Advisory Committee, and I wanted	There is a round of engagement that we've had (i.e., survey regarding the noise walls and retaining walls) but there is a

Comment	Answer
to talk a bit about the section that's above ground from the Don River to Gerrard, which is currently being planned for above-ground. I wanted to talk about sound. The sound levels are going to be the same or lower than currently. While a single pass of a train might be slightly quieter in some locations, you're continuing to not acknowledge that there are 170 trains that go by on that rail corridor daily. The number will jump to 1500 trains a day when this project is complete. So, one might be slightly quieter but when one goes by now, all conversation stops because you can't even hear yourself think. So, one train might be a little quieter by 2030 but with 1500 trains going by a day it will be constant sound. So, in your Early Works Report, you only talk about transparent noise walls. Is this the most sound-absorbing material that is in use anywhere in the world on a transit project? And if not, what is the most sound-absorbing material? We don't want transparent material unless it's the best for absorbing sound. All we care about is that you're going through neighbourhood parks and destroying our community, we want the most sound-absorbing material out there.	further round of engagement, where we will be getting a community table together to be able to talk about these exact things. There are more absorbent sound walls, but there are pluses and minuses to each selection but that's a debate and discussion that we want to have with the community to select the best option for the community. Our Environmental Expert will probably talk about the noise modeling that has been done. They modelled overage and passbys, they modeled the number of trains currently versus the future and he can share the results of that investigation. The outcome of those models both in the passbys and average are both showing an improvement with the noise barriers that we've planned with the height that we've planned, with the number of vehicles that will be going by, with the technology we will eb implementing. All this has been taken into consideration. Our noise modelling for the Joint Corridor looks at, not only a single train passby, which is a requirement under our protocols with the ministry of environment, but we've also looked at all of the anticipated train trips going on Ontario Line. So, it's really a cumulative view and our modelling results show that our noise levels will be lower. Not just for passbys but all noise will be reduced. In that report, if you got into the details of the report, our modelling looks at certain noise wall heights to achieve reductions and we're getting reductions at locations along the corridor. So, improved conditions compared to today. We committed to minimum noise barrier height of 5 metres, which will improve conditions beyond what we are showing in our report. There are a variety of noise walls, we look at transparent in the report, but we are very much interested in the community input on what the walls look and feel like, and we can work through that a see what the right balance, tradeoffs and what the best solution is for the community. We look forward to those conversations and discussions.
How does the Ontario Line benefit the population of children in Toronto? Children make up one-fifth of the population of Toronto and what is the Metrolinx engagement strategy with the population of children?	I think that's an interest question and I'm not sure we've had this one before. In terms of engagement with children or different demographics, one question is how do we get our message out and how do we engage and it's always going to be a balance of methods. You're never going to capture everyone with one method. We recognize that we need to reach younger generations and students through some of our engagement, so we have an agreement with the Toronto District and Catholic District school boards called the Transit in Your Community Program. Obviously getting into schools right now continues to be a challenge but we're trying to adjust that program virtually. It fits with the curriculum, grade 5 and 9 (in

Comment	Answer
	particular) and we've worked hard with the school boards to establish that project. We're excited to continue to roll it out and continue that enthusiasm about the program. It also provides a connection for students that may want to become planners, engineers, or go into the trades. So, that's an interesting opportunity and we appreciate the question. Of course, younger people and students will be living through the construction but will be beneficiaries of the Ontario Line and will then be integrated into their lives. So, a mixture of outreach and this program are all ways we are trying to engage with students.

Construction Impacts

Comment	Answer
Regarding the downtown portion, there's a lot of construction going on. Will businesses along Queen/Sherbourne be able to remain open during construction? Will you be creating accessible paths (for accessibility requirements) for people to be able to access those businesses? Do you have plan to keep these areas clean (of dust and debris) so people can access the area?	Without a doubt, we are making our plans to be able to keep all businesses open. We're developing construction means and methods that are not generally open cut in the middle of the streets and instead aiming to move to sequential excavation methods to mine some of our stations, which allows us to keep a lot of our construction in the sites where the future entrances are going to be built. This combines to make the impact of construction much less. We are expecting all of our sidewalks to remain open or be relocated, so the accessibility element will be there. We are expecting that the impact on businesses is going to be very minor and that we'll actually be able to do most of our construction with no impact to businesses. Noise, vibration, and dust are always concerns with construction, but Metrolinx has very strict systems that we operate with our contractors to ensure that these noxious influences from the construction sites are controlled as much as possible. We do have a reporting system that is made available to local residents in case there are concerns over noise, dust, or debris so that they can report 24 hours a day. We do have a very strict set of criteria for noise and vibration that contractors are held to. We have automatic monitoring systems that keep an eye on those sites 24 hours a day, and we are advised of any variances to the standards we have set for daytime or evening or nighttime hours. In terms of the dust and debris, we do have wheel washes so that trucks don't track mud into the street and in the event that something does happen, we have street cleaners, machinery, etc. engaged to clean up any mess that might occur or that might get past those truck-grade wheel washes.

Comment	Answer
Does the telephone number provided on this website put them in-touch with Metrolinx team related to construction issues as they come along or is that another number that they would find somewhere? Where would someone go to find that?	It is the same number. That's 416-202-5100. Essentially that will be posted on the sites themselves, so people have reference to it easily and it is also here on the slide in front of us and on the Metrolinx website. There is always a way to get in touch with us 24 hours a day.
How will St. Michael's Hospital (on Queen and Church) and the surrounding area be accessed by emergency vehicles if it is closed to cars during construction?	What we've done is we've made sure that we have routing to all the businesses, as well as services and hospitals in the area that are viable and are not significantly delayed. There is a lot of modelling that has gone into this particular closure and it's probably the most modelled construction site that has happened in Toronto in years. So, we can be assured that we have worked closely with the City of Toronto in evaluating all the opportunity and methods of construction in order to execute this station construction and we have had discussions with St. Michael's hospital to share this plan. All their entrances remain accessible throughout the entire construction period. The closure of Queen St in that area is only between Yonge and Victoria. Yonge and Victoria remain completely open, as well as Queen Street east of Victoria. Part of our traffic modelling involved looking at emergency services (ambulance, police, fire response) to ensure that access to all the building can be maintained, particularly the hospital. We have taken particular care of the two blocks between Queen and Victoria and Queen and Bay, we've ensured there no access to businesses there for businesses or the hospital off those streets themselves so we wouldn't blocking any access to parking garages, or loading docks, or emergency departments or anything like that. That was taken into account when choosing where to put those closures.
I live just north of Fort York on the corner of Wellington and Niagara. It's a residential area that has seen a huge increase in traffic over the past 5 years. This area is a way to bypass major traffic on streets like Queen St, King St, etc. This is my third community consultation in the past month because there are several construction projects planned for this residential neighbourhood that will affect traffic even more. Every time I ask about this particular	Good question. We work closely with the City of Toronto, who coordinates the city work and issues permits for those construction projects. We are tied into them incredible deeply on all of our work, our haul routes, our construction practices. We have our resolution going to council in December that talks about our downtown section, the construction and the Queen Street road closures, as well as the lane impediments throughout the construction period. We have our hotline if there is an issue. Richard can talk more about the haul routes, which will also be developed with our construction contractors when they come on board because they also don't want to be stuck in traffic or be stuck on small side streets either. There is a coordination effort that happens between us, the

Comment	Answer
bypass on Wellington, no one seems to have any answers. We've got the 655 Wellington Destructor going in next door, we've got TAF condo village that is going in on the former Abattoir sites and sites that currently the Stackt Market. I mean we've already seen traffic increases from huge number of condos going in in Strachan near Liberty Village. For context, Queen St was shut down this past weekend and still is for track renewal and I sat in my front yard and watched back-to-back, bumper to bumper cars on my tiny little street for five hours on Saturday. This a neighbourhood that is increasing in foot and bike traffic, is put in danger by these increases in vehicle traffic. I'm concerned what happens when the Ontario Line Exhibition Place is taking place at the same time that the 655 Wellington, and Abattoir construction is happening and what this is going to do to traffic in our neighbourhood. Will Lakeshore be shut down with the Exhibition station is being built? When will that be? And what is the coordination process for these projects?	municipality, and other construction projects. Stay tuned as we get our contractors on board when we can talk to you further about our haul routes. Part of our work is that we do model the traffic impacts as part of our construction work, and we've done a very thorough model of the downtown that takes account of the known works that are on the books at this point in time. To refer to the Lakeshore construction, we do not intend to close the Lakeshore in any way, in fact the access for Exhibition would be via Dufferin for the haul routes. So, there's a very short little piece of street there to get onto the Gardiner Expressway. We try to plan the routes to not impact the neighbourhood to the greatest extent possible. One of the things we do require as part of any contractor work is a traffic management plan, where the contractors need to work with City of Toronto, where Metrolinx obviously also takes part in but the contractors must work to develop these traffic management plans directly with the City of Toronto traffic department and they must make sure the haul routes in and out are taken care of and properly managed. We work with the City of Toronto as Malcolm says. For condos and things, the permitting is within the purview of the City of Toronto but when we developed detailed traffic management plan, we do take into account the projects we know of at the time. One other element is that your issue is exact why we're developing the Ontario Line. We're providing an attractive alternative to the car so that people can get downtown without the car. Our goal is to get those 27,000 cars a day off the road, or your street, so our streets are quieter at a result. Hopefully our ambitions are aiming in the right direction and our implementation can satisfy you with respect to the traffic in your neighbourhood.

Station Design & Accessibility

Comment	Answer
First, I would like to say I'm very excited about this project, we've needed improvements in our transit for a very long time. The one thing I would like to talk about is, my big concern is accessibility. I have arthritic knees and hips and I am quite capable of using public transit (do not require wheel transit), however the question was asked	Great question, I'm glad you pointed it out. We have commitments to accessibility from the beginning of construction, all the way through construction into the final built form. I could go on to great lengths about how the final built form is completely accessible and follows all the necessary guidelines and legislation for accessibility but you're right, during construction there are changes, there are elevation changes sometimes, sidewalks are moved into the street and there has to be a program that is very rigorously applied to ensure that all the safety and ramp slopes are

Comment	Answer
about accessibility – there was one sentence in response to accessibility, “that is would be accessible” during construction. You spent many minutes about dust, businesses, and making sure the traffic is flowing properly. I need to make sure you guys are aware of the fact that accessibility is huge in this. Too many times there have been fixes around construction that do not take accessibility into effect. For instance, that bridge that you seem to have going over Exhibition Place, seems to have stairs but no elevator. I have no idea how you will make the sidewalks accessible during construction and I understand that the businesses need to remain open but if the people with accessibility issues can’t get into them, that’s a huge problem. I can’t express how important this is and how it always gets shoved under the rug. I was a member of the Toronto Accessibility Committee and people come to that committee after the planning has been done which is useless. So, I hope accessibility is in the top three things that you’re considering with every step that you take because as the population gets older this is going to become more and more of a problem so can you assure me that it’s not going to be a one sentence response and that it will be accessible when you’re thinking of these things.?	maintained, and accessibility is not an option. It is a mandatory. Richard and his team are putting together plans with the future Project Co. building into the project output specifications, those will ensure that accessibility is maintained for the entire population during our construction period. We do have advisors in-house that review our work for accessibility, very similar to TTC has their ACAT. I appreciate you highlighting this for us, and I apologize for just answering that it will be accessible, but to highlight that accessibility and the efforts that will be put into it. Thank you for the question. There are a lot of lessons learned by Metrolinx in other projects, for example the Eglington Crosstown with the CNIB and lots of information gathered by some of the community team that was able to be incorporated into specific sites. Such as, some things for individuals with visual impairments, some of the signage around sites making sure that the corners were rounded instead of hard edges, the tactic issues, the placement of fences are always problematic around construction sites so there has to be a continuous loop to ensure that footings are well stabilized but not obstructed so that there can be movement around them. So, I think there a lot of very granular things that we’ll be able to have as feedback through the construction liaison groups as construction does ramp up. As well, of course, all of the longer-term accessibility features within the stations themselves. But during construction there is a lot, and I would encourage people who are living around stations to continue to be in touch with Metrolinx as the construction liaison group gets started so we are addressing those concerns. The bridge at Exhibition is an additional pedestrian pathway to provide additional support to special events but an accessible path will always be maintained. The bridge may not be accessible but it’s maintained as an overflow option but there will always be an accessible road across the corridor. Sometimes the above and beyond approach is how we approach accessibility, and, in this case, we are doing that with the elevators. We are required to have an elevator to get to platform level, but we are building two to get to platform level. We’re ensuring redundancy specifically for accessibility. Thank you for that question.

Virtual Open House Summary

Project Overview - November 25, 2021

Live Meeting II – Project Overview and Year-End Review

Alignment & Stations

Comment	Answer
Given that you're imposing the maintenance yard and refusing to put the alignment on Banigan or underground to complete avoid residential homes on Overlea boulevard, why real concessions are you giving to the Thorncliffe community? Given that it's baring the worst consequences of this OL.	One of the things that we did during the course of the siting evaluation, was we did a very thorough job of looking at all the impacts associated with maintenance and storage facility and measured those. What we found was that the site that we chose was the Thorncliffe Park and Wicksteed Industrial Park location, as well as using the Hydro corridor lands. It gave us the opportunity to maintain as many jobs as possible. We are working closely with all businesses affected by the Maintenance and Storage Facility and relocating that in the community if that's what they desire or locating them elsewhere if that's their golden ambition. And making sure that the very important community services that are available in this area are maintained/ We are going to great lengths to make sure the community is kept whole in that regard. As for the implementation of the project, we're working closely with our colleagues at our engineering companies to come up with the very best solutions for our elevated guideway. We know we've specifically moved the elevated guideway from the center of Overlea to the north side of Overlea to get further away from residences. We've made those changes because we know it's a better outcome and it also allows us to put the station in a location on the north side of Overlea that is very accessible to all the businesses that are there as well as the residences that are north, east, and west here. We are and have been working with community members and leaders n trying to establish what the needs of the community are and being able to evaluate those and see how transit as a n investment in these communities can sponsor and spawn some of the aspirations of the community so that is an active discussion. We discussed this in the presentation, but I would like to acknowledge that there is the recognition that in a few places along the line and certainly from Thorncliffe neighbourhood that an elevated guideway and the routing of the elevated guideway, why is that here? The team does still believe that because ridership identifies that we want to be in the heart of the community so now how can we build that in such a way that people will recognize the most benefits from the project

Comment	Answer
	and I think it's taken us several months to get here and will probably take a few more years to continue that dialogue and to keep moving forward with understanding how best to integrate this infrastructure project into the community. So, there is going to be a lot more dialogue in 2022, even when the preferred route has been selected the discussion won't stop and we will be able to figure out ways to integrate this infrastructure into the neighbourhood.
I'm unclear about what happens after you start boring in the old Parliament site. The route from there isn't really indicated. Are you going down Parliament Street? Are you going under the existing buildings? Could you explain that?	The alignment is on the eastside of Berkeley. So, what we are going to be doing, as the excavation described before, what we are going to be doing is building a portal at Gerrard. We're going to build a portal, which is a large hole in the ground, we're going to launch the Tunnel Boring Machine. That portal is a rectangular hole that is running north-south along the edge of Berkeley. From Berkeley it would go straight north, then curve to the north side of Moss Park. To the south, we're going to curve under the existing Parliament Square Park and turn over towards the Distillery district and come up into the Don Yard. All that work will commence in 2024. I'm hoping that describes the alignment, but you can also go to our website and view our alignments. But if you have questions, please give us a call and we can walk you through it.
I realize we're at the beginning of construction for Ontario Line, but I'm wondering if there are future plans, once the Ontario Line length is done, to extend it? With the anticipated growth of Toronto, I would hope there would be plans to extend the line because it's a big central line and would be great to have this extending further in any direction.	This is something that was fundamental to some of the decision-making processes when we got to our terminal stations. We got to Exhibition Station, and we realized that further extension West and to link back up with Line 2 was an ambition that might happen in the future. So, we've made sure that we built our infrastructure at Exhibition to be able to extend further West and whether we go back up Dufferin or further west, those are available to us. In the north, as Science Centre station, we've gone across Eglinton Ave so that any future extension does not have to deal with crossing Eglinton Ave as their first challenge. We've moved across to the northeast corner and from there we can get a good extension further north and maybe eventually up to Sheppard Ave. If you interface with the Sheppard subway you will also provide more relief to line 1, which is always an ambition for that very congested subway. So, without a doubt, the concept of expansion is always a thought as we move forward.
Throughout your presentation, I noticed you're talking about the Ontario Line and GO train but I'm wondering about the VIA rail. What I understand is that they are working on a project as well called High Frequency Trains that connects Toronto to Quebec City. I'm	We have been in touch with our counterparts at VIA and obviously the freight train movements through here, we already deal with that. So, we are well-coordinated and collaborative with those other agencies and we make sure our obligations and their obligations are fulfilled. They know the infrastructure we are building, and I can tell you, without a doubt, there has been an extensive amount of collaboration with those agencies. All of our ambitions, transit ambitions,

Comment	Answer
wondering where that's going to go in all of this and also about the freight trains?	economic ambitions, on the part of the heavy-rail operators can all be realized within the work that we are doing.
People have said that the Joint Corridor between Don Valley and Gerrard will have more traffic than anywhere else on the line. 50 trains to potentially 1500 trains per day. The community does not support this uptake in traffic above ground. The noise barrier walls will be about 5 metres high; would it not be possible to add 1.5 metres to the top of the wall and then build a roof over the track over the Joint Corridor (it would be higher above the GO, about 5 metres extra), but what this would do is that it would suppress sound and provide possible park space. In parks we could embank it, connect to other rooftops, have hanging foliage, etc. Would you explore this as a means to mitigate the impact of the above ground alignment in the Joint Corridor?	We have done a significant amount of outreach and consultation with the community about this. We do understand that there is large part of that community that is not in favour of the increased traffic but what we have done is that we've listened, and we understand that noise and vibration is an issue, a primary issue. We also understand that the treescape and the impact to parks is an issue, and what we've done is that through the work and design development is that we've developed solutions that address those issues so that they become non-issues. So, James is going to talk about noise and vibration in a few moments and he will tell you that the noise barriers we modelled at 5 metres but there are areas where we can put 7 metres sound walls in. We can also make those walls transparent; we can make them opaque; and that's the sort of community involvement and enterprise we want to create with the community to make sure we have the best outcome possible. Covering of the corridor is unnecessary in order to create and mitigate the noise and vibration of the alignment, both as a single passby as well as the average of all the vehicles going by versus the existing condition. Through the Joint Corridor we're looking in depth at all the environmental aspects, as well as noise, and we've gone into great detail with our noise modeling and that's shown in the immersive sound demonstration. What that really brings to life is what we anticipate the future noise will sound like. It's quieter than today in most locations in the Joint Corridor, so really, we think we are delivering fantastic transit but also improving the noise condition through the area. We are treating that with the noise barriers. Starting with the modern quiet electric trains, the continuous welded rail, and the noise barriers through the Joint Corridor, they are effective at reducing the noise from the Ontario Line trains but also at reducing the noise from the GO trains through the area. On the topic of GO trains, the future GO trains will also be electrified through this area, and that is reflected in our noise model as well. So, future condition is an improvement from today in terms of noise and that is churning the issue. Also, with the Ontario Line what we've done is we've made the noise walls continue along the whole elevated area and that way every single house and residence along the way gets that form of protection. We are also replacing the bridges in the area. Some of these were built as early as 1926 and they will need to be replaced in the future. We're doing all this work now so that one time, we're coming in and we're doing

Comment	Answer
	the Lakeshore East, the Ontario Line work, the bridge replacements, so this one construction, this one very large project is going to deliver all this all at the same time. Rather than spreading it out over time, we are doing it once and we are doing it right.

Environment & Community Impacts

Comment	Answer
The Maintenance and Storage Facility is just north of the Don and there's concern about the potential environmental impacts. Can you talk about what you are doing to protect sensitive areas and to mitigate any environmental damage?	We are working quire closely with the Toronto and Region Conservation Authority (TRCA) to be able to evaluate the building we are building in the Don Valley. We cross the Don Valley twice to get from Minton Place to Thorncliffe Park, then again from Thorncliffe Park to Flemingdon. Those two crossings are necessary for us to get across to those areas. We did look and as part of our option evaluation we did look at tunneling below and back up, and it was not something that would be easily accomplished. So, these crossings are being evaluated as part of our Environment Impact Assessment Report (EIAR). We are working closely with TRCA as we are advancing with our design. Any impacts that may be confirmed as our design advances, for example say it's a tree vegetation removal, we are committed to planting compensation trees in accordance with our Metrolinx vegetation guideline and that's sure to keep the tree canopy whole. In accordance with our vegetation guideline, we plant more trees that we remove, and we seek to plant those as early as we can. That's a principle that will be followed in this area. Other specific mitigation measures will be detailed in our EIAR which we are planning to share for public review and comment in early 2022. Our EIAR will include a detailed natural environment technical report which will go into detail about our existing condition surveys in the area, any potential impacts we might have and then any specific mitigation measures we are looking to implement. I encourage you to review it as it comes out in the next couple months and I look forward to seeing the feedback.
Our community has presented a health impact assessment examining the environmental and health impact associated with the above ground Ontario Line in the Riverside/Leslieville area and comparing it to an underground option. Will Metrolinx consider	We have received that report and we've passed it onto our environmental group. We want to thank the community again for that submission, we appreciate the feedback that's been provided. We did go through the submission in detail and provided responses last week, so very much interested in continuing a conversation on those items. Just to speak to them a little, we are looking at all the environmental factors noted in this report in our

Comment	Answer
these findings from our study in the preparation of the Ontario Line final design and how?	Environmental Impact Assessment Report, and we are identifying mitigation solutions for these factors, including noise and air quality. We are looking at a whole suite of tools to manage noise in the area so that it's even lower than today. In terms of air quality, since the Ontario Line trains will be electric and we are predicting taking cars off the road, we are predicting improvements to local air quality. In terms of any other potential impacts, we are committed to managing those and details on our solutions to those will be detailed in the Environment Impact Assessment Report (those that aren't part of Early Works Report), which will be shared early next year.
Will people have a chance to response to the Environmental Impact Assessment Report?	We are planning to publish our draft in January our 2022, followed by a 30-day public review period just like the EW reports and following that we will be digesting all the comments and responding to them, updating our report, and then publishing a final report that reflects all the feedback we received on the report.
I had a question about the west segment of the line, the Ontario Line skirts the upper board of Fort York National Historic Site between Strachan and Bathurst. I was wondering if you could say a bit more about the potential impacts on this historical site in terms of work impacts and support infrastructure and that sort of thing?	We've been engaged quite closely with Friends of Fort York and City of Toronto, and all the work we're doing in and around Fort York area we are very respectful of that important national historic element. The actual Ontario Line guideway alignment, or tunnel alignment, is actually on the north side of the corridor. Starting from Exhibition Place, it's on the surface in the vicinity of Atlantic and Jefferson. It runs parallel to the railway corridor and then starts to gradually descend into the ground and is basically below ground by the time is hits Strachan Ave. Then starts to turn to the north to Bathurst and king and heads underneath Ordinance Park and up that direction, it's never really that close to Fork York. It is underground essentially before it hits Strachan Avenue, and it is out of the ground as it proceeds away from Fort York. We don't anticipate any direct effects to Fort York from that far away.
So, 10,000+ petitioners are justified in claiming that Thorncliffe Park was arbitrarily selected as the location for the maintenance and storage facility without a fulsome and thorough site selection process. To further support this, a few weeks ago, at their AGM, Kathleen Wynne and the Leaside Business Park Association, celebrated moving the train yard out of Leaside. With this in the background, Metrolinx used their back-office staff cobbled	Thank you for your question, we've spoken many times about this. The site selection process that we did was end-to-end on the Ontario Line (from Exhibition to Science Centre) and we had a number of criteria that we were measuring all sites against. Some of them failed on the account of not being large enough, or because they were too far from the main line, but eventually we had a short list of three sites and then we evaluated those three sites against each other. We ended up arriving at, based on the criteria, a hybrid site, which didn't put all the Maintenance and Storage Facility in Thorncliffe Park or in Wicksteed industrial area or on Leaside. What we did was that we came up with a solution that we then tested against our ability to relocated businesses, services, be able to

Comment	Answer
together a poorly designed desktop analysis of alternative sites. Many of which did not fit your own site criteria, you then trotted out this shame of a process to critical potential obstacles (including a mosque, a couple not-for-profit organizations, other tenants with the cash and false promises in the attempt to fast track and remove obstacles from what is an inherently and arbitrary plan. Why do you continue to take advantage of marginalized communities and show preference to non-minorities and affluent neighbourhoods when the marginalized communities are in need of uplifting benefits that come about from transit-oriented development opportunities?	maintain services, primarily in the Thorncliffe Park and Overlea area. Then we looked at the impacts in the Wicksteed industrial area and how we'd work with the businesses to be able to build the facilities. So, it was a very thorough site selection process, and it had no biases to it. It was measured against very strict criteria that were very verifiable and we worked closely with City of Toronto and TTC and the development of these solutions so that we could make sure that we had input from them and their concerns. We reached out to the Toronto and Region Conservation Authority to be able to understand the impacts associated with the natural ecological environment. It was a very comprehensive piece of work that was undertaken. Now, with the decisions that have been made we're in the throes of making sure that the outcome will be the very best that we can do for the community. We talked about the engagement for preserving jobs and we are attempting to keep every single job that is being impacted by the OL in the community. Every single service in the community. In fact, as a result of the Maintenance and Storage Facility coming to this community there is going to be an additional 200-300 jobs. Which you and I have both spoken about being vital for any community and especially this community, where jobs can be available by bringing transit into Thorncliffe Park and connecting with areas all over Toronto. That in and of itself provides employment opportunity. The time that it takes to go from Thorncliffe Park to Queen St is going to be reduced by 15 minutes in each direction, so 30 minutes each day will be handed back to anyone commuting down there. These are very positive outcomes. We will work with you and the community and we'll make sure what we build will be the very best. We welcome you and your input, and we will continue to work with you going forward.

Construction Impacts

Comment	Answer
Along Pape Avenue, many homes are over 100 years old, built very close to the road, and I am concerned about the impacts of large boring machines, construction vibrations and operational vibrations afterwards that may have an impact on the structural integrity of the homes. What are your plans	Of course, that would be a concern for anyone in the area of these boring machines. But the good news is that the boring machines are quite deep, over 30m deep at that location, and to put it into perspective, that it further away than across the street in relation to your foundation. We have as part of our contractual arrangements, working with the contractors, a very strict criteria with respect to vibration and settlements, which would be the two possible effects on the structure at the surface. We recognize that the buildings are older and may

Comment	Answer
to guarantee that this will not negatively impact the buildings in the area?	be more fragile than a modern building and so these criteria are drafted specifically with those kinds of buildings in mind, and we do operate a number of real time monitoring systems in terms of vibrations and in terms of settlements that may occur. So, we keep an eye on those and there's a very strict range on settlements that is allowed and that is intended to be well below any effect on the buildings. We also do pre-construction surveys, so we know that conditions in advance and we do post-construction surveys to take a look at the buildings afterwards to see if anything has happened during the time of the tunnel boring machine going underneath and the construction. Finally, we have satellite monitoring of the actual ground within the area over a long-term. Interestingly enough, we do it over a year in advance because the ground does move up and down with seasonal changes, so we have to take that into account, that's how sensitive the monitoring is from the satellites in space. It's impressive and quite technologically interesting. So, we have multi-layer process to ensure no effects to buildings and in terms of operations, again there's very strict limits on the vibration that the trains generate. These are modern trains with modern train systems, and they are designed to keep vibrations to an absolute minimum in a tunnel that is over 30 metres below the street. We anticipate no issues in terms of vibrations and settlements for building along Pape.
When is construction along Pape (tunnelling) going to occur?	We anticipate that construction on northern section, north civils, segment from Gerrard up to Science Station is anticipated to start construction in the latter half of 2024.

Archaeological Work & Cultural Heritage

Comment	Answer
I noticed there are large timbers unearthed on the 1 Parliament site, do you know what their origin was?	The archaeology work that is happening down there is so exciting. We had the Ministry of Cultural Heritage as well as City of Toronto, and all of the Ontario Heritage Trust. It was just fantastic to bring everyone in, all the archaeologists. There were timbers exposed there, there were cobblestones exposed there. We've also found some flagstones and a possible Cut Stone foundation. In terms of those timbers, we believe that those were sleepers or ties supporting the railway and the railway roundhouse on site. So, early industrial layer in history at this site. As we advance our work, hopefully it's a little bit until the ground freezes, we'll go as far as we can this fall and then picking it back up in the spring. Seeing what we uncover as we advance our investigations, as we assess other portions of this.

Comment	Answer
	Once service buildings are removed. So, we're looking forward to getting into pre-industrial era with it as well. But the timber was part of the railway infrastructure support the industry in site.

Technology

Comment	Answer
what can be expected in terms of vehicles being used on the line? As far as I know, you aren't using subway vehicles. When are you expecting for bidding to start for the design of the line? When are the contractors expected to be chosen for whoever is building the line?	The vehicles we are expecting to use are subway technology vehicles, called grid automation 4 (GoA4), and those are completely automated trains. They are driverless and it takes away all user error as a result of starting and stopping. They have regenerative braking, so electricity gets generated during braking and goes back into the line to power other trains as they speed up. Also, the last little bit is used with conventional friction braking. The subways cars are currently being designed and priced as we speak. There's a worldwide competition for providing the vehicles for the Ontario Line and we're expecting that company to be selected next year and that's a really exciting time. The subways vehicles are key to the operations. The contract that is going to provide the vehicles is also going to operate the vehicles and operate the line so it's a 30-year concession that we're going to be working with this project company. They will also be doing the maintenance of the vehicles and the line. It's a big contract and a very exciting time in the procurement of the Ontario Line. We broke up the heavy civils work – the tunnels and the stations – into two contracts. We have the south civils stations and tunnels contract, which runs from the Don Yard to Exhibition. That too is currently out for tender. Both of those packages have been out for about a year now. It takes a long time to price and put together a good proposal for these contracts because they are multi-billion-dollar contracts. The other contract is for Gerrard to the Science Centre Station contract, called the north civils stations contract. That one will come out immediately following the closing and award of the south civils contract and that too is something that we're working on and putting together so that we can get that price closed in about a year again, in order to get them building. Then the three contracts are going to run through for about 9 + years to create the opening of the Ontario Line and like we said it's an exciting time for transit with the four big projects. The Scarborough subway, the Eglinton Crosstown and the Yonge north extension and the Ontario Line all coming out at the same time. It's truly exciting.

Virtual Open House Summary

West Segment - April 29, 2021

Live Meeting I-West Segment Exhibition, King/Bathurst, Queen/Spadina

Budget, Costs & Timelines

Comment	Answer
Are there any scenarios where the Ontario Line may be cancelled? This line will improve my daily commute significantly as an essential worker.	The provincial government announced the subway program with 4 projects: Ontario Line, Eglinton West extension, Yonge extension, and Scarborough extension. The City of Toronto has a lack of transit investment reason why OL is an opportunity. Moreover, contracts for the Ontario Line are already auctioned and done, thus, the project will be completed.

Engagement Process

Comment	Answer
CALTrain had a contest where you could vote on the design for their new trains. REM in Montreal has done the same. Is there any thought about doing that here?	The Ontario Line plans on naming stations by consulting the community, elected officials, and the TTC. There is a component in the project for everybody to participate. We will provide information about this later.

Environment & Community Impacts

Comment	Answer
There is a concern regarding noise and vibration for homes, pedestrians, above the tunnel. Are they going to hear it during construction and operation?	With recent developments and technology, the ability to address noise and vibration is much greater than in the past. Computers operate the train in a more efficient manner, so the braking and acceleration noise in curves is decreased. Also, the curves are designed in such a way that reduce noise from operation. Moreover, the tracks are isolated from the tunnel's structure by using rubber isolation pads, floating slabs, and other techniques preventing sound from reaching the ground. In terms of construction, most of the tunnel in this area is in bedrock, which is rigid strong material. There is also another approximately 10 meters of glacial till above the layer of bedrock, which helps to isolate noise and vibration. Given the combination of all these things together, we are confident that noise and vibration will not be an issue.

Comment	Answer
Noise and vibration in the Environmental Assessment	As part of the detailed environmental assessment work we're undertaking, we are also doing a comprehensive noise and vibration study. It's a three-dimensional study where we look at topography, construction practices, train frequencies and soil conditions. Through that study, we'll be predicting the specific noise and vibration levels associated with construction and operation and then the solutions that we'll be putting in place as part of the design of the project so that we effectively control noise and vibration. These results will be in our draft Environmental Impact Assessment Report, which we will share for review and comment in early 2022.
Will the line's stations be built with an attractive architecture and will Metrolinx work to make them conform to the city's planning policies?	We are conforming with the city's planning policies with regards to station design. We want to minimize our footprint at the stations and impact the community as little as possible. We are looking for modest stations in the downtown core because of the community that we are in. This information is included on the Project Output Specifications which are the rules that the project delivery partner is going to have to follow. A team is outlining specific requirements for the architectural look of these stations so that when they are fully developed, we will share it with the community for review and comment. This is part of the tendering process that we are currently carrying out. In the next 6 months, the community will be involved in this process.
Thank god for the Ontario Line, the King streetcar during rush hour is painful. Is it less likely to have delays in comparison to the current TTC trains?	One of the leading causes of delays in the TTC is clearing the tracks from debris and trash for allowing the trains to move. With platform edge doors, we reduce the likelihood of this issue to happen. Moreover, the automated operation of the trains does ensure a consistent schedule. However, delays caused by other issues such as doors getting stuck are possible. For this reason, we introduced into the system ways to recover from these delays and bring the system back to a consistent operation. The frequency of 90 seconds sounds strong and hard, but it is already done in some areas of the world. This is something that happens only during the peak areas of the day (morning and evening rush hours). There are opportunities during the rest of the day for the line to recover from these rush hour periods. The system will suffer fewer delays given the infrastructure's design. If something happens, we have backup systems and other mechanisms that allow us to recover in a quick fashion.
How does Metrolinx calculate the fair market value of the properties they are purchasing. What other expenses are considered?	An appraiser from the Appraisal Institute of Canada provides an estimate for every required property. We will base the property acquisition price based on this estimate which will be shared with the owner. Additionally, we will ask the owner

Comment	Answer
	about other types of expenses they may have such as relocation, or others to review.
Can you commit to ensuring that streetcar service will be maintained during construction (aside from brief diversions overnight/on weekends)?	We are working with TTC in all the impacts happening on transit. Our construction plan eliminates or minimizes any disruption to the surface network, including streetcars. Occasionally, we might have an overnight closure or diversion for specific pieces of construction. One of the sections of the OS is mobility matters, which is related to allowing people to move around the city and ensuring that minimize disruption to the roads and pedestrian pathways during construction. In this area the access to the station is done through a keyhole construction, which means that when we are excavating the caverns, we are bringing a narrow shaft on the surface and spread out into the cavern underneath through what they call sequential excavation method. In fact, the surface disruption is minimal. We located the station off the street so that we are not digging at the middle of the street and we have less interference with the utility network 3 meters deep. With respect to streetcars particularly, we will ensure they are in operation continuously at a regular schedule.
Have you planned for an intensification in the future? A network that in 15 years will have more people using it and still be adequate?	We know that intensification happens around subway stations and it is included in the plan. Our modeling looks out 40 years in the future to understand what the travel patterns are going to be and what level of intensification can be accommodated in the communities. We make sure that the subway infrastructure that we are building is adequate to handle the ridership numbers that we generate.

Technology

Comment	Answer
How many cars will the train sets for the Ontario Line use? 4 or 5 car trains? Can you achieve 90 sec headways?	The 90 sec headways are an achievable operating condition. Trains sets can be expanded from 3 to 5 cars. Our RSSOM tailors a service plan to deliver the services to attract ridership to the Ontario Line.
Is the unattended train technology reliable and safe?	It is the safest way to operate trains because it takes the human element out of and trains are controlled from the control center. Moreover, they are programed to keep proper distance and safety stops. This system already exists in Vancouver, Shanghai, and Singapore.

Comment	Answer
Will the Ontario Line use Platform Edge Doors?	In the TTC at the Saint George Station, they put marks on the platform to indicate where the train is going to stop. That does two things: one, it stops people from standing in the way of the open doors so people can go in and out easily. Two, people that are waiting are doing so at the sides of the doors so that people can get easily in and out. Platform edge doors will do the same. Additionally, they protect the trains from unattended intruders and from garbage and debris falling to the track level which can cause fires and service disruption. This type of doors will significantly improve the reliability of the Ontario Line and transit.

Alignment & Stations

Comment	Answer
What are the most likely options for extending the Ontario Line west and north from Exhibition back up to Line 2, if it were to happen?	- Science Centre: provision for future extension North, going across Eglington Avenue. - Exhibition: we made provisions to extent further west out towards Roncesvalles or go directly North at Dufferin Street.
Is there going to be a bus terminal built at the Exhibition Stations for GO and TTC to get riders to the line?	We are working with the City of Toronto and TTC to match the existing surface network with the new subway. The streetcar network is coming in there. Bus stops will be added to the north side.
Exhibition shared platform with GO transit. GO trains coming into the city go through the platform or go through the stairways	The intent of GO is to have the opportunity to stop every train. We stop the local trains and the express trains at Exhibition. That is going to require from us to have multiple platforms. Some of them will have a shared side with the Ontario Line. Others will have to go down a set of stairs and go up to get to the Ontario Line or GO transit line.
The portal has been shifted further to the west because Garrison crossing was problematic. Please talk a bit about that design update. Also, there is a 4% grade for the portal and that is one of the benefits.	We are hearing the community and we were looking at some interferences with some municipal services. Design Development was able to build a better track. Being able to climb a 4% grade is result of a new technology that is coming to Toronto.
Since the first last mile options of transit stops are important, will there be any free or paid commuter parking at the Exhibition Station? Is a train station at Etobicoke planned?	We were not anticipating a dedicated area for parking spots in Exhibition, but it would be advisable to have one at certain times of the year. The links to Lake Shore East Etobicoke area is being looked by the TTC. It is not part of our program, but it is a good question to get better connectivity.

Comment	Answer
Timeline of the Ontario Line is 2027. The plan for Exhibition is 15 years. Is a Shuttle bus for the Ontario Line Exhibition stop planned in the future as it happens at Union Station?	We are working with the TTC on what the surface network will look like when we are done building the Ontario Line. The way busses are routed may change. That area is underserved by transit and we should be looking at that in collaboration with the TTC on how to get people to work, to play, or to home faster.

Virtual Open House Summary

West Segment - June 10, 2021

Live Meeting II-West Segment Exhibition, King/Bathurst, Queen/Spadina

Budget, Costs & Timelines

Comment	Answer
Are revisions being made for a possible extension of the Ontario Line further west?	Our plans protect for the possibility of expanding the line in the future to improve transit access and meet demand. The transit hub and transfer point at Exhibition Station will bring much-needed transit to the dense residential and commercial area around Liberty Village and make getting into and around the city much easier than it is today. By connecting to Lakeshore West GO train services at Exhibition, this station will also help people connect to more places and spread demand across the broader transit network.
When will the work start for Exhibition and King/Bathurst station and what is the expected timeline until completion? Work is expected to start at Exhibition in September. Please provide details/location of where work will disrupt daily life for residents at King/Bathurst?	We currently anticipate construction will begin sometime in 2023 for the south portion of the Ontario Line from Exhibition to the Don Yard portal (west of the Don River). You can find the projected timeline on our website. Please also note that delivery timeline will be confirmed through the procurement process. The construction at the Exhibition and King/Bathurst stations will be done in a period of 3 to 4 years. However, the work underground will continue for the testing and commissioning phases.

Engagement Process

Comment	Answer
160 characters is TOO SHORT. This was mentioned several times for previous meetings; it gives a feeling that you don't want real questions. Can this be fixed?	We appreciate you sharing this feedback with us. We're continuously looking to refine and improve our virtual open house format. One of the ways we're doing this is by expanding the submission length for questions to 300 characters. After our first virtual open house, we also heard from residents who wanted the opportunity to ask their questions live. Therefore, we've also added the Zoom room feature to all our virtual open houses. Participants watching live can join the event via the Zoom room and ask their question verbally or in the chat.

Environment & Community Impacts

Comment	Answer
Will there be impacts to streetcar services on Queen, Spadina, Bathurst and King when construction starts?	Virtually, there will not an impact on these areas. Our plan is to maintain streetcar service during construction and we're working closely with the City and TTC on a plan to keep Toronto moving. This is a work in progress, and we'll share more on these plans once they're finalized. Any temporary, planned disruptions to existing transit service will be communicated as early as possible using several communications channels to ensure everyone gets the information they need to keep moving.
Where exactly will the Queen/Spadina station/stop be and how will it affect the road closures and for how long?	You can find the proposed station entrance locations and building footprints for Queen-Spadina on our website. Building a subway through such a densely populated urban area is a challenge, but we're committed to keeping people moving during construction. Our top priority is maintaining safe access for all. We'll be working with communities, local BIAs, elected officials and the TTC on plans to maintain safe access to local stores and businesses with robust safety measures and frequent communication. These plans will involve: - Avoiding or minimizing impacts to existing transit services as much as possible. - Communicating early and often about any temporary impacts to roadways and transit lines. - Looking at other projects that may be taking place to see how they might affect our plans. - Ensuring communications about any changes are clear and highly visible across many different channels.
Will there be a construction staging area near Fort York?	Although we are still in the process of finalizing property requirements, we don't expect there will be a direct impact on Fort York property, though there will likely be impacts in neighboring properties as a portion of the joint Ontario Line-GO corridor is situated to the north of Fort York. We will share anticipated impacts and related solutions for review as part of upcoming environmental reports.
Have businesses been notified in the Queen/Spadina and King/Bathurst areas about the construction? The experience of businesses and residents along the Eglinton LRT has been dreadful. You talk of everything being hunky dori. But that is not previous experience with the construction of an underground transportation system. Why should anything different be expected?	We're committed to ensuring local businesses remain accessible, visible, and open throughout this important project. - We'll work with the business community to provide flexible and tailored supports, from making sure store fronts are clear and easy to access, to working together on promotions and incentives, to helping them relocate to other nearby locations if their properties are needed to support construction. - We will also be opening community offices along the route, with community engagement staff available during business hours to answer questions, provide updates and

Comment	Answer
	help support local businesses and organization through construction. - During construction, we will have a 24-hour hotline giving the community direct access to someone who will listen to their concerns and help address any issues. - This will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local businesses.
What steps will be taken to ensure access to BMO field is retained during construction?	We will not be impacting BMO Field for Ontario Line construction. We will work with stakeholders and venue operators near Exhibition Station to discuss any temporary transit impacts that may arise and to work together to continue to provide easy access to the area. A more detailed understanding of impacts and proposed solutions will be part of the Environmental Impact Assessment Report, which we anticipate releasing for review and comment in January 2022.
Apartments in Liberty Village are going to hear the subway every few mins. Why not cover it above ground with a concrete structure? What vibration and sound reduction strategies are you implementing, particularly for the elevated portion of the line between Strachan and Exhibition station? The increased train frequency will increase vibrations and noise pollution for residents facing the rail tracks.	- Our aim is to make sure there will be no significant difference in noise and vibration levels compared to what people are experiencing today. The whole line will feature continuously welded rail with no joints, resulting in a smoother, quieter ride as trains pass over the tracks. We'll also be using modern, electric, automated trains which will help avoid the sounds that arise from human error, like hard breaking. - A more detailed understanding of impacts and proposed solutions will be part of the Environmental Impact Assessment Report, which we anticipate releasing for review and comment in January 2022. This builds off the findings of the Environmental Conditions Report, which we consulted on and finalized in November 2020. - Additional studies on noise and vibration and potential solutions can be found in the Early Works Report for Exhibition Station.
What kind of impact will construction have in the Niagara St area to homes identified within 30m of the transit zone?	A more detailed understanding of construction impacts and proposed solutions will be part of the Environmental Impact Assessment Report, which we anticipate releasing for review and comment in January 2022. If your property falls within the designated transit corridor lands for the Ontario Line, or the 30-metre buffer area that has been set around them, it does not necessarily mean your property will be affected or required to support construction. If teams need to access your property for any reason, you will receive separate written notice from Metrolinx informing you of why it's needed and outlining next steps.

Comment	Answer
Will major properties need to be bought for the station builds? What buildings will be demolished at all three stations?	We have recently released the anticipated full, permanent property impacts for Exhibition, King-Bathurst and Queen-Spadina stations for the station entrance buildings. You can find the property impact maps for these stations on our website. We understand that residents and businesses want these kinds of details as soon as possible, and we are reaching out to impacted property owners at the earliest opportunity. If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive written notification from us informing them that this is case.
What qualifications is Metrolinx looking for in the tendering of the construction of Exhibition Station?	- Information on procurement is available in the procurement section on our website. In June 2020, Metrolinx and Infrastructure Ontario issued the first two Request for Qualifications (RFQ) for the Ontario Line project for the Southern Civil, Stations and Tunnel (South Civils) contract and the Rolling Stock, Systems, Operations and Maintenance (RSSOM) contract. The RFQ is a call for interest, and the information we ask for largely pertains to a team's design, construction, financing, operational and maintenance experience on transit projects. - In December 2020, a Request for Proposals (RFP) was issued to shortlisted RFQ teams, asking them to submit a formal proposal to design, build and finance the South package and to design, build, finance, operate and maintain the RSSOM package. An RFP is a document that sets out a list of conditions and specifications to undertake the project.
I am wondering if the local businesses or each of the buildings of the area will be relocated or reconstructed?	We have worked with them individually to relocate them, find what their aspirations are so that they can be properly placed. Our goal with relocations is to make sure they are not out of pocket and that there is little impact on the business as possible.

Technology

Comment	Answer
Please explain how the Ontario Line design will prevent the incident that happened on TTC Line 1 where a train nearly hit another train.	Providing safe, reliable service is of the utmost importance to us, and safety is top of mind in all our plans. Automated Ontario Line trains will run on their own dedicated tracks that will be separate from other rail operations. We will use a dedicated signaling system for the line that will use the latest signaling and monitoring technology. This system will ensure trains are in constant communication with one another, meaning their precise location will be always known and vehicles will always stay a safe distance from one another. With sensors that can detect objects on the tracks, trains will

Comment	Answer
	also automatically stop if there is something blocking the way. Train doors will also automatically open and close in sync with platform edge doors that will be installed at all stations, keeping both passengers and objects safely separated from moving vehicles.

Alignment & Stations

Comment	Answer
The Line is now on the North of GO at Exhibition and East Harbour, trains should run on the left to allow cross-platform transfer for those travelling west. Is there any study on running Ontario Line trains on the left-hand side on the whole line from Exhibition all the way to Science Centre?	We investigated several options for the Ontario Line and its link with GO transit, including possibly crossing the Ontario Line over to the southside left when travelling westbound into Exhibition Station, but the complexity of switching to a southside configuration outweighed the potential benefits of having cross-platform transfers. That said, we are developing plans for a new overhead concourse at Exhibition Station that will create easy and fast connections between GO and Ontario Line trains. Keeping transfer times to minimum is a key priority as we finalize plans.
Why does the line snake all the way up to Queen then back down south? King street seems like a better alignment.	During the planning process, we studied station locations with a focus on bringing several benefits to our customers, including increasing access to transit, maximizing ridership, reducing travel times, reducing overcrowding on existing transit and creating better access to jobs. We chose to run the Ontario Line along the Queen Street corridor through the downtown core to create a more even distribution of rapid transit between Union Station and Bloor Street (Line 2).
Is the route shown with dotted blue lines an alternative? Bathurst instead of cutting diagonally across Niagara and Wellington?	The dotted line shown on the station overview maps represents a previously studied alignment for the Ontario Line. In this area, a shift in plans straightened out the curve of the Ontario Line between King-Bathurst and Queen-Spadina, which allows us to provide faster service.
Is there turn back track west of Exhibition Station to maximize train frequency?	There will be a turnback track that extends west of Exhibition station. Trains will arrive at the station, let people off, and then continue west past the station to turn around and cross over to the other side to pick up new passengers. That operation will be fully automated and will allow us to run with a frequency of up to 90 seconds, which will result in higher capacities. This is especially important at Exhibition Station when there are multiple large-scale events, such as a soccer game and a concert ending at the same time. We're planning for that, and so is GO transit.
Will 63 Ossington (250m), 29 Dufferin (500m), 929 Dufferin Express (500m) be extended to Exhibition station? This could	We are still completing detailed design and planning work and consulting with the TTC to determine how to best integrate Ontario Line plans with other local transit services. We want to

Comment	Answer
decrease travel time for a lot of trips. The TTC has plans to extend the 509/511 streetcar tracks west to connect to Dufferin St. Are you taking these plans into consideration when designing Exhibition station? Any plans to move the streetcars at Exhibition so outside of the CNE that streetcars load closer to the GO Station?	ensure our services complement one another and provide the best possible connections for the community.
Is Metrolinx planning to reconstruct King Street outside the King/Bathurst station, which is also an opportunity to install same permanent infrastructure for the King Street Pilot?	We're working closely with the City of Toronto and aim to reinstate the streetscape to the City's standards following construction of the Ontario Line at King and Bathurst. More details about streetscape restoration for the Ontario Line will become available later as the project advances.
For the future Queen Street-Spadina station, how will that affect the buildings on the same side as where the station will be? Regarding the future Queen St W Station location, when it will be built how will it affect the building on the same side as the station?	You can find the proposed station entrance locations and building footprints for Queen-Spadina on our website. We currently anticipate construction will begin as early as 2023 for the south portion of the Ontario Line from Exhibition to the Don Yard portal (west of the Don River) under the Southern Civil, Stations and Tunnel procurement package. You can find the projected timeline here on our website. Please also note that the delivery timeline will be confirmed through the procurement process.
Exact tunneling route from King/Bathurst station to Exhibition station.	The map for the Ontario Line's West Segment, which includes Exhibition and King-Bathurst stations can be found on our website. The tunnel will go on a 4% grade to a depth between 30 to 35 m below ground. The routing and the diagonal provide faster services for transit passengers and makes more gentle curves.
What safety precautions will you be taking with the digging in Niagara and Wellington Streets, which are surrounded with 135+ year old houses? How will you ensure there is no structural impact to existing house dwellings? Will the work be underground (exhibition and King/Bathurst), meaning people can continue with their regular life?	Our priority is to keep our construction footprints slim, keep property impacts to a minimum, and keep construction sites safe. We'll be exploring several techniques including tunnel boring, sequential excavation or mining, and cut and cover methods. Techniques will vary based on what the safest, most effective approach for the type of ground we're working in and how much space is available to carry out the work. Any approach we take will be respectful of surrounding community spaces. Additionally, because we'll be so deep in this area, homeowners aren't likely to experience significant impacts once the Ontario Line is running. Moreover, we have stringent criteria in terms of vibration limits. We require our

Comment	Answer
Just saying -- the Zoom room allows people to ask longer questions. Also, there are more characters than 160 available -- I count 300.	constructors to always adhere to it and must provide noise and vibration management plans explaining how they will adhere to these criteria. Also, there will be a constant monitoring of noise and vibration levels and action will be taken if such limits are exceeded.
Metrolinx is going to acquire some properties. After construction who will own the land around the station entries and what will you do with the space around those entries?	Metrolinx will own the properties. The plan is to build a transit network. The plans for the future of the above stations are still being developed.
What leads to the decisions of the three weirdly located entrance at the northern side of Exhibition? Why the station building has a T-shaped piece in the North?	We want to create a welcoming and attractive entrance. TTC will run the surface network into this entrance. With the spacious above grade design, riders will be able to go to the seamless transfer across the street, the train transit, the Exhibition station, the Ontario place, or the waterfront.

Virtual Open House Summary

West Segment - September 9, 2021

Live Meeting III-West Segment Exhibition, King/Bathurst, Queen/Spadina

Transfer Connections

Comment	Answer
Will the transfer connections between Ontario Line and streetcars, buses, community buses and GO train be short and easy to use by actual people? Many of the current stations Line 1 and LRT have long walks between trains and connecting public transit users. That discourages use and accessibility (example someone with broken leg). Can you tell us about the transfer connections and what to expect after this project has been developed?	There are multiple transfer points (at Exhibition for example) on the north side of the rail corridor we are building new street (Liberty New Street) that has bus stops on it that are immediately adjacent to the headhouse in order to get into the Ontario Line or GO line. On the south side, we are working closely with TTC for the streetcar connection. There is a plan by TTC to extend the streetcar further west to Dufferin Street that will provide immediate, easy transfers from the surface network. The other stations, have entrances sites adjacent to or nearby the streetcar stops from the surface network so those can also be done easily.
Whether or not anything is being done about the current asphalt desert that they have to travel across to get from Exhibition to Ontario Place. Does the Ontario Line project take this into account? Is there any planning for this journey? What are these “alternative means”?	Absolutely, we have a very active body of work right now that is looking at the “last mile” – it’s the distant between the Ontario Line Exhibition Station and Ontario Place and we are working closely Exhibition Place Board of Governors and City of Toronto to come up with solutions to transform that area into a very palatable, nice transfer either by walking or alternative means. It is a very active body of work, and it is important to support the plans for Ontario Place as well as Exhibition Station. Alternative means include things like autonomous vehicles, greenspaces, transit guideway, gondola, etc. There are a number of things we are investigating right now, and we will come back in very few months with the preferred design for this area that will have been discussed extensively with Exhibition Place Board of Governors and City of Toronto.
How will you move commuters from Exhibition Station to Ontario place? Are you implementing a higher order of transit for the last mile between Ontario Line and Ontario place? Would a higher-order transit be needed for all LRT and right-of-way plans?	We did discuss that earlier, we have an active work plan for moving people from Exhibition Station to Ontario Place and the volumes of people we are expecting and we are doing our business case evaluating 5 or 6 different proposals for that connection. When that work is coming to a close, we will naturally discuss that publicly. We are also working closely with Exhibition Board of Governors and City of Toronto and Infrastructure Ontario who are involved at Ontario Place. As

Comment	Answer
	we draw closer to conclusions, we will be happy to share that with you. Ontario Place connection is under design and development/evaluation.
The diagram on slide 8 seems to imply, in some ways, a very precluding element of the design to any TTC extension, which is that the south entrance to Exhibition GO station/ Ontario Line seems to have a 4-court under the Gardiner under the street. How will you accommodate the TTC design? If you know what they are planning, it would be nice to know for future meeting discussions because the current slide makes it difficult to see that collaboration.	Slide 8 shows the current TTC streetcar loop that exists under the Gardiner and to the south of Gardiner. Again, I can guarantee that we are working actively with the TTC and their service planning and design group to make sure accommodations are being made for that future extension to Dufferin and to be able to complete that loop. That would entail TTC considering a stop immediately in front of the new Ontario Line Exhibition Station. Other than telling you that we're actively working with TTC, we can provide design development from TTC and overlay these designs when the TTC is available to share that information.

Engagement Process

Comment	Answer
There have been suggestions for the renaming of King and Bathurst to Fashion District and Alexandra Park in place of Queen and Spadina. Will there be an opportunity for the public to have some say in the station names or are they already pre-determined? Can you talk a bit about the station names, how they arrived at and whether the public will have some opportunity for input?	The station names that are currently in place are what we call "working names", there will be a full public consultation effort that goes forward to the naming of every station and there will be opportunity to provide input for the decision-making process around the names.

Environment & Community Impacts

Comment	Answer
Whether or not anything is being done about the current asphalt desert that they have to travel across to get from Exhibition to Ontario Place. Does the Ontario Line project take this into account? Is there any planning for this journey?	Absolutely, we have a very active body of work right now that is looking at the "last mile" – it's the distant between the Ontario Line Exhibition Station and Ontario Place and we are working closely Exhibition Place Board of Governors and City of Toronto to come up solutions to transform that area into a very palatable, nice transfer either by walking or alternative means. It is a very active body of work, and it is important to

Comment	Answer
	support the plans for Ontario Place as well as Exhibition Station. Alternative means – autonomous vehicles, greenspaces, transit guideway, gondola, etc. There are a number of things we are investigating right now, and we will come back in very few months with the preferred design for this area that will have been discussed extensively with Exhibition Place Board of Governors and City of Toronto.

Construction Impacts

Comment	Answer
Street closures – Will we see more closures and how long are those streets likely to be closed?	No plans for total street closures other than at Queen and Yonge. The plans for King/Bathurst and Queen/Spadina are to do a form of building that does not impact the surface transit or streetcar network and allows for lanes to remain open. There will be temporary lane closures for access to sites but those will be developed in conjunction with the City's transportation services, as well as the TTC to make sure that the impact is minimized.
Specific to Queen/Spadina area – what construction impacts there will be?	In terms of construction, there are two sites at Queen/Spadina Station, on the southwest and northeast corners. That is done quite thoughtfully because the station straddles Spadina and allows for a good connection with the streetcars on both Queen and Spadina. Those headhouses are keyhole shafts that descend into the bedrock and then they drive across onto the station, which is then mined out in the rock under the intersection at Queen/Spadina. We are deliberately trying to minimize the impacts at surface level and use Sequential Excavation Method. All materials will be inputted and outputted through these shafts. We expect some lane closures at these stations for the loading and unloading for the trucks that service these sites but no closure of the intersection at Queen/Spadina. You're right, there is another group that will discuss that outside of the transit forum, which will include City of Toronto. Infrastructure Ontario has created a website (engage.IO) where some info is available and how communication will roll out, so I suggest you look there.
If any of those stations in the west end are close to existing structures (low or high rise), how will that impact them in future changes to the structure? Transit corridor lands need permission from Metrolinx to	The transit corridor lands are a designated that are in place during construction of project. It's not anticipated to be a life-long designation but rather to ensure we have the ability to do things in an effective, timely fashion, especially when we have a project company that is working closely with us.

Comment	Answer
develop the site (within 30m from tracks).	

Transit Oriented Community (TOC)

Comment	Answer
Some renderings appear to have material-sized buildings going up and there have been questions about how Queen will be preserved as a small-sized area? What is being proposed for potential condominiums on sites that are being acquired near Queen/Spadina?	Firstly, what we are delivering is that transit infrastructure as part of our project. Where we have entrances that can be incorporated into a Transit Oriented Community (TOC), our colleges at Infrastructure Ontario (IO) are managing that in collaboration with City of Toronto. So, announcements are being made by Infrastructure Ontario about those plans, so it's a natural extension that around transit stations a level of intensification might occur, but that is part of a TOC program that follows after we are done building the transit system. You're right, there is another group that will discuss that outside of the transit forum, which will include City of Toronto. Infrastructure Ontario has created a website (engage.IO) where some info is available and how communication will roll out, so I suggest you look there.
Would any expansion east to west of Ontario Line automatically involve a TOC destination?	Intensification rests solely on lands that we procure as part of transit program and that is a program that is being implemented by Infrastructure Ontario.

Alignment & Stations

Comment	Answer
Where will the tunnel begin to move underground at Exhibition Station and how far down will it go? Will it impinge upon Garrison Creek?	The portal itself is located just to the West of Strachan Ave along the north side of the corner running parallel to the tracks. After leaving Exhibition Station it gradually descends into the ground and is underground by the time it hits Strachan Ave and is well underground by the time it's under Garrison Common Park, Ordinance Park, and then it starts turning its way to the north and east as it heads up towards the king/Bathurst Station. The Garrison Creek is a very historic creek through that area (I think it's mostly underground these days) and yes, we are well underneath that. We go down to some 30m or more underground in the bedrock so we are well underneath that and we are well aware of the historic Garrison Creek.
The provinces transportation plan makes mention of an Ontario line loop concept with no further mention of what it is. It's hard to give feedback on the Ontario Line	The Ontario Line has built into it at both of its ends the opportunity for extension. At the northern Ontario Science Center site there's opportunities to extend further north to perhaps as far as the Shepard Ave subway to again provide further relief to line 1 and then at Exhibition we made

Comment	Answer
knowing that there is a second phase being planned with which the public doesn't have any visibility yet. What is the Ontario line loop concept and how will it impact the current Ontario Line? What are its goals? When can we see what it is?	accommodation for further expansion west to be able to go as far as perhaps Roncesvalles and north to tie into line 2 there. The plans are developed in such a way that extension is accommodating for.
Has Metrolinx made any statement about when those plans, those contingencies, might be triggered for people who are interested in them?	We haven't planned for any expansion, but we have accommodated for such expansions. We have a big subway program with the 4 projects being developed over the next 10 years, so we have a very full plate with that.
Exhibition Station, relative to Liberty Village, is too far south to serve Liberty Village Well. The terminus is in an uninhabited area. Are there any alternatives to this location that would put Exhibition Station closer to Liberty Village?	We created something called a walkshed. A walkshed is the area that's within 10 easy minutes of the subway station. With our walkshed, we capture a great deal of Liberty Village but very importantly, we create an excellent transfer with the existing GO network. Our anticipation is that a large number of transfers will occur (modeling shows that) at Exhibition Station and that will provide relief to a very congested Union Station. That's very important as well at Exhibition Station and Ontario Place are destinations throughout the year that are supported by the siting of Ontario Line where it is as well as the previous questioner who is asking about extension - well this is an ideal location for future extension of the Ontario Line.
Are there expansion plans for future Ontario Line expansion into south Etobicoke and if not, will there be some LRT and right of way considerations for rapid access to Ontario Line Exhibition Station for south Etobicoke communities?	The extension to the west is incorporated into our current plans, but we have not identified where we are going west. The City of Toronto has the western waterfront LRT project, which is under the TTC's realm. All of those are not being precluded by the current Ontario Line design and the current terminal station we have at Exhibition Station.

Station Design

Comment	Answer
Could you clarify future design at Exhibition Station from slide 8, how it will jive with TTC on-going plan to extend the streetcar line west from Exhibition to connect to Dufferin gate loop? Proposed design here provides no indication of how it will align with that plan.	This is the south side of Exhibition Station. We are working closely with the TTC on their plans for the extension. That streetcar extension is in design right now, so the timing for development or building is imminent and the budgeting process for the TTC and they will make that announcement. However, we are coordinating with the TTC to make sure we are not interfering with their expansion plans and creating a seamless transfer opportunity for their vehicles that continue west past our main entrance.
Can you talk about the provisions for designated waiting areas, whether there will be payphones,	Yes, we have designated waiting areas. There will be seating, higher level of lighting, passenger assistance intercoms, and we are also looking at other amenities (charging stations, etc.)

Comment	Answer
passenger systems on the platforms, etc. What will out experience be like in that regard? Where will the passenger assistance intercoms be located?	are we are not having payphones, but you are able to communicate through the passenger assistance intercoms with the station manager. They are located in different areas. They are generally just adjacent to elevators.
Is there anything you can say about retail space? Will there be indoor retail space at these stations? Outdoor arrangements? Food locations? What can be said so far about the retail space at these stations? Will there be a point in this process, as in ongoing consultation, where you will provide more details, or will that happen post-construction?	For Exhibition Station there will be large overhead concourse with retail and that's being planned as an amenity for the public and transit users. For the in-line stations, we planned stations with minimal provision for retail. The primary use is the transit use, and we are providing minimal retail, although there is the possibility of developing that in the future. It is a continuous feedback loop; we are developing reference concept designs that will be shared over the course of the next little while. Most importantly, when we get South Civil proponents onboard, they will provide their design and they will have to meet the requirements of our project-specific output specifications. These are the rules that they must adhere to, and we will share that continuously with the community.
Are you making provisions for people who ride their bicycles to the stations, to park their bicycles indoor, or outdoor or any other kind of arrangement?	We are actively pursuing opportunities for the inclusion of bike storage at some stations that have higher ridership. Some stations like Queen and Osgoode won't have that kind of provision built into them. Bicycle infrastructure is being treated as an intermodal connection and is important at all stations. At King/Bathurst and Queen/Spadina and big allowance at Exhibition, we are providing secure, indoor bicycle parking and extensive sheltered exterior parking and it has been a priority in planning.
At Exhibition specifically, how many elevators will there be? Could you outline the provisions for walk-through elevators?	We have a minimum of 2 elevators connecting the street to the platform. At exhibition we have 14 elevators, so there is always an adjacent route that permits access. We have tried to provide twin elevators where there are space constraints but that's the standard (providing 2 accessible paths). They are larger capacity elevators, larger than existing elevators. Regarding walk-through elevators, there are requirements to have these. You enter on one side and exit on other side and it's ideal for handling a large capacity of people and for ease of use for everyone.
At Osgoode Station specifically, the stairs seem steep but, in the drawings, these seem less steep. Is there a difference in incline? What about for the escalators? Could you talk about the waterfall design for escalators?	It's an important standard, we have it at 30 degrees, so it's slightly shallower and the angle of the stairs and escalators are the same. It's important for consistency and it's important that we keep those standards the same. Waterfall design – we have different station types depending on configuration, but we have a couple locations that have a cut and cover station and we are proposing the cascading

Comment	Answer
	design because you can see your path or next destination as you're travelling down the escalators. It also allows for intuitive navigation through the station, which is a powerful way of navigating the station.
In terms of the signage, what kind of design strategies/ how will you make signage legible for all people?	This is very important for consistency, so we are using the Metrolinx standard – meaning it'll be mixed case lettering which is most legible. It will be similar to past builds, however the signage package tends to evolve and improve with time and we are becoming more and more inclusive. We are seeing the benefits of larger fonts and higher contrast, so these are being applied as part of the way-finding package. We are also working with TTC to make sure that we have a level of coordination so someone coming from line 1 at Queen station does not have an abrupt change coming to Ontario Line.
Given the high attendance events at the Exhibition Station, it seems under built to have a streetcar stop just on the street in front of the GO/Ontario Line Station that would require people to walk across the streetcar tracks. So that has me concerned that the way it is being depicted right now, it is not anticipating these high-volume crowds and could pose a problem in the future for TTC's design. Regarding that south entrance, how will you bridge the streetcar tracks?	It is a challenge that we are addressing with the TTC on how they can run the streetcars through this area while maintaining pedestrian flows. You did point out a challenging aspect of this design, but we are working with TTC to resolve that.

Train Capacity & Ridership

Comment	Answer
Capacity – what it will be like and how future-proofed are the plans? The line is projected to have daily ridership of 400,000 people and we will be using light rail technology. However, if it is anything like the expo line in Vancouver, it had over 200,000 riders and it was overcrowded. If the Ontario Line is to use light rail technology like the expo line and have more daily riders, wouldn't the line be at or near capacity?	The 90-second headways are key. Reliable transit is key, and all those things are built into the Rolling Stock, Systems, Operations and Maintenance contractor. Our vehicles are 100m long. We have fully automated platform-edge doors that will make things more reliable. We are designing the interiors in such a way that as growth occurs, it gives us opportunities to reconfigure the interiors of the trains to provide more capacity. There are a number of tools available to us to match our capacity to our ridership.

Virtual Open House Summary

Downtown Segment - April 26, 2021

Live Meeting I-Downtown Segment Osgoode, Queen, Moss Park, Corktown

Engagement Process

Comment	Answer
Would Metrolinx and IO be prepared to start stakeholder meetings with the West Don Lands Committee members and community around the Corktown station immediately?	Apologies, our schedules overlapped with today's meeting. Our communications team will reach out to ensure the community leaders, business leaders, and the elected officials are engaged in this infrastructure investment project.
- You told us that there are already three tables that are actively working but as far as I know no community members have been invited to participate in those Tables. - The south civil contract is going well on its way. It will include commitments about how the tunnel boring process will work, and how spoils will be moving through our communities. We have a lot of questions. - You know what's happening at the Don and Wilson yard and with the school site? - There are many reasons why we feel that there should be a stakeholder process. When can we start those including some stakeholders?	We could engage as early as later this week. Some of the initial discussions have been undertaken by the city in their master planning exercise around that area. However, working together in a collaboratively fashion would be beneficial to all of us because you do have the expertise and local feet on the ground that can help us deliver this even better.

Environment & Community Impacts

Comment	Answer
With the 4 stations being build underground along Queen Street, will streetcar service need to be suspended to build them and if so, how long?	We know that the King and Queen street cars are vital surface transportation vehicles and our intend is to maintain the service across the city during construction. By means of the sequential excavation method, a keyhole will be created using a machine called a road header. This will maintain structural integrity as it moves forward through the cavern. Moreover,

Comment	Answer
	this method allows us to custom shape that cavern to the most efficient structural shape. We are working with the TTC and consulting with them about the streetcar network and how it will operate during construction.
Diagrams show the line cutting under Moss Park, removing a huge swath of trees. That is a terrible precedent for environmental justice in a low-income area	Avoidance in terms of green space in parks and trees is always our first option. We recognize the importance of parks and green space to the communities, specially in downtown where they are scarce. As part of the environmental assessment process, we have a team of arborists that have completed tree inventories in the area and are working on ways to avoid removing trees. However, in big transit projects trees do have to get removed. In this case, we have a robust and comprehensive tree compensation guideline. We are subject to the city bylaws and compensation ratios so for every tree we remove, three trees are planted. Also, the city has revitalization plans for Moss Park. Together, we have no net loss of tree canopy and will minimize impacts on green spaces.
How would it benefit students in general? Involvement, employment opportunities, experimental learnings, and access?	We have a large infrastructure program that is currently implemented and it will take 8 to 9 years to build the Ontario Line. The contractors are required to have local components such as local labor which will benefit the construction industry as well as the community.
In relation to the heritage impact assessment, will you engage with managers of heritage properties as a group so we can bring our expertise, our perspectives, and our knowledge to the job to make sure that there is no damage to the valuable Toronto heritage along the route?	We have met with the Campbell House staff with a presentation last year regarding historical and heritage areas. We will be speaking with you and others along the construction corridor to tell you how we are going to mitigate impacts and protect your properties. Campbell House provided excellent comments to the Cultural Heritage Report in 2020. A comprehensive list of impacts and solutions will be presented in the EA report that will be open for comments in 2022. Regarding vibration and noise, we require contractors to include real-time vibration monitoring to ensure that levels stay below criteria where there would be any impacts to heritage attributes or structures.
I have a concern about the noise level that will or possibly be heard as the subway travels underneath the Theater at 26 Berkeley street. The tunnel will be running practically right under the theater. I know it will start to curve eastward south of the Corktown station. My question is whether any	Dampening techniques: our vehicles are brand new and are unattended which helps with the noise and vibration. Currently, our team is conducting rigorous noise and vibration studies in the area. We use advanced 3D modeling to make sure that we are assessing noise to all the sensitive receptor locations along the Ontario Line. This study will determine that there will not be significant impacts to noise of vibration. In case there are, mitigation techniques of noise solutions will be implemented.

Comment	Answer
additional noise or vibration dampening tools or systems are available.	

Alignment & Stations

Comment	Answer
The Queen/University corners have and office building/the Opera house/two heritage properties, one a National Historic Site. Where will new, larger entrances go?	At Osgoode we have four corners that we are looking at. We are working with the stakeholders in the area to identify the best location for the station. That is a congested urban environment, and some excavations are required in some of those corners. There are ongoing discussions with property owners to determine the best path forward and the outcome will be shared on the next meetings.
Build proposals at Corktown station are much larger than the new King-Parl Secondary Plans call for, setting precedent. Can you confirm that MZO will not be used?	An MZO is a Ministerial Zoning Order that allows or restricts things to happen. At Corktown we have three active tables: one for the real state transactions, one for the archaeological and preservation efforts, and one for transit and construction work. We are working with Ontario Heritage Trust, the Mississaugas of the Credit First Nations, Infrastructure Ontario, and the City of Toronto to determine the best things to do on this site.
How large are the Ontario Line tunnel boring machines? Single bored or double bored?	Boring machines in this case are 7 meters in diameter and 100 meters long. They are a giant drill that work their way through the earth and put concrete segments around the tunnel to support it. A conveyor takes the spoil back out to the head of the tunnel.
Will a stop at the Distillery District be considered in the future, to connect to the Cherry and Bayfront Streetcars?	Cork station is a working name. We plan on consulting the community through a naming process for all stations. The Station is within a six-minute walk from the Distillery district, and it is close to the George Brown College. It has a good access down into the waterfront, so everything is within a 10-minute walking distance. By putting the station towards the Distillery district, we get too close to the East Harbor station. Spacing the stations is important to offer the best service possible to all the riders in the area.
Why was the Moss Park entrance shift over to underneath the park?	The entrance is currently on the northwest corner of Sherburne and Queen. We intend to build the station west of it. Since the station is very deep there, it allows us to plant trees right over top of the subway box. We moved the station there because we wanted the streetcar running to minimize transit impacts. Also, the alignment and curves of the tunnels suit this location much better than a station that is east or south of there. At that point, the turning radiuses of the tunnels slow the trains down and make it impossible for the tunnel boring machines to operate.

Comment	Answer
Does the Ontario line project include any forms of platform widening or other strategy that improve the very narrow platform on the Line one Queen station? Will there be any new access or connections between the Ontario Line the Line one and the street level?	We model the station design to make sure that when we forecast ridership to 2041 or further, the size of our elevators, escalators, stairways can deal with emergency conditions, normal operating conditions, and the busiest hours in the morning and the afternoon. We also look at the crowding function on platform spaces so that they are not overcrowded and are comfortable.
How the design of the Ontario line and any additional works with the lakeshore east corridor will preserve the potential for a streetcar connection from the Distillery loop down to the planned east bay front line? The TTC and waterfront Toronto had previously indicated that it was one of their preferred routings for a connection to the Portland's area and I don't see any mention of that in the documentation for tonight. I was just hoping to hear some clarification on that.	We are working with the TTC and we understand they have ambitions with waterfront Toronto to have a streetcar extension down to Cherry street. They told us the area that we need to preserve and protect for and that was included in our design.

Virtual Open House Summary

Downtown Segment - June 17, 2021

Live Meeting II – Downtown Segment Osgoode, Queen, Moss Park, Corktown

Engagement Process

Comment	Answer
Where might we look for the answers to questions that were raised either in the zoom chat or directly into your site?	The written questions will be on this page that you are in right now.

Environment & Community Impacts

Comment	Answer
Will the historic fence and grounds of Osgoode Hall be affected in any way by the construction of the Queen and University station?	Yes, there will be an impact on the historical fence, but we are going to reinstate it. Impact avoidance is always our preference. However, we have determined that this is the appropriate location for the station to maximize the connections for the Ontario Line. We acknowledge that there will be some impacts to the fence and the grounds. We will have to remove a section of the fence while the construction work is on the way. Nevertheless, that will give us the opportunity to do some restoration on the fence before we reinstate it. The Law Society and the City of Toronto are working closely with us to minimize the construction impacts on site.
Will Parliament Square Park be preserved? I heard the Government of Ontario wants to build 5 condo buildings above Corktown station that it spans over Parliament Square Park.	The Parliament Square Park is going to be preserved. We are going to install a new bike path across the northern edge of that site. The space will be available for your enjoyment and pleasure, as well as improved when we are building the city bike path.
Would you mind confirming that no staging, no impact on trees through boring activities, which are known for causing negative impact on trees will take place in Parliament Park? Will it survive intact in the short-term and long-term process?	Our tunnels are very deep, and we do not anticipate impacts on trees. However, Metrolinx has a sophisticated vegetation compensation guideline that dictates how we replace vegetation and trees should we have an impact to them. Also, all impacts on vegetation will be included on the Environmental Assessment Report.
Will the south side of Corktown where the actual First Parliament, railroad, and indigenous sites were	The project company will be using those sites to stage construction of the tunnel boring machines, but they may store things for some materials that are being used at Moss

Comment	Answer
located be used for boring and staging to other stations? Where are the replacement trees being planted?	Park. They may have different storage sites that they lease throughout the city. We are not limited their use to strictly the Corktown station. We do not want them to be moving materials through downtown since we want to minimize the footprint in Moss Park. Regarding where the trees will be replanted, we are working with the City of Toronto and conservation authorities to identify locations for planting those such as the Courthouse station. We will share more about that as soon as more details become available.
You are touching upon some of the earliest history in our province. People have recognized the importance of the 1867 heritage designated fence and garden space. Have you discussed with the city the possibility of closing one or more lanes of traffic on University Avenue to allow the box station to move outside of the Osgoode hall fence and if so, what can you tell us about those discussions?	We have looked at many options for the sighting of the station entrance. We are working with the City of Toronto on all the options incorporating the work that was undertaken as part of the relief line south. We have discussed about the traffic lanes with them and have received feedback. We are pursuing ways to minimize our footprint on this site. Thus, after finishing the construction, we will be reinstating those heritage features to preserve them and make them fit into the building of this major transit site.
In the Metrolinx proposal there are plans for four residential towers and one commercial high-rise tower on the First Parliament site. How do we square this use with Metrolinx's great respect for the community plans for this site which included a new library food services, cultural hubs, and affordable housing? What is preventing Metrolinx from building the Corktown station as per your mandate and then working with the city to build facilities that the city and residents spent years planning?	We have an active dialogue with the city and appreciate the work that has been undertaken by their staff on the site. We are discussing about a community space, a library space, and some of the commemoration and interpretation elements that they have developed. As part of our delivery, we have a Transit-Oriented Community which is part of our discussion tables. We will make sure that Infrastructure Ontario will be fully out there with the community to develop these plans while getting everyone involved.
Will Moss Park be designated as a Transit Oriented Community?	No. We are planning to work with forestry and park. When we reinstate the park, they get the space developed the way the community wants. This is an opportunity for them to rejuvenate the park.
Have you identified buildings in the area that might be impacted by the construction noise and how you are going to work with the community	We count with sophisticated modelling to determine what the potential impacts can be for noise and vibration on the local area. This helps us to determine where and when we need to provide mitigation to bring things to acceptable levels. This process is documented in our Environmental Assessment

Comment	Answer
on ensuring that it is kept to an acceptable basis?	process. Moreover, contractors must adhere to our stringent noise and vibration criteria during day and nighttime work. Also, we require our contractors to set up noise and vibration monitors through all the construction sites to adapt noise levels as we go with the process.
The transit development plan for the First Parliament site is not consistent with the community work that has been done for the last 20 years. It is impossible to understand how you'd square that with the master plan that is under construction. Osgood Hall: I am quite shocked that you are going to take part of that historic landscape. King and Bathurst are under threat and you tell us about respecting the community.	Building a subway line through the heart of Toronto is very hard. It is difficult to find sites especially in an old city area that has some heritage designation. We are working to ensure that the heritage elements are preserved and protected. The Transit-Oriented Community is being managed by Infrastructure Ontario and later this summer they will engage with the community to get feedback.
I am concerned that the RFP is going out for the south civil project. You talked about elaborate protections in the contract language. I want to know for instance if there is a section on how many cubic meters of rubble, soil, and spoils you will be mobilizing day and night. This is a residential area and we have had bad experiences in the past with noise 24/7. We want to be included in the RFP before it is too late to change it.	We appreciate your comments and want to hear more from you. We could add this request to our contracts to make them specific to your experience.

Alignment & Stations

Comment	Answer
Why does Moss Park and Corktown stations only have one entrance building? TTC has been adding 2nd entrance to a lot of its old stations for safety and access reasons.	We have modeled these stations to make sure that we have adequate life safety entrances. In those stations where we only have one entrance, we also have and emergency exit that is being built as part of it. We have also created accessibility with escalators and two elevators to make sure that we have redundancy built into every entrance. This allows us to get EMS and emergency services down to the platform should it be required and get our customers out of the facility. With one entrance, we also minimize our footprint on the Moss Park area.

Comment	Answer
Corktown: why is not the huge entire block of Staples & Porsche enough space for the tunnel work staging? Unconvinced the First Parliament site needs to be included.	It is indeed a lot of space. However, that space is taken up by the excavation required for the station itself and as such, there is no ground to stand on. As a result, we need to have other space from which to stage. This is a significant launching point for the tunnels. We have four machines that will be departing here, two going to the west, and two going to the south and east into the Don yard area. These machines require a lot of space considering the removal of spoils and the delivery of concrete segments needed for the tunnels.
Why is there a rush to expropriate the site by August? With the line coming from the south of the First Parliament site, is it coming through the Distillery district and if so, what impact is it going to have on the condominiums and business located in the area?	The alignment is south of the Distillery district and we are going to respect the condominiums. The driver for this case is the archaeology and the various clearances that we need for the construction to start. These are seasonal works, we cannot dig or expose artifacts for archaeological consideration that are frozen in the ground. The RFPs for the contractors in south civils are intended to close on July next year. The archeological and demolition work will finish by March 2023, which will allow the proponent enough time to design the station and get the tunneling machines and material mobilized. The timing is quite tight, but the intent is to ensure that there is enough time for doing proper archeological and environmental studies.
What measures are you taking to ensure the safety operation of line one during your construction process?	In the case of Eglinton, they are in glacial till. In downtown we are in solid rock and well below levels of line one. Line one tends to sit right on top of the bedrock. We are approximately 10 to 15 meters below that so the rock itself supports all the buildings and transit infrastructure above it. Also, we will install real-time monitoring technology in those stations to detect any movement in the track bed or the station box itself. We have conducted lidar surveys of the stations to detect whether they are moved or if cracks have developed. Given the depth of those stations we do not anticipate any issues.
For the tunnel boring you have chosen to go through the Corktown station and the First Parliament site as the staging area. One of the options that was proposed was the Don yard, which would be a better option but still you decided to go with the previously mentioned sites. Why?	We looked at using the Don yard as launch point for the tunnel boring machines. Unfortunately, there is not enough space there, and there is an interaction with the tracks making it difficult to have a tunneling operation. Also, it does not work with the GO train operations making it unfeasible. We also try to reuse an excavation for the tunnel launch to happen. At Corktown station we dig that hole in a way that supports both the station and the tunnel launch site. It becomes and effective and efficient way to build and stage the site.

Virtual Open House Summary

Downtown Segment - October 7, 2021

Live Meeting III-Downtown Segment

Osgoode, Queen, Moss Park, Corktown

Train Capacity & Ridership

Comment	Answer
Transit capacity depends on train size and dwell time to load and unload passengers. To this end, has Spanish solution been considered for major interstate stations, and interchange stations? There would be three platforms a side platform for each direction and center where they disembark. Another option would be a provision for a longer station at the interchange stations, this way a 120m train would have a 100m platform, with passengers knowing that the first car does not open north of Blower and last car does not open south of blower. Can a wider train be used to ensure max capacity or are some of these innovations possible with the station?	Yes, we do have three proponents that are coming to Canada with unique train solutions, and they are coming with various lengths of trains. We have modelled out 50 years and found that the trains we are anticipating coming here running at 90-second headways will be able to accommodate the ridership we are projecting. We are also using platform-edge doors that provide much better access and egress from the trains. They precisely where the trains are going to stop every time and they know the doors that are going to open, and they stand to the side to allow people to get on and off. So, there are a number of things that we can use. The train design, 90-second headway, the trains are designed to operate faster than that so they can achieve 90-second headways. That is not required throughout the entire day. Additionally, early in the operation of Ontario Line they may not decide to run 5-car trains, they may run 4-car trains and increase frequency then go up to 5-car trains when ridership increases. You also replace vehicles, once every 35-40 years, so when we get to that, we can reconfigure the trains to increase capacity. We have modeled all interchange stations, Queen and Osgoode have high ridership and transfer rate, as well as Pape and East Harbour and we have designed them to accommodate that. We did not use 3 platform stations, as they are wider and more intrusive, and our modeling did not show we need that. Ontario Line is 1 of 4 transit projects and it is not the end of transit investment in Toronto.

Station Design & Footprint

Comment	Answer
Speaking to rider experience, new stations have exposed concrete walls, what seems to be cheaply done floors, walls, etc., the interiors appear cold and don't present a great image to tourists. Can we be assured that the major downtown interchanges and stops will have well-designed, lovely and colourful	Without a doubt, the stations are going to be as well lit as possible, providing a good vibrant environment. We have stations in other segments (east) that are above-grade so you have sunlight, there is a mixture of typology in stations across the line which will provide a diverse experience for riders. There will also be consistency of language throughout the journey. There has been a lot of work that went into design standards and developing Ontario Line design standards and guides that creates a consistent language and enhances the

Comment	Answer
interiors, without the boring grey concrete vibes?	experience and comfort level. It creates a better environment, more light, more friendly experience for riders.
The second entrance/exit at Moss Park is unclear. Can you please explain, is the plan to have a separate exit-only structure or how will that work?	Moss Park station has one primary entrance and exit and it is situated on Sherbourne and Queen St (northwest corner) and it serves Moss Park well and links up with transit network. As for emergency exit, there is a provision for that. For the Moss Park headhouse, we challenged ourselves to go with the one exit only to take on board the City of Toronto's interests and accommodate the Moss Park revitalize project. So, what the challenge was to integrate the Fire, Life & Safety standards into the one headhouse, that removes the need for a secondary exit. There is a lot of discussion with City of Toronto to control that environment and the goal was to create the best location for headhouse and connectivity without affecting the Park at the other end of the station. Also, we have the federal armory on the west end of site – that was a limitation and we actively engaged with the Ministry and Department of Defense and their expectation was that we don't impinge on their front lawn but we were able to pass underneath it. It was a body of work we undertook with the City and limitations set by the Department of National Defense.
Regarding the escalators to the TTC platform, why is the last set of escalators the opposite direction?	Going into the station is very similar locations for entrances, which means we go down similar escalators for TTC line 1, but we have an offshoot for Ontario Line (elevators, escalators, etc.). The connectivity of the lines has been an important part of the design of the stations. So, going from the TTC line 1 down to the Ontario Line platform, which is approximately 15m lower than TTC, there are various routes and different paths to go through to those areas. The orientation and way the escalators operate either up or down, the existing TTC station maintains very similar to what it is today and that's to reduce impacts on the station during construction and the ridership but also to compliment the Ontario Line by maintaining similar vertical transportation but adding complimentary pieces for adequate transfers and reduce travel times.

Construction Impacts

Comment	Answer
Regarding the hours of operations for construction and related closures, what are the proposed days of the week and hours of operation for construction at street	Because most work is in tunnels in this part of downtown, as such, it will have little impact at surface. At stations there are deep excavations that go into bedrock (i.e., Moss Park, Corktown, Parliament Station, Queen) these are areas where they interface with surface and Metrolinx then has a detailed construction program for safety, as well as noise and vibration

Comment	Answer
level? What mitigation efforts will be in place?	for people in these neighbourhoods. This involves a wide number of requirements for mitigation (equipment selection, how work is carried out, when it is carried out, etc.) and we have a noise and vibration program that is put in place to make sure that even before we get on site that we have thought this through and mitigation is in place (max noise, max limits, etc.). Also, it must be monitored and there are alert limits too. These are recorded and we have a 24-hour call centre for anyone who has concerns about noise, dust, safety, appearance of site, etc. Therefore, there is an extensive program that ensures that day-to-day life impacts are minimal.
Will there be closures at Queen and Sherbourne, University or Spadina? And where can I get this information?	When we conducted modelling, we looked at all the closures planned for Ontario Line, as well as City of Toronto and TTC during the entire construction period until 2027/28. This was a comprehensive analysis of traffic movement and included all shutdowns including work on Gardiner, to make sure we knew what the impacts would be at Queen and Yonge and what impacts that would cause. Throughout the alignment there are lane reductions at other stations, but the construction is different at these stations. Construction at these stations is a combo of cavern and open cut construction. We are down in the bedrock approximately 30-40m underground. We are using a combination of Tunnel Boring Machines (boring machines that move their way through the earth at a rate of roughly 10m/day) and at caverns, we have sequential excavation method (SEM), which uses the road headers that chip away at rock in a specific sequence so that they can build the cavern in a stable and safe manner. This allows us to maintain the surface traffic and not disturb utilities, trees, and sidewalks at the surface and minimize disruption to the surface network. Certain stations cannot do this, for example Queen Street is not possible and the shafts need to be drilled from the surface since the four corners having substantial buildings on them. So, in those locations we need to dig down and we have done extensive modelling for traffic.
Corktown construction – when are you planning to start demo, when are you planning to start digging, and what is the extent of the demo? Are you removing the Staples Building? Are you removing the Porsche dealership at the same time or later?	We are doing some demo in order to enable the archaeology works. The archaeology work is the first thing we need to get done on site. At the same time, we are measuring for the volatile organics to measure the contamination in the site. We are expecting it to be quite contaminated due to previous uses. The demo is going to happen before the end of 2021 for the Staples building. There are trenches we need to dig because there is high potential for archaeological work to be needed. Then, we go in and we have archaeologists, the City, First Nations, Heritage, and consultants and actually perform the dig to see what's there and the level of contamination. The

Comment	Answer
	work is starting there very shortly, and we have actually done a small dig in an open area, and it was found to be high-level of contamination so we're working through the history of this site from the Indigenous Eras straight through to current era. This archaeological work needs to be completed in order for South Civil contractors to come in in 2023.
Is the Porsche dealership being demolished and if so, when might that happen?	That site will be demolished of all buildings and the site will be leveled. It will happen between now and early spring 2022, which is when archaeological work will be completed.
There will be construction on Queen Street E and the corner with Yonge (specifically, 1 and 2 queen St E). Is the underground parking going to remain functional in these two commercial buildings during construction?	When we plan the closure of Queen Street, the access to parking and loading docks are not affected by our construction so they can be accessed at all times and will be fully available to tenants. At 2 Queen Street E, there is some work needed in the northeast corner and it's localized to the one corner of the garage so it will not impact the rest of the garage. Other than that, you should be able to keep using the loading docks and parking garage without problem.
What are the impacts on the Hudson's Bay store at Yonge and Queen Street?	There is an impact on the Hudson's Bay store. We have been discussing with the store about the impacts and as part of the Ontario Line work we will be reconfiguring that entrance from Hudson's Bay to tunnel underneath Queen Street and accesses the TTC. This area will be expanded and enhanced (stairways, elevators, etc.) and large fair hall for accessing Ontario Line and for accessing Line 1. There will also be upgrades for accessing the Cadillac Fairview Eaton center on the north side and we have been in close contact with them as well. The path network is going to maintained as part of it. Also, the bridge that goes over Queen Street between the union Center and Hudson's Bay will remain open during construction.

Engagement Process

Comment	Answer
Are you going to be doing something to ensure people who are adjacent to construction will directly get the contact number, fly drops, etc. that are aimed at those people?	We have spoken about monitoring and have a 24-hour calls centre that is available but we will also have construction liaison committee. We will be working with local residents for members to participate in monthly meetings where community concerns are raised and we can bring community residents in direct contact with contractors regarding concerns (ex. sidewalk clearance, dusts, etc.). so Metrolinx is working with construction and community to make sure these concerns are addressed. We have learned a lot about reaching people electronically, but we recognize that we need to have a variety of formats to contact people (ex. Community walks, construction liaison committees that are in project agreement,

Comment	Answer
	print through Canada-post, print through direct distribution door-to-door, making ourselves available in parks) and all of these different aspects we will be putting in place.
Moss Park business owners on Queen Street have not heard anything from Metrolinx, have you contacted them? If not, when can they expect to be contacted?	We use a variety of techniques, even promoting this open house we used Canada-post and other electronic means, and we are also reaching out to neighbourhoods as we can. We have had contact with some larger neighbourhood associations, but we know there are others we need to get in contact with. Our contact info is readily available, and we have a team of communication specialists. If we haven't been able to reach out using our outreach program yet, we will add you to our list. We have a weekly newsletter but if you want to meet in person, we can schedule a meeting (safely). We are happy to make new connections. If you are one of those people, there are two green buttons, book a meeting and contact us on this page. You can use these to set up a meeting or send an email directly from this page to the team.
There are a lot of residents of the Moss Park community that have not been engaged in a meaningful way. They want to contribute due to the social impact that will be caused by the increase in density that will come to Moss Park from the introduction of the Ontario Line. Can you commit to meeting with Moss Park residents? Many are marginalized and want an opportunity to express themselves.	The Moss Park Station is sited specifically to be able to collect ridership from priority neighbourhoods that need and use higher-order transit. So, Moss Park is an opportunity for Sherbourne and Queen to become animated and vibrant and access to the park gets better. Then there's the investment that results from transit in the community and will benefit the community. Certainly, we want to meet with Moss Park residents, we know there are folks we haven't been able to speak with or meet and we are growing our list and contacts so certainly we will be happy to speak with you and provide a better sense of the plan and how it will all fit together. We have identified how much is going on in this neighbourhood and all the different uses and the ongoing consultation for all of these can get confusing, so we want to make sure we are coordinating as much as possible and we will work with the City of Toronto, you, and your neighbours and we will be sure to find new contacts to ensure we speak to you.
Is this the last round of presentation for the OL? is there presentation for Osgoode station?	Our public engage is going to be continuous into construction and operations of the Ontario Line, so we will be here throughout the entire period. Our goal is to make sure the communities are well informed about construction, the progress against commissioning and eventual opening of the line, and then the exciting news as the line is in operation. This is not the last meeting; this is an ongoing dialogue. The Osgoode presentation will have its own open house for Osgoode station, same with Queen, and Spadina, etc. every station will have presentations. There is a lot of information that is available online already. We started with these presentations in the fall, then into the spring, then we picked

Comment	Answer
	up the pace and since the spring we have been doing them more regularly and we will be doing one more set before the end of the year to ensure folks can learn more about the project. Also, we are doing this through a different kind of contract than what some people are used to, so we may not have renderings or may not be able to share the kind of detail that people are expecting because these are going to come out through the bidding process. There is not a tender and different groups who are going to be responding to that and finalizing the design to bring it from these specifications to ensured design excellence but we still won't have a final product for another year. We are balancing awareness without being able to actually show exactly what's coming. So, we hope you will continue to join us at these meetings

Train Design and Technology

Comment	Answer
How many of those autonomous trains is there going to be? How are they going to look? Will it be similar to the REM in Montreal or is it a different design? Are there any renderings of these trains for public to see? What is top speed of train?	The maintenance and storage facility is designed for 44 trains plus 10 for future purposes. We are working with a contract (Rolling Stock, Systems, Operations and Maintenance) and we have three proponents from international organizations that are competing for work. This entails standard rolling stock that will suit the rails and specifications. They will develop over their concession period when operating the Ontario Line and a fleet management strategy that will allow for fluctuation in number of trains per day, year, etc. to provide Toronto with the level of service needed. We are waiting for that to close by the end of the year to see what the operation plans are. The trains are going to be subway-type vehicles that will be up to 3m wide. We have designed our tunnels for subway-type vehicles. They are not small vehicles but how they link them up is still being evaluated but they should have the ability to run the entire train at a 90-second headway.

Environment & Community Impacts

Comment	Answer
Regarding the archaeological review of the Corktown site, it's of great importance to the story of Ontario, when will the archaeology report be made public?	We haven't conducted the archaeological assessment at Moss Park. It is part of the Environmental Assessment Report that will be issued in January 2022, and what will be included is our commitments to archaeological investigations. We've done the preliminary soundings that would happen normally with early archaeological work and it's going to require us to do further investigation. However, we certainly will be issuing all

Comment	Answer
	archaeological reports and down in Corktown we will absolutely have some very interesting results to share with the public and can use it as an education opportunity with school aged children.
Moss Park Station – arborist evaluated south side of park and indicated there were issues with some or many of the trees in that area, but you mentioned you would be bringing in your own arborists. Those trees are precious to us and integral to the park and if your arborist comes back and says those trees are healthy and can be preserved, if there anything you can do to preserve them based on your current designs?	Without a doubt, we are going to have an arborist come in to evaluate the trees. We are expecting that the time between the two reports has not changed the health of the tree. However, when we do remove trees, we have plantings that the sooner we can do them the better. The dialogue with City of Toronto, Parks, Forestry and Recreation, will yield to us where we can plant trees and when we can plant sooner. They may also want to change programming spaces to better suit the community that it serves. Without a doubt we will be building a station, we will be doing planting in the future, providing new programming spaces coordinated with City of Toronto. We have a 3-to-1 compensation ratio so the sooner we can plant the more mature they will be when we open the station.

Virtual Open House Summary

East Segment - April 22, 2021

Live Meeting I – East Segment
East Harbour, Leslieville/Riverside, Gerrard

Budget, Costs & Timelines

Comment	Answer
What is the cost to bury the Ontario Line from East Harbor? Citizens consider this a better plan.	These questions relate to the Eglinton west extension. The projects are similar in some ways. Both have a variety of alignments above and below grade. We have determined the Ontario Line is wide enough to accommodate the four train tracks (two GO and two Ontario Line). Also, we analysed how many people we could serve, how much travel time can be saved, and how many connections to other major transit lines can be made. Additionally, we looked at how quickly we could build this project. We want to make sure that the budget is spent in an effective manner. Moreover, the risk and benefits associated with an at-grade option could be mitigated. To underground this section, it could cost anywhere from 800 million to a billion dollars. It will also cost us a year to a year and a half in time for implementing that additional piece of work.
Bury the subway will cost more but what's a neighborhood worth? The Etobicoke subway was about 1.8 billion. Burying the subway is worth the money.	
Will Metrolinx provide a comparative costing for the Steve Monroe's below ground option and the current above ground route between Gerrard and East Harbor?	
What is the cost difference between an above ground Ontario Line versus a buried option? What would the time difference be?	

Environment & Community Impacts

Comment	Answer
How many trains will be going through the corridor from East Harbor to Gerrard every hour?	We anticipate that the maximum number of trains that might be passing through during a morning rush hour is 113 trains. This approximation is made 30 years in the future.
How many homes and businesses will be expropriated?	If we confirm that your property is needed, you will receive written notification from us.
How many trees will be removed and how many will be replanted and tended by Metrolinx?	Keeping the new Ontario Line trains as well as the GO trains within the existing right-of-way will minimize the impact on green spaces. As many other transit projects, there will be impacts both to the vegetation and tree removal especially in the existing right-of-way which was already taken place as part of the GO expansion. The potential impact to vegetation will be outlined in the Environmental Assessment Report that will be released in 2022.

Comment	Answer
	Also, we have compensation ratios. If one tree gets removed, three trees with higher ecological function will be planted.
When will you be providing some details about the sound mitigation technologies and their effectiveness?	We are committed to electric trains which significantly reduces noise. The use of automated trains increases efficiency and reduces the heavy braking and squealing of the train as it approaches a station. Also, we are using seamless noise walls that run the entire length of the corridor in this community. The noise caused by trains in the future will be quieter than what you experience today at most of the locations.
Are there plans to develop affordable housing and intensification around the stations, specifically Leslieville?	There are no plans for Transit-Oriented Community (TOC) development in the Queen/Degrassi area. The affordable housing is part of the TOC program. Infrastructure Ontario is delivering that program on our behalf along with the City of Toronto.
What is the footprint of the above-ground tracks? How wide will it be? How tall the sound barriers are? How many parks are going to be affected?	Trees will be planted as early as possible to make sure they grow by the time we are opening. We will be able to provide textures and finishes to the retaining walls. We are still waiting to confirm the exact heights of the walls for us to optimize our noise reduction capabilities. Also, there will be different options and treatments to make them blend into the community such as transparent or colored options, precast options, and other designs. Moreover, we can soften the embankments and the walls for making them more attractive and help with the graffiti that is often on them. We can do tree layering providing additional greenery as well as noise protection.
You are in a community where 99% support the idea of more transit through this neighborhood but they are violently opposed to how you are proposing to do it. Burying the line is the right thing to do. How six lines above ground are not going to create more noise and vibration? There will be three modes of train line running through the community together, parks are going to wrecked, houses are going to be removed, bridges are going to be expanded.	The amount of work of building a station box in this neighborhood would be quite disruptive. Burying the entire line from the west side of the Don river up to Gerrard would run into some serious conditions that would not allow us to build the station in the Leslieville community. Also, shifting it to the north would create a poor solution for transit. Underground construction adds more disruption time and more property impacts due to the amount space necessary to carry this construction out. Regarding noise and vibration, we are investing in noise walls that will improve the reception of noise at every single house and every train will be perceived as quieter. The parks are going to remain open and will be improved when construction finishes.
What the response from Metrolinx will be if it is overwhelmingly objected to an above ground line for	We are carrying out a robust environmental assessment process. We are looking at all the potential impacts based on our preliminary studies. We can minimize impacts and provide solutions while having net benefits to the community.

Comment	Answer
that portion by the community and if the environmental assessment states that the project will have a negative impact on our community?	There is an impression that parks are going to be used or taken over permanently which is not the case. In fact, we will give some property back to the parks in this area.
I like the idea of the neighborhood being quieter, but I find it hard to believe. I do not hear noise that much now, but I am going to constantly hear it in the future.	Right now, we have trains going by with no mitigation whatsoever. With the installation of a noise wall seamlessly along the entire corridor, the noise associated with every single pass by of train will be reduced. We expect that we will be able to minimize the impacts along this corridor.

Alignment & Stations

Comment	Answer
Are boundaries necessary to accommodate all the rail lines? Will you make that information available?	There is no impact to the Jimmy Simpson Community Center. The Ontario Line will provide better accessibility to all the programs that are available at this place. We are working with the city to determine what sort of edge treatment will be put in place on the retaining walls and reach out to the community to know their comments. We will remain in the right-of-way and in many instances, we be able to increase the park space with careful landscaping. Some berms have been built up to soften the edges. We could flatten those, do any treatments, and do plantings. This will be done along with public consultation. For sharing all this information, we are committed to a 30-day recurring meeting with the community to declare all those improvements as well as the impacts that are going to occur. Moreover, by moving the alignment from a straddle alignment to all being on the north side, we reduced our property takes, park impacts, and with the north side station, we provide our customer a much better experience.
How far will the train tracks and the sound barrier be from the nearest residences and businesses?	
What is the acceptable safety margin in terms of distance for derailment? When will be able to see the plans? How far are the boundary, barrier, and tracks going to be from people?	
The north contract from Gerrard up is not going to start until 2024 and the entire line is supposed to open by 2027. The north contract section involves a tunnel from Gerrard to Flemington Park. Is it realistic to build the line in three years?	From a staging point of view, we believe that the schedule is achievable. The early work is a design bid build contract, and it is coming out earlier than the north contract. We learned a lot from the Eglinton crosstown and improved our contracting approaches and project delivery. We are working with the south and the RSSOM first because it is a complicated piece of work. Nevertheless, we anticipate that the north segment will be done on time.
The community has come up with a viable underground alternative created by Steve Monroe and endorsed by the City of Toronto for Metrolinx to review. When are you	The alignment proposed by Steve Monroe looks like a hybrid relief line south solution. In the midtown section of that project, we had to go below the midtown interceptor sewer, which was not an easy task. Thus, in the Ontario Line, the

Comment	Answer
going to revise it? What is the cost to run the line underground from East Harbor up to Gerrard?	Gerrard station would be 70 to 80 meters deep which is challenging. Using the existing dedicated rail corridor that has been there for 150 years is an asset to the province, to the city, and to the community. It allows us to build more transit to get out to Liberty Village and bring higher order transit there. Your community will be quieter because of the Ontario Line and that is something that should be considered.
In previous conversations with the city, we agreed on 7 to 10 years of misery for getting transit under the condition that the Ontario Line was underground. Now, Metrolinx superseded those plans saying that it is going to be above ground. What are the differences between one alignment and the other? Can you show us the actual plans and budget for every component to prove us that this alignment is the best option?	We do have cost estimates and will share this information with you in future meetings. We are committed to work with the local elected officials, set working groups, and hold virtual meetings with the community.
The portal at Gerrard will cut off pedestrian accesses that people are used to have. Also, what kind of development is expected for the Jeff's No-Frills Plaza which is an integral part of our community? Finally, why is it acceptable having stations 40 meters deep downtown and not in our neighborhood?	The proposed portal location has a less disruptive construction work. The big advantage to the north alignment is that the portal is completely within that choice site. They will be around the building and will provide green space. The downtown stations are not as deep, they are 30 meters deep. We have an active discussion with the property owners at the parking lot and will be able to provide information as that evolves. We recognize the importance of the store and will address your concerns.

Virtual Open House Summary

East Segment - June 24, 2021

Live Meeting II – East Segment
East Harbour, Leslieville/Riverside, Gerrard

Budget, Costs & Timelines

Comment	Answer
What is the cost difference between an above ground Ontario Line and a buried option? What is the estimated difference to complete either option?	We are looking at five different underground type options that came out from the community. They aim to maintain the above ground alignment at East Harbour station and getting underground after that. There is one with a completely underground alignment. Undergrounding could be anywhere from 800 million to over a billion dollars and could affect the schedule from 15 to 24 months. We will share more information on the next meeting.
You said there was two access windows, one on the east and one on the west. Could you clarify what the total duration is going to be and how traffic is going to be handled there?	The access is off Dundas Avenue. On the west side it will be from fall 2023 to fall 2024. From the east side it will be from summer 2022 to the fall of 2023. The access points will count with appropriate safety precautions for pedestrians, cars, and bicycles.

Engagement Process

Comment	Answer
I am a property owner in the area near Pape Station. I received a notice from Metrolinx saying that my property is in the transit corridor. I have tried to communicate with you, but nobody answers. Could you please give me some information?	We are currently designing the alignment north and south of Pape station. Please get in touch with anybody at this table and will get your questions answered. However, the likelihood of any impact because of the BTFA letters is negligible.
I am a property owner and a real estate agent in the transit corridor. Tittle can scare people, but I want everybody to keep positive. It is just a note. However, what we really need is Metrolinx to engage with the people and maintain a close communication with us.	If anyone in the community has questions, please do not hesitate to ask. Having a notion title is a common practice.

Environment & Community Impacts

Comment	Answer
What will being within the 30-meter corridor do to the value of our homes? Is it possible to have a real estate agent available during the Q&A period?	There are many factors that influence property value, but we do not think this project will have a negative impact on it. Value is subjective, some people might value being close to transit while others might not. We work with the real estate legal team to support provisions of the act and related processes. We have notified the Toronto Region Real Estate Board and the Ontario Real Estate Association about the project. These organizations will inform and advise stakeholders on property value issues.
How is Metrolinx planning to address concerns around potential damage to residential and commercial building foundations due to vibration caused either during construction or when the transit is fully operational?	- Construction: In the Environmental Assessment Report and contracts, we have specific criteria in terms of vibration limits for all foundations in all homes. There is a bylaw from the City and our criteria are more stringent than that. We will also carry out pre-construction surveys to assess the conditions of foundations and homes within the 30-meters zone. Additionally, constructors must present a noise and vibration management plan and explain how they will meet the criteria, including continuous monitoring. - Operations: We are carrying out rigorous noise and vibration operational assessments to determine the mitigation strategies required. This will ensure that there are no significant increases in vibration due to the Ontario Line. For instance, one of the most effective mitigation strategies are ballast mats which absorb some of the vibration and prevent it from propagating to those sensitive homes. Also, resilient fasteners which have the same effect might be used.
We are concerned about noise and vibration from the increased number of trains. Currently, there are about 150 trains a day. By 2030 that will increase to 1500 including both diesel and electric. Do you have noise and vibration measures to mitigate the impacts?	We have around 130 trains currently and there will be 1500 trains around 2030. We are committed to seamless noise walls up and down the entire joint corridor and that will reduce the noise from every train passing by. Currently, there is not mitigation built. As part of the early works program, these noise walls will be built and have a benefit to the community well before the Ontario Line comes into place. Other mitigation strategies such as ballast mats will be implemented to minimize vibration impacts. Additionally, these are driverless electric trains, which eliminates the chance of human error of braking hard.
Can you talk about the existing mature trees beside the tracks in Bruce Mackey and Jimmy Simpson Parks?	We have just completed the process to decide where the retaining walls will go. We are moving into the next phase of evaluation of getting the arborists to look at the trees and do a thorough inventory. Here, we will note which ones are native or invasive species as well as their health condition.

Comment	Answer
	In the next session, we will present the results and inform which trees would be removed. However, the number of trees to be removed has decreased from our initial design. New trees will be planted along the corridor early in the process to reach maturity at the end of the construction phase.
Could you tell us more about the properties on the orange areas of the corridor that may be expropriated?	The maps showed some acquiring of property at Eastern Avenue for having access to the corridor. We are acquiring a parking lot on Dickens street for lay down, and there are other minor acquisitions for access requirements. There is some property permanently taken at the north side and some temporary taken at Gerrard street. We have already contacted the property owners to secure those places.
How will you soften the appearance of the noise walls from the parks? Does this meet the public realm list of items that the province gave Davenport, which was 70 million dollars for public realm and new parks?	The retaining walls will have parts for some foliage to grow. The noise walls could have different designs, such as being transparent and let light get through. We are working with Toronto Parks to do a park improvement program to rejuvenate the existing facilities. Moreover, through the T-walls and other techniques, we have managed to work in a way that does not impact these parks during construction. Moreover, there will be extra area in the parks in the long-term. In the short term, the parks will remain in operation with minimal impact on them during the construction phase.
Why is the corridor 30 meters wide? The Eglinton's project was not as wide.	Scarborough is a legacy project, so their design is more advanced than the Ontario Line. For this project, we had to accommodate some areas to safeguard for different optioneering. Also, the landscape at the study area is different. There is a dense road network and intersections. The transit corridor itself is 30 meters wide. Along the transit corridor we have bump outs at streets where we might have an impact due to utilities traffic.
The notice to be put on title does not have a start or end date. Could there be an impact on our property values during the time that Metrolinx are on title?	We do not anticipate any impact on value. The provisions in the act are not hinged on the notice itself. There are a lot of outliers that are at play when it comes to value. The notice you received is just an awareness piece that is letting you know that you are situated close to a transit project. The timeline does not appear in the notice because there is no ultimate certainty yet.
My house is 60 meters from the proposed corridor. If I sell my house for an X amount of money, can I tell the buyer that they will be compensated by Metrolinx for an additional amount?	The notice is not suggesting compensation because we will not need to acquire the property nor having an impact on it. It is just an awareness piece to let the buyer know that it is within proximity to a transit corridor line. If we were to act on the notice such as tear down a shed or a pool on your property, you will be compensated for it.

Comment	Answer
There was a mention of an assessment of the condition of homes prior to construction in case there was a vibration claim later. Would there be a baseline of evidence collected by Metrolinx?	Pre-construction surveys are a thorough assessment to determine what the zone of influence around those specific construction activities is. There will also be post-construction surveys to make sure that everything is just as when we started the work.
Is the notice on title going be until the end of construction?	The title notice would be in place until the entirety of construction is complete.
What is the cost of raising the rail bed for the above ground section south of Gerrard and the rebuilding of the six bridges? What is the independent cost of these items?	This costing exercise is going to be part of the release that we are going to share in the coming months. We looked at the five different alignments and we will be doing that comparison and pricing against the joint corridor work that we are currently undertaking.
How will the GO transit service be affected during the construction of the Ontario Line? I know you need to raise the rail pad and then construct one more rail.	We are slewing the tracks in the corridor to do our pieces of construction. When we do that, we will change elevations and eventually move the tracks back to their final configuration. We anticipate early works to start in summer 2022 and proceed for a couple of years. If we slide the tracks over to one side, we can then work on the other side relatively unimpeded, get finished that off and move the tracks back for finishing the other half. There is another option of going down to two tracks while accommodating the schedule.
I live at the intersection of Degrassi street and Bruce Mackey. I can hear the train right now. Steps away from me is the wall and according to the information you provide, the noise walls will come out four meters from there. Are risk safety and common sense considered by Metrolinx?	In that area, we are working on pushing back the foundations to minimize the impact. Right now, we are looking at a 2-meters impact which is a maximum in that place. Also, we are trying to figure out if we can cantilever that or provide some other mitigation that would reduce the impact's size.
Could you provide some clarification on the use of the main thoroughfares for access points? Could you please confirm that First Avenue will not be used as an access point for construction?	First Avenue will not be used for access. In that area it would be from Gerrard. The property at the end of First Avenue is part of the widening of the right-of-way that is required for the Gerrard station. At the end of the construction, the acquired property will be returned to the Gerrard street park increasing the size of it.

Alignment & Stations

Comment	Answer
Where will the tunnel start between Pape station and Gerrard station? Will homes be impacted?	We intend to launch tunnel boring machines from a property on the north side of Gerrard and will be tunneling from that point forward. We will also build in that property a portal to go from underground above ground to underground. We expect that if there are any properties to be impacted, it will be

Comment	Answer
	minimal. We will go underground through that area up towards Pape station and will provide more information on the next meeting. This part of the line is part of the North Civil segment that is not yet gone into the market for construction. We will start the process later this year.
Where have the pedestrian cycling references gone for the new lower Don bridge? It has been promised for years to be part of any new track build for accessing East Harbor. It was referenced by Metrolinx in the lower Don Bridge slide in the April open house meetings, and now is conspicuously missing from the description of what will be built in the early works report, as well as in the press release and info page about the bridge. Can you please explain how and what the pedestrian cycling access across the river will look like?	The width resulting from adding the multi-purpose bike path to the railway bridge became prohibitive. We are looking at building a separate multi-purpose bike path and a pedestrian bridge as part of the Ontario Line at East Harbor building. De-linking from the railway bridge to a separate multi-use trail bridge opened a lot more design options, which is positive for the project development.
There is a massive change on the corridor. The regrading of the entire corridor along with the five bridges. These will cause major impacts to construction, to timelines, and to cost. We want these tracks underground. This project is going to be more complicated than what you originally planned. What is the real timeline for your early works report? Are you going to detail all the changes on it?	The assessments for the early works report are currently underway and we are working to understand all the design implications and mitigation strategies. The report will be available for comment in the early fall of this year. In the straddle analysis that we did, there was a fine line between retaining the old bridges and their repair cost going forward versus building new bridges. At that time, the decision was to retain them. Now, it is a better option to replace the bridges with the proposed alignment which decreases ongoing maintenance costs.

Virtual Open House Summary

East Segment - September 23, 2021

Live Meeting II-East Segment

East Harbour, Leslieville/Riverside, Gerrard

Alignment & Stations

Comment	Answer
There was a viable route that had been identified for the Relief Line that would allow for tunnelling, as a result of some changes to plans, the cost comparison of the under vs above ground tunneling – would you do a side-by-side cost comparison for the underground vs. above ground plan?	We are aware of the desire for people to have underground alignment through this area, and the proposal that was put forth by the community was a hybrid version of the Relief Line South that still respected a good transfer at East Harbour station, then continued east underground to Booth Ave and then continued north. At that time, it mimicked the Relief Line South through the Carlaw Station up to Gerrard Station. When the initial business case was prepared, the comparison was between the Ontario Line and the Relief Line South and a "do nothing" proposal and it was found that Ontario Line performed better. But there were concerns (noise, vibration, etc.) related to above ground section – we've worked to mitigate those impacts. Noise is going to be reduced by up to half through some areas in the alignment. The GO widening was going to be coming through this area regardless and we are just piggy backing off some of that work and the Ontario Line allows for a full sound barrier through this area. From a noise vibration point of view, we have addressed that issue. For impacts to parks, as we presented in the deck, parks are getting larger and through the construction methodology we are going to stay out of the parks. Retaining walls will be within the Metrolinx property lines and the parks are going to increase by 2600 square metres. With respect to side by side, the Relief Line South and Ontario Line were compared. The slightly revised Ontario Line maintains the pricing structure. There are some easier things and more difficult things so it's a series of push and pulls but we wouldn't be pursuing this if it was more expensive or wasn't beneficial. The Ontario Line has simpler stations which is a positive outcome. With respect to the community proposal, there is a hybrid of the Relief Line South. We have done some high-level costing comparisons and we are expected upward of 870 million dollars more for this underground alignment. There is infrastructure that cannot be moved or interrupted when trying to go underground. For example, the cost of the Carlaw Station in the TTC place would cost 310 million dollars and Gerrard was 345 million dollars, so that 655 million dollars in extra station construction alone that makes up just part of that 870-million-dollar difference between lines. There are offsets for the

Comment	Answer
	above or at-grade stations at Queen and Gerrard and the offsets to those are just over 130 million dollars. You can see it adds up to 870 million dollars very quickly and the fact is that the current alignment that performed well, remains the Ontario Line deliverable that we are going forth with and through very good work by the design team we've been able to mitigate almost all the issues raised by the community.
As part of the GO expansion planning, it was announced that Carlaw and Gerrard would have a GO and Ontario Line station but now just Ontario Line stations? What happened to the GO station?	That is an offshoot of the Relief Line South work. On the Relief Line South, we have a station at Gerrard, but the ridership didn't seem to support two stations. We worked with the TTC and the City to not pursue a smart track station there anymore and that theme has continued. The subway station is going to get built here and it's a higher order service with frequent, often service up to 90-second headways in peak AM and PM periods.
Can you clarify the plans for bridges? What number of bridges should we expect and where?	In terms of new bridges there will be a new bridge over Eastern, Queen, Dundas, new bridge beside Logan to build the new OL station and a new bridge to the side of Gerrard. Those two bridges will not be totally rebuilt.

Graffiti Management

Comment	Answer
Can you please confirm that Metrolinx will be required to remove any and all graffiti from noise walls?	The materials we are selecting for retaining walls and noise walls are somewhat anti-graffiti. If it does occur, we will have language for removal in accordance with Metrolinx policy. We are also working with the city on an art-based project that is less prone to graffiti/tagging that could occur. There are a number of tools we are using to reduce this and if we create a beautiful structure in a beautiful neighbourhood, it is less prone to tagging but it may still occur. We have been working with City of Toronto on graffiti management strategies and we are codifying in such a way that we can share with you some of those strategies in the coming weeks or months. Graffiti management is a serious topic for us, and we have been doing a lot of testing on surfaces, removal strategies, and so on. Anti-graffiti materials (silicon or Teflon coatings) make it difficult for graffiti to stick. We have surface treatments for walls, which can deter people, we have vegetative screens. And as we sort through those different strategies and as we come out with the detailed design process, you'll see how those come out. Contact the community office in a month and see if there are more details.
Noise walls at Bloor St W and Lansdowne are covered in graffiti,	These were built in mid-2013 and we have learned a lot of lessons from that process. We have learned about where to

Comment	Answer
are they treated with anti-graffiti material?	put transparent panels so they won't get tagged or how to design noise barriers and retaining walls so they become a surface for public art, or we can easily remove graffiti. What we have done is we've put a pigmented colour (throughout network) so we can easily catch and cover graffiti quickly. There should be a robust suite of tools and vegetation screening has become a big part of our graffiti mitigation strategy because they actually work to deter graffiti. Raspberry bushes are nature's barbed wire. We have learned a lot of lessons and if you want more info, set up a short meeting or visit the office and we can go over things together.

Construction Impacts

Comment	Answer
What will Metrolinx do to release homes from requirement to have construction zone on their title? Slide 11, says "most locations", which locations won't be a reduction in noise? Which locations will see an increase in sound?	We are approaching the title issues and we are evaluating the impacts of our construction and as we get closer to having our proponents on board and refining those takes, we're seeing what we can do to release some of those titles. We've made that commitment to you and the community to continue to minimize the impact to the neighbourhood and the titles. The noise mitigation is effective to reduce levels of noise below existing levels at the majority of locations. We assessed a lot of receptors. We did see at 5 locations across the joint corridor, and these are at the higher levels of high-rise buildings where we see some minor residual impacts, not significant impacts, but there are residual impacts due to noise walls not extending up the buildings. We are committed to implementing noise walls and now we are looking at other tools we have to explore further mitigation at these locations. These locations are outlined in the N&V report : 3 high rises at Carlaw and Dundas, one on Logan and one at Pape. All information supporting that is available in the N&V report. We are now looking at additional noise mitigation at high rise buildings.
What are the impacts to the storage facility on Lewis Street (off Eastern Ave)?	We do have plans for the storage facility and in order to make way for the Ontario Line. On the south end, the sound wall treatments are similar to the north end and model has been completed to demonstrate the workings of those walls and their reduction of sound. What ends up happening on the storage site is yet to be determined. We need to see how much of that land is being utilized by the Ontario Line then we will evaluate and report back to the community about this.
Salter street (east side), which is one of the four access points - what	Salter Street is not an access point, it's from Eastern Ave.

Comment	Answer
should we expect in terms of construction vehicles on the street (type, duration, frequency, etc.)?	
Does the construction of the Ontario Line in the east overlap with the Lakeshore Gardiner Port land's revamp? If so, have you accounted for local traffic disruptions because of that project?	We are very well coordinated with the city and the work that will take place in that area. Our traffic modelling is still underway in regards to managing the lane reductions that could occur as a result of the work at the bridges in particular. Our traffic modelling, when looking at construction and lane closures, it takes into account all the works that are known to CoT and are on schedule in this area since it influences traffic as well. We go look quite widely around. Lower Don working group which City of Toronto, Metrolinx, Toronto and Region Conservation Authority, and Waterfront Toronto are all part of, which is where they all coordinate their activities for this area including Eastern Ave, Lakeshore Port lands, and the areas north and south of Union station rail corridor east.
Property taking requirements - is there a preliminary list? Is there a reason you can't provide that list?	Dialogue has started with some affected property owners, and we did share a role plan that you can easily see where properties are affected. But through this area, the joint corridor, where GO transit and the Ontario Line will run together, we have started property procurement and we will be contacting all the affected property owners. Just because you have a notice on your title does not mean there is a problem. What that means is that we have rights and privileges in the event that we need to do something as far away as 50m away from the alignment (mostly to do with traffic congestion issues). We are looking to refine that list. When we get our Project Co on board, we will have a better idea and will work closely with them to reduce the effect on title.
Regarding construction period. What percentage will take place overnight? Near Logan and Dundas.	Construction Mx is subject to very strict noise and vibration standards when carrying out operations. We try to conduct our work during the day (7am-7pm) but there are situations where we need to work overnight (ex. Hoist bridge beams into place, slow tracks, etc.) but the idea is to keep these to a minimum. Noise standards to take into account day vs nighttime hours and they are stricter at night. We require contractors to adhere to more stringent noise and vibration in the night. If night work is required, we will be conducting ongoing monitoring and will notify the neighbourhood of any work going on throughout the night. When we are in construction there are complaint lines that you can use to express concern over noise or vibration issues. We engage with the community if we are doing something noisy that is unavoidable, but you can get in touch with us 24-

Comment	Answer
	hours a day with any concerns you have regarding construction.

Train Design & Technology

Comment	Answer
What are the sizes of the trains?	They are up to 100m long trains. They are on standard gauge rails. The Rolling Stock, Systems, Operations and Maintenance proponents are going to be determining whether they run 3,4,5 car trains depending on the vehicles they will be buying. We have predicated maximum 100m trains but we will be able to provide definitive answers at a later time.

Noise & Vibration Impacts

Comment	Answer
I encourage people to look at the Early Works report before the townhall on October 5 and come with questions and issues. Issues resolution process. Does this environmental assessment process allow for less consultation? If we are going to pick noise walls, we need to understand where they are, how high they are, but also, they are sitting on top of retaining walls. Is the total height 20 ft, 30ft, etc.? regardless of vegetations in front, how do they observe sound? What is the best material? What are the noise wall heights? What are the noise wall materials being used? When will we see an elevation of the corridor?	We encourage and agree that the community should review the Early Works report and please provide input because we need feedback from the community. For example, clear noise walls, in our opinion, provides sunlight to beam through, but if the community doesn't think it's appropriate we want to know that. The new environmental assessment process we are in has additional requirement for consultation that the original environment assessment did not have under the transit project assessment. It is still as stringent and has requirements. With respect to height, noise walls are likely to be between 5 and 7m. We encourage you to go to the sound demo to get a live demo in what that might sound like. Just to reiterate, the environment assessment process is robust under this regulation we zoom in on this part of the corridor and focus specifically on the construction. In terms of noise wall heights, the minimum is 5m and can go up to 7m. We modelled reflective and transparent noise walls which have been proven to reduce noise levels to the target levels and does provide mitigation in the day and night with added benefits beyond what is currently there now. The noise demo is something worth checking out and you can actually see what the noise walls on top of retaining walls will be and how minimally impactive the transparent walls will be. But once again, it is important to hear that the community does not agree with the transparent walls then we want to hear that feedback.

Comment	Answer
	If there are questions about the environmental assessment, please call us. We would be happy to show you how to comment and we can walk through the process with you.
Can you tell me about the max height for retaining wall and sound barrier?	In terms of the actual height, we can't give exact height since it's still under detailed design. That's with the engineers at this time. If you want, share your coordinates with us or email so when we do get things finalized, we can share information with you. It's likely to be a 5m noise wall in your area but we can confirm with you later if you provide your email.
Parks being wider with high retaining wall for track bed and higher fencing for noise, which means more green space, but also the backdrop of concrete and fencing. You talk about softening the wall with vegetation and tree planting but most of the year there is no greenery, so how will you soften the look form the parks?	When talking about vegetative screening work, landscaped embankments, terrasse embankments, it's important that we do not reduce the amount of usable amenity space in the parks adjacent to the rail corridor. So, that extra land gives us space to create vegetative screening in 3D that can help reduce the impact of the retaining wall especially and also allows the parks to function as they are today. If you go into the questionnaire, you can see about integrated seating that can enhance the amenity for the park (giving places for people to sit and look back at the playing fields). But this space allows us to build terraces or vegetative embankments that will reduce the look of concrete. We do live in Toronto, so certainly a long enough winter, but that's another question we are coming to about planting and we want to have feedback on that. We are looking at 4-season plantings and we want to make sure that whatever landscaped designs we put forward will look good in all seasons. Plantings that provide different colours through the seasons, and so on. The concepts are introduced in the questionnaire and as we move forward, we aim to have community conservations about landscapes that bring some benefits beyond just aesthetics (i.e., pollinator gardens, etc.). We also have a very robust dialogue with Toronto Parks and Forestry about the parks and about the investments we can make in those parks. So, we will be reaching out to the community about what we can do with that extra space in these parks and rejuvenate some things as well.
When you talk about noise decreasing by 50% that's per train? Or have you studied the cumulative effects for the trains?	We've done both, but the 50% is an average in the daytime and nighttime throughout the line. In both daytime and nighttime, we are seeing noise reduction. There may be higher volume of trains but as the trains go by, they will be quieter and will result in a net decrease in noise level throughout the corridor.
On De Grassi Street there is a difference when one train goes by at a time vs. 4 trains going at the same	The noise walls we are planning to build will significantly improv the noise profile, specifically along De Grassi, our noise lab has a site and we would encourage you to go visit.

Comment	Answer
time. This means there will be a big difference Regarding your sound lab, is it one train or more than one?	The way we look at it in our assessment is that we model all the cumulative impacts of each train passing by. So, the noise walls will be effective in reducing all the noise created by all trains and will result in a net decrease in sound level. The sound lab shows one train but, in actuality, all the trains going by will have a decreased sound level including at De Grassi. We also consider the frequency of trains. We look at the combined impacts of the future OL full service and GO Lakeshore East full service, in some cases decades in the future. In these environmental assessments we are looking at the maximum worst-case scenario so we can mitigate as much as possible. We do have our October 5 virtual open house and if you have more questions after reviewing the material feel free to ask us or reach out.
Before October 5, are we going to see a number that is street-level to top of whatever you're building? (i.e., street level to top of retaining wall and noise wall). It seems as though all the opinions we've given has fallen on deaf ears.	Last time we met we discusses raising the bridges to allow for a more appropriate clearance in the corridor. That entailed raising the corridor by .65 to 1m at different points across the alignment. That would be the embankment increase that we communicated last open house and we've discussed that on top of that retaining wall we will be building a 5-7m noise barrier. Right now, we are finalizing that. Our thoughts were that it was going to be a transparent noise barrier but that may change based on community feedback. But we encourage you to communicate with us on how to make the outcome of what we build through this neighbourhood better.
Will the sound barrier continue over the bridges, or will there be gaps?	We are looking at the technical feasibility of the noise barriers along the bridges. We will provide confirmation at a later date, but we can confirm whichever option that we do land on, we will be able to confirm noise level reductions (like we discussed today). These will be outlined in detail in our N&V report.
Noise reduction – what is the actual decibel reduction that we can expect? Where can I find this information if it is something you have modelled? Have you done the measurement with 1 train, 2 trains, 3 trains, etc. and how much does it actually reduce it?	That's what out Noise and Vibration report outlines. It looks are the full-service scenario and investigates the future at the maximum number trains projected to by 2060 (or something like that). Appendix C of the Early Works report outlines in detail the decibel reduction at each sensitive receptor location, not just overall overage but the passby as well. It shows all that information. We don't go into detail about that in this presentation because there are various locations.
Have they done measurements with the current trains with the current walls then done it somewhere else like Lansdowne/Bloor to see what the difference is?	We haven't looked at a different location because a lot of the effectiveness of the wall takes into consideration the vertical alignments, the line of sight to the sensitive receptors, so you need to model and do the assessments on the corridor. Our noise engineers built a 3D model of the corridor to accurately

Comment	Answer
	assess this so we do take current levels and future levels and see the difference the noise wall can provide.
For October 5 meeting, can you focus on noise, sound and number of trains. Are we going from 170 to 1500 pass-byes? Can you clarify the noise and vibration number per day? The transparent noise walls - we've had a berm and wood wall built. I think it's a great idea to have sunlight come through these walls and see the trees and everything, but we will very much be opposed to that on First and Logan. The noise walls being 5m then on top of retaining walls. What is the total height? Underground option – can we see the numbers vs. the original OL corridor? There is an opportunity to mitigate the 800M dollar difference that you talked about by selling off properties to TOC developers. Having the underground up Eastern and Carlaw would take away all these related to the 6 tracks.	Regarding the transparent noise walls, this is why we encourage you to participate in the questionnaire because that feedback is useful for us as we move into detailed design. The aggregate height of the noise walls and retaining walls – there are grade changes so there won't be a single height. As stated earlier, you can look at the corridor today and add 5-7m on top. Keep in mind when we talk about height of retaining walls, we are trying to mitigate the perceived height. There are municipal standards that require enough space above the roadway but that's why we talk about embankments and vegetation strategies. Keep this in mind when thinking about the dimensions. The experience of the space is important, and these vegetative strategies will help reduce the perceived heights and can provide a better experience. We hope to hear more from you on the questionnaire and feel free to reach out to us. We can book an appointment. We've been trying to discuss with private property owners how they can address these issues in their own backyard. Yes, they need to be non-invasive, local species but also plantings that you can plant close to rail corridors and be confident that they can mature without causing issue with our infrastructure. We understand we are putting new infrastructure in an established community, but we want it to be a successful experience. We will clarify with you before the October 5th meeting regarding your concerns you have brought forward. All the noise and vibration information you're looking for is available in the noise and vibration report. We did model for the real situation and it's closer to 900 than 1500 pass-byes as you said but I do advise you to look over the report and if there are any clarifications needed, we will happily discuss on October 5. We are working up a rendering for this area so you can visualize this from two vantage points. We will make some assumptions about noise and retaining walls but we will get that ready so you can visualize.

Community Engagement

Comment	Answer
Who is the new Metrolinx contact that we can reach out to?	We will be sure that our property team is in touch with you regarding the appropriate contact information.

Environment & Community Impacts

Comment	Answer
When looking at the plans, the timeline for vegetation removal is to be determined, not saying whether its dependent on the Environmental Impact Assessment Report (EIAR). Is the plan to wait until the EIAR or is it independent of the EIAR?	The Early Works report is the environmental assessment for this area, and it looks at tree removal. We do know that some removals slated for the GO expansion have already been approved under the GO expansion. We know we need to remove additional trees ahead of summer 2022 and we have a bird breeding window to compete with there. So, it's likely to go ahead there once the Early Works report is approved. The exact timeline and schedule are still being finalized and when it comes to the winter seasons there are other things to consider so we're hoping to have a schedule finalized coming shortly.
Are there any employees, specifically those involved in planning/design, that live in the Leslieville and Riverdale area? So they can understand the impacts that this will cause residents.	There are a number of things that go into planning, for example business cases where we evaluate different solutions to transit problems we are trying to solve. Our planners live all across the GTHA and their ability to understand the uniqueness of all different scenarios. So, I would say yes, we are sensitive and understand go the projects we are planning and we take that into consideration in our decision making process.

Virtual Open House Summary

East Segment - October 5, 2021

Live Meeting III-East Segment

Lakeshore East, Joint Corridor

Alignment Feasibility & Costs

Comment	Answer
What is the cost comparison of the current OL corridor and the underground alignment (Munroe option)? What alternatives and concessions can the community provide to reduce the cost difference to allow the underground alignment to proceed?	We understand the concern that the community has for using the GO Corridor for the Ontario Line alignment. The Lakeshore East GO expansion was going through this corridor regardless of Ontario Line. This provided the opportunity to piggy-back and work this other project to move through this area. It was advantageous that there was already going to be construction and now with the Joint Corridor, there will be continuous noise walls which is an improvement that would not have been completed with just the GO expansion. During initial business case, we compared Relief Line South versus Ontario Line and the Ontario Line performed much better in a business point of view. But it was up to us to come up with solutions for the inherent problems associated with above grade alignments. Noise, park disruption, tree removal, were all issues but as you can see noise will be quieter. We have put together means and methods to access corridor with disrupting parks. We also have ways to provide an attractive build and that is part of the public consultation effort going forward (see website). We also made the parks bigger through Ontario Line project. These are things that are supportive of the Ontario Line. The reality of an unground alignment is that they are more expensive. The hybrid alignment that goes to East Harbour station then goes underground – it is not without challenges. It looks like Ontario Line, Carlaw Station and Gerrard station would both cost upward of 6 million dollars in construction (TTC pricing). The alignment is 300m longer. You still have to deal with large utilities down Booth Ave (i.e., Enbridge) that cannot be affected and must be avoided. Carlaw and Leslieville stations are key stations for us (interchange stations) and it's vital to have a good interchange with those stations. We cannot get rid of these stations. Mid-town interceptor sewer would be a major problem for the Relief Line South. Overall, the net cost difference is roughly 870 million dollars, of which over 600 million dollars is simply due to Carlaw and Leslieville Stations. All these things considered, Ontario Line with mitigation is a more attractive project and we believe it's the right solution for Toronto, the community, and transit. The access to stations is better with Ontario Line, making transfer times less.

Comment	Answer
	The cut and cover down Pape is disruptive and leads to longer construction time. The high-water tables through these areas it's not easy construction and the narrow right of way does not provide easy construction. We understand the concerns of the community and we are working diligently to address each concern the community has. We will implement programs to deal with them as well.
Can you provide a detailed analysis of the underground alignment option? Is the initial business case available?	This is the initial business case (the IBC) is the analysis. We did design that alignment and we used information from the Relief Line South to price the stations running where the alignments were similar. That work is complete. Our path forward is with the current alignment (Ontario Line). The extra costs would be disadvantageous in terms of the business case for the underground alignment option. We do initial business case, preliminary business case then final business case. We want to see the best business case, the best travel times, customer experience, and we want to address the community issues. We understand there are issues being brought forward from the community and City of Toronto and we are addressing them. Yes, Relief Line South compared to Ontario Line business case and the preliminary design business case is also available. Completed in 2019. Report can be obtained through the contact form.
Queen, Gerrard and Carlaw Relief Line stations estimated at 300M each. Pape/Danforth station underground Ontario Line is estimated at 220 million dollars. Is it possible that with different design features, the Ontario Line stations underground at Queen, Gerrard and Carlaw could be closer to this price, or the 200 million dollar estimates for King/Bathurst?	The Gerrard station, in order to get below the mid-town interceptor sewer, is the deepest station in the alignment and would be a very difficult station to build. Carlaw is difficult due to available space. The pricing used TTC rates, and we compared it to the work we had undertaken for the OL. It is quite apparent and obvious that going underground is expensive and complicated, which can be seen in the initial business case. There are some design changes possible, but it would not accommodate for the difference.
OL project is projected to cost over 10 billion dollars. Despite all the justifications for not completing an underground alignment, how can we be sure it is the right project for our community?	It's much more than just dollars, the Ontario Line from end to end is depressed at-grade, it runs underground through the deep core of the city then it comes out at the Don Yard to an above-ground alignment for a good exchange at East Harbour with the GO transit network. We have multiple typologies for these. What is new is that we have better technologies – new quieter, fully automated trains, platform edge doors so noise inside the station remains inside the station, we removed human error from the acceleration and deceleration processes, there's a multitude of good transit access from

Comment	Answer
	above or at-grade stations, allows for sunlight to stream in during your ride. Those things that challenge us, we are mitigating. We are building more stations for a small amount more than what the Relief Line South would have cost. This is providing transit access to areas like Thorncliffe Park and Flemingdon Park and the underserved Liberty Village. So, it's not just the money, it's about providing transit access to more people in roughly the same time and with a little bit more money. This is a really encouraging outcome for this project and for Toronto.

Construction Impacts

Comment	Answer
There is work expected at the Gardiner, the Gardiner take down at Carlaw ramp, which will collide with Ontario Line work. How will you deal with this issue?	City has a Lower Don coordination group, which includes Metrolinx, and the Ontario Line are part of it. This allows us to coordinate the multitude of projects going on in this area. It is a complicated, challenging place but we are conducting traffic modelling so that there will not be a gridlock from all the works in the area.
The Metrolinx property line is in the corridor but there is a 30m Zone of Influence on either side that allows Metrolinx to do as they wish within that buffer. The community needs to know more about that. Can you tell us more about the zone of influence?	The zone of influence is an area that has been identified as an area that may be required for access. All those notices on title will be removed at the end of the construction period. We are also looking at reviewing that once we get our Project Co on board to reduce that. It's expected that we will not be executing those rights.

Noise & Vibration Impacts

Comment	Answer
Peak levels versus average noise levels – can you explain the difference between peak and average noise levels? Have we accounted for diesel trains with one or two locomotives, 12 or 6 cars?	This is the MOE/GO and MOE/TTC criteria for transit assessments. They require the Leq 16 hour (daytime) and Leq 8 hour (nighttime), which can be considered the sound energy average in those time periods. You are accounting for fluctuation, how loud the train passbys are, and how many during that time period. These Leq averages are a way to assess a lot of components (amplitude and frequency). The Lpeak is just the highest noise level at any given moment. This does not have any assessment criteria, we work to the Leq16 and Leq8 and for Ontario Line trains for the Lpassby metric. The Lpassby metric is the sound energy at the passby time which would be the closest thing to Lpeak but it extends for

Comment	Answer
	the entire passby time. We consider a lot of aspects for noise, not just the peak. Leq is the equivalent continuous sound level over a period. Yes, we have accounted for it in appendix C. The labels are D2 L12, and D1 L6 is you're looking for those.
How would the public get an idea for these (peak versus average noise levels)?	For Lpeak, maybe listen to the sound demo videos at those locations and listen for the loudest moments and then compare with barrier and without barrier.
The document we have talks about noise and vibration protocols but not minimum standards (ex. Reaching voicemail or getting in touch with an individual who can relay the message immediately and make a change). How are you going to set those minimum standards/protocols? Are we going to be able to see the noise and vibration monitoring readings on a weekly or monthly basis? Will there be penalties for companies that violate noise and vibration requirements?	We have a 24-hour call centre in place that will immediately be answered and dealt with. We do monitor diligently and there are standards that we have to meet, and the contractors are held to these levels. We do the monitoring to make sure they are compliant, and we also offer the opportunity to ask us to intervene if there is a perceived or actual change in levels. We are committed to holding constructors to stringent standards for noise and vibration. Before work can begin, we require a very detailed noise and vibration management plan be submitted to Metrolinx, so no work can advance until Metrolinx is satisfied that the standards we have implemented can be achieved with this management plan. We also require a detailed plan of where they will be completing monitoring and we ensure they are as close to the sensitive receptors we have identified along the corridor. We can then look to see how we can provide updates to the public. We ask for the monitoring in real-time so that we can address things immediately. We have alert-levels below those standards so that we are notified even when things are starting to approach the limits we have set. For vibration, there are City of Toronto bylaws that we comply with for all of our construction activities.
Why is Metrolinx not meeting the standard noise and vibration limits of 55 dB during the day and 50 dB during the night?	The standards allow for the higher of 55 dB during the day and 50 dB at night or the current exist levels. Using the existing levels is a common practice in all guidelines, including cities that have higher noise levels in general. We've gone beyond the protocol to try to reduce levels below the existing levels. With our Ontario Line environmental assessment process, as well as with the transit project assessment process, we start our assessment from a preferred project. The alternatives assessment has already occurred before the environmental assessment and the preferred project is carried forward for the environmental assessment process. We do a vibration assessment to determine the exact location that mitigation is required to meet our standards. We provide these mitigation option that are suitable in the report and these will be refined as we move forward with detailed design.

Comment	Answer
Joint Works construction noise – you list out mitigation measures, but these are mostly best industry practices, so could you please provide some actual mitigation measures? If noise is too loud, will you stop the work?	We like to be exhaustive in our list as these are carried over into our construction contracts. Some are best practices, but some are above and beyond best practice. Some successful construction noise mitigation including increasing heights of boarding and density; portal noise screens; enclosures for louder equipment; coordinating louder work at the appropriate times; real time noise and vibration monitoring is a good mitigation measure since it allows us to stay on top of the noise and vibrations levels and allows us to check if our mitigation is working and if not, we can take corrective action right away. We also work closely with contractors so we know what type of work they are undergoing and if there will be higher levels, we will deal with it right away to mitigate these levels. We require a very strict noise and vibration control plan that is reviewed, and contractors cannot move forward unless it is approved. We also address selection of equipment – newer equipment is quieter (4th generation equipment), which is required. We also set alert and alarm levels for our monitoring, and as we approach these levels, we address the issue with our contractors and if they go beyond the limits, we stop the work and address the issue before beginning again.
Maximizing distance between equipment and sensitive receivers. Where will these be placed?	Sensitive receivers are addresses, so what we want to do if those areas that have sensitivity to noise are dealt with very specifically with a solid management plan.
Long-term livability of our community – permanent state of tinnitus. We will have bigger parks, constant noise levels that will impact the livability of our community. How has that been factored into the business case for having a line above ground?	It is factored into the Leq 8-hour and Leq 16-hour. These metrics take into account every passby (see appendix C of Early Works report). Yes, there will be more passbys but with the noise barriers in place we expect it to be significantly quieter. Average noise level should meet existing levels or lower. We understand the concern about noise in the community and we have a typical criterion that we follow by the Ministry of Environment, and we have endeavored to go beyond this criterion. Not just propose mitigation but to provide seamless noise wall along the corridor to significantly reduce noise levels. We do look at all sorts of strategic benefits associated with various alignments, and we compare them with the idea in mind that we are able to mitigate effects – such as that with noise. The mitigation for noise has provided results but we will keep working to further reduce impacts and work with the community.
East bound trains are much noisier than those going downhill – does your noise model distinguish	Noise models consider train speeds, which allows you to distinguish direction (accelerating or slowing down). As far as immersive sound demos, we have heard feedback about implementing multiple passbys at the same time. The nature

Comment	Answer
between trains travelling per direction? What about breakthrough trains? What about simultaneous trains?	of these sound demos was to show difference in noise characteristics of Ontario Line project trains versus GO trains and to show the difference between with or without sound walls but we could definitely think about implementing those in the future.
Clear walls are not acceptable for those that have properties that back onto the tracks. It's 5m for the noise wall, but the retaining wall can vary along the wall. In the future can you provide more information on the materials and height of the noise walls?	At our last meeting we committed to look at the noise wall materials, that's what the outreach on the website is about. We continue to gather comments on this and respond. We will meet with your community directly as well to mitigate these concerns.
City Council passed a motion for Metrolinx to send wall design specifications through to the city design review panel and public realm people to review that.	We've been working closely with the City, through the transit expansion office, the engagement with the city is robust and deep and these walls have been discussed with Parks and Forestry and all departments to ensure what we are putting forward as preliminary concepts is robust and well-understood so we can get the most input possible to make the outcome of these walls and builds of these walls as attractive as possible and fit into the context of the parks.

Community Engagement & Consultation

Comment	Answer
Can this 30-day consultation period be extended?	There is a regulated process that we follow, which includes a 30-day review period for environmental assessment consultation. This goes beyond Ontario Line regulation, that's part of the transit line assessment process. It's not unusual but I do understand that the material is dense. We're tried to make it as digestible as possible; we've provides slide decks on the website for summaries, etc. We need to close out the 30-day period so we can take this feedback and consider the concerns, questions, etc. raised during that time. After 65-days, we are required to provide a final Early Works report then this triggers the timeline for Minister of Environment review.
In section 8.2.2.1 – Summary of public feedback – the report lists the opposition to above-grade alignment as "by several individuals". Do you think that's an appropriate assessment of the depth of concern?	We have done our best to capture the feedback we've heard in our consultation section of our Early Works report. However, if it something that we feel we should be reframing or elaborating on, we can do our best to better reflect what we've heard here today and summarize it. We do need to be concise in this document, however.

Comment	Answer
When will you call the station by its proper name – Riverside – instead of Leslieville?	The name that was given to the station is a working name. We often refer to it as the "station serving the Leslieville and Riverside community" since you pointed this out. Naming the stations will be rolled out. Community, TTC, and City input will be gathered. The name is simply a working name.

Environment & Community Impacts

Comment	Answer
Tree removals – why is the tree removal plan not part of Early Works report? How does the community have input on the tree removals?	Early Works report provides the project footprint which includes the corridor itself. As a conservative estimate, we assume we have to remove most of the trees within the corridor. Most trees were already being removed for the GO expansion project. These removals have already been completed and will continue this fall and we will provide detailed schedules of this later on. Ontario Line corridor tree removals will occur following the environmental assessment report. We are working through an arborist report now. We will stay within the project footprint, and we are just finalizing this now, we are making sure we're challenging ourselves to protect every tree possible. We expect the arborist report will be available late this fall or early 2022. We will share that report and provide opportunity for comment. We will receive all necessary permits and approvals. In terms of compensation, we're following the Metrolinx Vegetation Guidelines and all applicable City of Toronto guidelines and were possible we will prioritize plantings in your community. There is a 30-day comment period, and we encourage you to provide feedback. We will use this to update our final Early Works report. The environmental assessment consultation period is 30 days, but our consultation period does not end at 30 days, we will continue to provide continuous consultation.
Federal funding conditions require that Metrolinx must hold a substantial environmental review and assessment process – including analysis of impacts on environment and description of mitigation measures. Missing from this report – tree removal plan and arborist report. Missing – vibration mitigation plan. Missing – detailed construction timeline for the entire Joint Corridor with East Harbour area including Logan Ave bridge and Pape and Gerrard areas up to 2030.	We look at the environmental assessment as early as possible so we start with preliminary design concept. Detailed design work is still advancing here and in some cases, we don't supply all the reports since they reply so heavily on detailed design. What this report provides is a binding commitment to continue to do this work and provide this additional information in detail. Tree removal and arborist reports are being covered out now and will be shared very shortly (end of 2021 or early 2022). Removals occurring right now are part of the GO expansion program and was always planned to occur but that is not part of the Ontario Line project. We require, during detailed design and before construction, contractors to provide updated species at risk surveys as close to time of construction as possible. Previous species at risk surveys are

Comment	Answer
Missing – Species at Risk. Missing – any mention of rail safety plans. Missing – column that compares current project noise and vibration levels and post-project operations to underground alternative.	used in preliminary processes to provide insight. We have advanced species at risk permit, so we are aware of the detailed mitigation if we did encounter any species at risk. Federal government did audit the Ontario Line project, and they came back that our assessment requirements were sound, our consultation process/commitments were sound and felt there was no further need for them to be involved in the project. We are engaged at the federal level and are providing advice as it advances.

Virtual Open House Summary

North Segment - April 15, 2021

Live Meeting I – North Segment Thorncliffe Park, Flemingdon Park, and Science Centre

Engagement Process

Comment	Answer
Why is the open house not publicized with flyers in different languages? English is not the first language of some neighborhoods that will be impacted.	We issued flyers and notices in English and put them in condominiums, residences, and bus stops through the neighborhood. Our intend going forward is to issue notes in the five languages that are primarily used in the area.
It is very insensitive to do this consultation during Ramadan just before Iftar. This is going to have a huge impact on the mosque in a majority Muslim community.	We did have some discussions with the mosque leadership. We explained our ambition to get the message out and promised to come out again after Ramadan. This is just the first of several engagements we are going to have. Today we engaged over 500 people to this meeting, and it will finish before sunset.
This format is not conducive to genuine and transparent community consultation. Will members and the local councillor be allowed to speak in the future?	This is the first step of a lot of consultations that will happen going forward. This just allows us to get information out to as many people as possible.
Twitter has a 280-character limit. Why are you enforcing a 160 limit for a demographic where the majority do not have English as a first language?	This format certainly has its limitations. We are looking forward to having smaller video meetings and in-person meetings with more people in the future. These will have interpreters present to facilitate communication. In this meeting we wanted to answer your questions after the announcement made last week. Also, we want to engage the political civic and business leaders in the community to establish some discussion groups.

Environment & Community Impacts

Comment	Answer
Is it true that there will be an impact on the Iqbal Foods and the Darcela mosque? Is this going to affect the mosque's new and old locations?	We are aware of the impacts to the businesses in the area. We are working with all business owners in to relocate them within the community. Also, we are in discussions with the Islamic Society of Toronto who may move the current mosque to a different location. Additionally, some small business will be impacted by a property we will be acquiring for the maintenance facility.

Comment	Answer
What are the impacts to businesses and places of worship with the change in track location to the northeast of Overlea Boulevard? How much land will be taken from them?	We are taking the properties that are highlighted in the map. The community will progress through our Transit Oriented Community Program. With transit coming into this neighborhood, your ability to get home and visit friends is going to be improved because of this investment.
What will the noise pollution levels be if the line is built above ground and is passing through dense residential areas as well as multiple schools?	We are committed to mitigating both construction and operational noise as per provincial guidelines. We have undertaken noise monitoring in the area to understand the current noise levels. The results are available in the Environmental Conditions Report that can be found on our webpage. In this case, the electric driverless trains will make less noise when approaching a station. Moreover, we will put the train track on rubber dampers to make it significantly quieter.
Which specific sidewalks and roads will need to temporarily and permanently be demolished to make way for the above ground section?	We do not anticipate having any major changes to the road or sidewalk network. The sidewalks and roads as you see them will be preserved. There is a small widening to Overlea Boulevard that is anticipated on the north side. Certainly, there will be temporarily sidewalk closures as construction progresses but in all these cases, we will put mitigations in place.
Overlea Boulevard gives Thorncliffe Park the dignity and openness that University Avenue gives Downtown. How will you avoid destroying this essential feature?	There are opportunities for us during construction to improve the community and landscape along the alignment. We are excited to engage with the community and the City of Toronto on what they would like to see in there. The design of the guideway is an opportunity for enhanced public space and pedestrian and bicycle movement in the area.
What is your plan for the Don Valley's green space and additional damages caused by putting the Ontario Line so close to and intake area for the Don river?	We recognize both the ecological and the recreational importance of the Don Valley. We have been undertaking studies to understand local conditions since 2019. Our plan is to avoid any water work, so we are clear spanning over the rivers and the tributaries. We are limiting vegetation removals but if we need to remove a tree, we will be planting three trees instead.
I am very concerned about the impacts to the Thorncliffe Park neighborhood and stand in full support of the community. Will this decision be reconsidered?	This public engagement is meant to hear the community. We would like you to provide us with some constructive ideas. Please share your comments with us and we will take notes and feed them into our decision-making process.
What compensation is being given to the businesses being destroyed in our community? What price is put on our livelihood, hard work, and commitment?	We will be there for businesses and we are working on providing support packages. We have met with business owners and consider everyone's unique circumstances. In this case, we can find ways to help all the businesses to relocate

Comment	Answer
	within the community. Also, we will provide relocation support including brokerage, ensuring that they are heard.
How can a project like this be put into one of the largest communities in Canada? Would the procedure be the same if the community was not of minorities?	The makeup of the community is irrelevant to our decisions. This is one of the largest communities in Toronto and that is why we are bringing higher order transit there. We are going to make this community better and stronger. Moreover, when you look at relocation this is an opportunity to find the perfect location for your business.
Will the above ground section prevent bike lanes from being put on Don Mills road or the Overlea road bridge to connect the isolated and useless bike paths we have now?	It does not in any way preclude it. Instead it provides opportunity. This building and investing in transit are unlocking opportunities to improve. We want to work closely with you through one-on-one engagements.

Alignment & Stations

Comment	Answer
Why can't the whole line be underground? Shouldn't the Ontario Line attempt to meet within the Crosstown Line in a convenient manner for passengers?	With our experts, we looked at different options of the alignment of the Ontario Line. The topography of this area with deep valleys on either side of Thorncliffe Park makes construction challenging. Moreover, deep stations are a disincentive for the users and their construction would impact the community due to truck traffic and the logistics required. Thus, the elevated option would improve the passengers experience with the opportunity for them to reach the station vertically in a short period of time.

Virtual Open House Summary

North Segment - April 19, 2021

Live Meeting II – North Segment
Pape, Cosburn, Don Valley Crossing

Budget, Costs & Timelines

Comment	Answer
What would the cost for the Ontario Line be if the entire line was tunneled underground, compared with what the current projection is?	We have done some cost comparisons and it is not just cost that is affected by undergrounding the line. Some of our stations are very deep in comparison to the ease and convenience of getting to an above grade station. Undergrounding has longer transfer times from the street down to platform level. Having 60- to 70-meter-deep stations will significantly decrease the benefits. It is not just about money; it is also about the quality of the transfer and the community experience. Undergrounding the line would cost around two billion dollars.

Environment & Community Impacts

Comment	Answer
What specific sound and vibration minimization mechanisms will be used along the line, and where will they be used?	We are installing vibration dampeners underneath the rails so that noise is not transmitted to the ground. Also, fully automated trains eliminate human error when braking. We are also installing sound walls in some locations and their evaluation will be part of the Environmental Assessment Report. Additionally, the constructors will schedule the noisier work at times of the day that make more sense and will continuously monitor noise and vibration. This will provide us with real-time updates about noise levels allowing us to adapt and minimize the impacts. Also, a hotline and community offices will be in place for anybody in the community to communicate untoward noise.
The current plan has the train going directly under my home. How will that affect my property in terms of construction noise and vibration? Also, what legal recourse is offered if damage to foundations or excessive noise is an issue?	Usually, a tunnel boring machine takes about a day and a half to three days for it to pass through a spot. Thus, the tunneling operation is very limited. Our contractors manage and operate those machines in a way to tray and mitigate any vibrations. Moreover, before construction, we do a survey to note cracked plaster or foundations. If after the work there is some damage, we will come back through our contracts and execute the necessary repairs.
What will the hours of construction be for the bridge and portal at Minton?	Our normal hours of construction are from 7AM to 7PM. If there is any work on weekends or outside of regular hours, we would reach out to the community well in advance. Also, we

Comment	Answer
	will take all the appropriate precautions for them to be affected as little as possible during the construction phase.
If the four houses on the northeast corner of Minton and Hopedale are to be expropriated, what will the configuration of that area be once it is completed?	We are considering any type of streetscaping and landscaping plans around buildings. We are willing to work with the community to explore any other uses for this space. Just to clarify, expropriation is always our last resort when it comes to acquiring properties.
Will Pape be closed during construction and what impact will it have on the side streets? Will it impact things like street parking or the street direction?	We are doing our big station construction out of the alignment at Cosburn and going to be west side of Pape Avenue. Through the intersection of Danforth and Pape station, we are going to be on the east side of Pape Avenue. During construction, we will minimize impacts to the street and transit network.
How do you minimize the construction disruption of this project? What are the mitigations or the penalties to the contracts to ensure the construction is done on time?	We are trying to move as much construction as we can out of the street. Where it is not possible, we are using a sequential excavation method which is a mining technique. This means that we dig a hole straight down to the station level and then, we mine across under the street the length of the station box. The materials are taken off at the side of the street eliminating traffic impacts. Regarding the contractors, we have liquidated damages for delays that work as incentives for them to stay within schedule. Also, we request continuous monitoring of noise and vibration levels.
What the impacts are going to be with the construction in terms of the Pape village BIA?	We have reached out to the property owners along that area. Currently, we are in the process of defining our design requirements including confirming our property requirements. Letters will be sent out to property owners providing information about the process. Moreover, the contractual relationship between a property owner and their tenants will be respected. Also, we will keep a direct communication with tenants to better understand their needs and find solutions.
Is market value really going to be sufficient if we want to stay in the neighborhood? How are the affected families be supported?	The fair market value is obtained by independent appraiser. Any legal, appraisal and survey costs are covered by Metrolinx. When we come to a mutually benefiting agreement, any costs incurred for moving will be covered as well.
The area around Minton/Hopedale is mainly sandy soil. How will you mitigate/prevent soil movement like what occurred near the Crosstown Brentcliffe site?	The area has a 30-safety factor given the stable cliff in there. Reinforcing the area along the embankment is going to significantly improve the stability of that site. We are using secant piles which are interlocking circles and large concrete columns. These are water and sand tight and leave little chance for sand and water to move through. Also, the walls will be continuously monitored by technology for stress strain, inclinometers, and other deleterious effects.

Technology

Comment	Answer
Why are unstaffed trains a good idea?	Having unstaffed trains allows us to run trains as frequently as 90 seconds. Also, automated operation ensures a smoother and quieter running railway, better acceleration and braking profiles, and it is energy efficient.

Alignment & Stations

Comment	Answer
What infrastructure changes can we expect to see at the intersection of Pape and Danforth when the Ontario Line is complete regarding subway access?	At that intersection we are going to bring an entrance to Danforth so it will be right into the community. We are also planning to improve the entrances at the existing Pape station and will keep it fully operational during construction. Along with TTC, we are working on the rerouting of buses during construction operation.
Where will the Minton portal be located? For example, will it be at grade at the top, 3m below grade, 5m below grade, etc.?	This portal will be about 14 meters below grade. We balance that with being high enough above the Don Valley to make sure that all the cars have clear passage underneath the structure. We understand this is a quiet neighborhood and bringing this construction to it is going to be an event. We will try to minimize the impact on the community.
How deep is the subway as it comes to Minton Place?	It is about 14 meters deep. The top of the tunnel is at least another 6 to 8 meters below that. Where the rails are is quite a bit deeper than that.
Why is construction so disruptive? Why cannot the train serve the way line two does between Castle Frank and Broadview? Also, Millwood bridge is already there. A lot of businesses will be disrupted.	It would be feasible to run along the Millwood bridge as you suggested, but it has a couple of issues. First, the existing bridge has already been expanded reducing the surplus capacity available in the structure. Second, the alignment of the railway coming up Pape has a sharp turn which the trains cannot do. This causes a lot of noise and wears the rails faster. The bridge we are planning to build fits into the space and looks very similar to the existing bridge. Sometimes building a new bridge is faster, less invasive, and will yield a better outcome at the end.
Has the need for the Ontario Line changed in terms of the amount of remote work that we expect to see in the future?	We expect a full return to the workplace. Also, one of the main benefits of this project is to provide relief to Line One. This line is going to be expanded to the north bringing more ridership to it. The Ontario Line will bring relief to this congested line. Thus, the underlying premise for this project remains solid.
How will the tunnel approaching the portal/bridge and Minton Place be? Will it be a boring machine, or will cut and cover be used?	Boring machines work their way through the ground at about 10 to 15 meters a day. When they get to the end, we come out and the machine is removed in segments by a crane. The Minton site is ideal for an extraction of a tunnel boring machine. It would be terrible spot for a tunnel launch due to its size.

Virtual Open House Summary

North Segment - June 30, 2021

Live Meeting III – North Segment Pape, Cosburn, Thorncliffe Park, Flemingdon Park, Science Center, and Maintenance and Storage Facility

Budget, Costs & Timelines

Comment	Answer
When is the Environmental Assessment Report going to be published? When can the community comment on that?	We are working on the Environmental Impact Assessment Report and we will be shared for public for review and comment on January next year. This document contains is a detailed look at any impacts that the project may have and how we can mitigate them.

Engagement Process

Comment	Answer
Will Metrolinx hold a dedicated community consultation meeting for the residents of Thorncliffe Park to focus directly on the impacts of the MSF?	We have developed a series of live meetings for allowing members of the community to speak with us directly. We want to develop our program to respect the community and understand their needs. We listen to everything you say and evaluate it carefully.
You said the Early Works Report was published. Could you please share the link with us?	The Early Works Report was published on June 22nd. From there, a 30-day public review period started.
Will detailed drawings and specifications be available for public comment? We want to make sure that contractors are procured fairly and specific structures that may be built that could interfere with the way community uses current spaces are considered.	Our procurement process is fair and transparent. Community engagement is an ongoing process. We want to address and mitigate concerns that the community may have around design, noise, vibration, or environmental effects. There are many ways for the community to be involved. There are participation opportunities for some design components such as barrier walls, noise walls, the MSF, and through the entire joint corridor. This is a 10-year process, and we are here for you.

Environment & Community Impacts

Comment	Answer
At what point or using what criteria will Metrolinx remove the notification added to our property	The act applies to planning and construction. The current intent is for the notice to remain on title during those phases.

Comment	Answer
title regarding the 30-meters proximity to a transit corridor? How many years or months will the notification remain on our property?	We are anticipating the construction to be complete around 2029.
Is it possible to get a map of the planned work to understand how our properties can be within the 30 meters of the transit corridor?	It is available on our website. If you have problems with the GIS navigator, we encourage you to contact us. If you want more detailed information, property owners can set a meeting with us.
How do you expect property values to be impacted from now that we have received liens and during construction? I assume you have data from the Eglinton line. If a home needs to be acquired, how is the value determined if I sell next year? How do I ensure the buyer they won't get a value less than what they pay?	We do not anticipate the notice to have a negative impact on value. It is not a lien; it is an awareness piece to notify the owner and future buyer that the property is situated in the transit corridor and you are near a transit project. Notices on title are a common practice. We have those around airports when a property is situated close to an airport zone. We are continuously trying to work with real estate agents and firms to ensure that owners are well informed of what this notice means. Regarding the Eglinton project, the BTFA only applies to the four priority subway projects right now.
Is Metrolinx releasing a map of the planned underground work to be done? As a homeowner in the transit corridor land designation, I am concerned.	We will be revealing where exactly the tunnel is going below the ground and if your property is impacted by the tunnel. The property team will be in contact with you for a subsurface easement and will talk directly to you. Right now, we released information on the lakeshore east corridor which is the first piece of work that is going to be undertaken as part of the early works. A similar and more complete report will be produced for the north segment when the process is completed. Also, the Environmental Assessment Report will include the exact alignment indicating the noise and vibration elements that will be addressed as part of the construction process.
What is the timeline for the relocation of business in the Thorncliffe Park community? When can affected businesses in the area expect to have to either move or close?	We are talking to owners and tenants in the area about relocation options. We expect to have everybody on their new locations by next year. If you have any questions, please contact us for more information.
During this project you are going to narrow the area that is required for construction and planning. Why don't you eliminate not required areas from the notice on property? Also, the notice on property will appear until end of construction. For some of us it is a long period of time given the constraints.	We discussed the potential to evaluate and narrow down the corridor and we will take this approach. We will convey this comment back to our parent agency and see if the phased approach is an option and if there are no impacts by removing those properties from the transit quarter lands. Also, the corridor is wide in certain areas because we want to be proactive and safeguard for various implications such as utilities and traffic areas. We do not know the extent of construction yet.

Comment	Answer
I am someone that lives close to the proposal. While I think that rapid transit is important, I want to understand if our house is going to be directly affected? Have you been in touch or could that still come as a surprise 18 months from now?	We will reach out to you as soon as we have a confirmed property requirement. If you have not heard from us, please contact us, and we can make that confirmation for you. It is possible that your house is located in an area where we have not finished our design yet.

Alignment & Stations

Comment	Answer
Will there be Transit Oriented Development on top of the MSF, including affordable housing, new business shops, and community infrastructure? If not, what is restricting or prohibiting its development in that location?	The Transit Oriented Community program comes after the building of transit. Our job is to deliver the transit. We are working with Infrastructure Ontario in opportunities for a potential overbuild on the MSF. Other opportunities are in some of the construction lands or community spaces. In fact, all this work will engage the community to understand their needs and concerns.
How wide are you planning for the Pape station platform? Would it be able to handle all the traffic?	We have designed the width of that platform to be able to accommodate the full morning peak period ridership. The Young and Bluer station is built like a T. Everybody comes in at one end of the station and then must go down the entire platform to spread out. In contrast, the design for Pape station is more like a plus sign. Therefore, you get better distribution on the Ontario Line going south in the morning peak.
I have seen a map that shows the Pape station's entrance and exit on Danforth. How many properties are you going to acquire? Could you provide a list?	We are still evaluating the construction staging areas that are required. Our goal is to have and entrance on Danforth and use some of the existing entrances to Pape station. We do not have a finalized list of properties yet.
Is the line going to affect the public archery range in E.T Seton park? Recent route maps show the Ontario Line passing through or very close to the range.	We have done some minor adjustments to the Ontario Line through this area. We are looking at what the impacts are and will present the outcome of this analysis on the next meeting. We do not expect any impact to it once it is built.
City of Toronto archived hydrogeological maps indicate a stream and perhaps aquifer and unstable shale rather than bedrock under the proposed portal and bridge landing on Minton Place. Has Metrolinx found something different in recent investigations? Is Metrolinx willing to reconsider the existing bridge as an alternative? What are the risks and costs of	We reached out to our geology team and we see a perched water table. That area has a slightly higher water table than the adjacent lands. We have means and methods to deal with that issue. This is not unexpected; engineers are building around the exact geologic conditions on site. In this case, we use a secant pile approach which is water and sand tight. Moreover, the alignment is straight in this area because following the curve up onto the bridge is very difficult. Also, the bridge was already expanded making the unfeasible.

Comment	Answer
proceeding with the present alignment?	

Maintenance and Storage Facility

Comment	Answer
Has Metrolinx taken any steps to respond to the many significant concerns raised by the Thorncliffe Park community regarding the maintenance and storage facility? What action has been taken in response to the motion passed by the Toronto City Council MM-3227 calling for alternative site and configuration options for the maintenance and storage facility?	Community outreach is vital for developing the right outcome for the MSF and the alignment. We have a community table where members can share their concerns and ideas. One of them is relocating the station a bit further to the north. Currently, we are looking at the viability of it and what other impacts it might cause. Regarding the site selection process, we are looking at other suggestions made by the community. Also, we are taking into consideration both, the council motions, and the community.
For 83 days the Thorncliffe Park community has been saying that it does not want a train yard. Can you acknowledge this publicly? Have you heard this? Will Metrolinx commit to exploring alternatives to Thorncliffe Park as a site for the MSF?	Yes, we have heard form the community and we understand your concerns. Some of the community shared their ideas for alternative sites that were in and out the area. We are looking at those and their feasibility.
As a Thorncliffe Park resident I support the idea of moving the MSF to a different location. This will bring a lot of impacts to our community. Are you really looking at the alternative proposal we sent you?	We have absolutely heard you and understand your concerns. We are making an evaluation process with the proposed ideas. In fact, we want to understand the reasons why the MSF and the alignment might not be preferred for you and find the best solutions to them.
Why was the MSF not at East Harbour?	The East Harbour site is a Transit Oriented Community. It is a smart track station that has a huge amount of ridership. There is a program to develop and build the East Harbour site to provide employment and residential opportunities. Thus, this area is not available for the MSF.

Virtual Open House Summary

North Segment - September 16, 2021

Live Meeting IV-North Segment

Pape, Cosburn, Thorncliffe Park, Flemingdon Park, Science Centre

Construction Impacts

Comment	Answer
What buildings will be torn down for the Cosburn Station? When will Metrolinx notify renters in these areas about these virtual open house meetings?	We have not focused on Pape or Cosburn tonight because it is the last part of the contracts to be issued. It is expected to be tendered in September 2022. As such, the design there is less developed, and we intend to take the information public once that design is more developed.
How much of the construction between Pape and Cosburn is above ground? Will Pape be closed? What are Metrolinx's plans to reduce impact on residents and businesses during construction?	Between Pape and Cosburn up to Minton Place will be underground. In Minton Place we have had some community engagement and our property impacts remain the same as what we presented to these residents. Since it is underground, the impacts remain minimal.
Minton Place Drilling rig crews indicated that in the area of the portal, the bedrock is almost 180 ft below surface level. What does that mean for design construction and overall safety of the bridge, including duration of pile driving?	Where bedrock is located is irrelevant to construction in this area as we won't be driving piles in this area. We are created secant piles, which are concrete piles that go into the ground and link up together to create a "bathtub effect". Our engineers are very aware of the water table and geologic conditions in this area and can manage it very effectively. Secant piles do not need to get to bedrock to be effective. We don't drive piles, it's a lot of impact so we avoid it wherever possible. These are friction piles, that interact of the ground with the pile itself. We are aware of the slope stability in this area, so we are anticipating that the work in the area will take some pressure off the slope and stabilize the area. We anticipate the work to begin in late 2023, early 2024. We've had a fair amount of engagement in this area, and we have communicated four permanent takes and we remain aligned with these commitments. If that changes, we will reach out to the community.

Engagement Process

Comment	Answer
Can you comment on why you have disengaged with community groups? Why can't Metrolinx ever seem to have honest and meaningful engagement with community groups?	There is a design lag for information pertaining to Pape and Cosburn Stations. Our designs take time to developed so it may seem like we are coming out late but as soon as we have material, we bring it to the community. We do want to have honest and open communication with communities. Our projects are impactful but we want to engage with the community so they know

Comment	Answer
	where, when, and how we are completing the work and they can work with us to improve our plans.
In September 2022 you will be awarding the contract for construction between Pape and Cosburn. Leading up to that, what will the engagement look like for that? Where will you put your offices in this area?	Public engagement in these areas will follow the design cycle we are in right now and we will very shortly be coming out of that so we can have a broad engagement in the area so we can gather feedback. We've made plans to strengthen some of the subway boxes in anticipation of housing in the future. We are close to having information about these areas. The start of the RFP is September 2022, it takes roughly a year for that to close to construction will begin 2024. So, we do have time for discussions before then.
Complaints about engagement with Pape area residents has been dropping. Why are they not being treated with the respect they need to be engaged with?	Tonight's open house focused on the maintenance and storage facility (MSF), which is where there might have been some oversight in the mail efforts. There will be engagement with Pape and Cosburn residents as design evolves to the point where we can provide information on the design details.
If you had done a full assessment of Thorncliffe, you would have noticed that a majority of residents do not have English as a first language. How can your engagement be effective if it's only in English?	One of the things we are wanting to do is to have multilingual pamphlets going out to the community. Unfortunately, I am unilingual, but we do have means and methods to engage the community in the language needed.
There are differing opinions within the community, but our community needs to be engaged. Can Metrolinx hold a community meeting that does not only include stakeholders of the community, as they do not represent all the community, but instead includes all the community? What will the Thorncliffe Park community get out of this project? If Metrolinx is considering a community centre in Thorncliffe, then you may get more support from the community.	The Ontario Line intends to invest in the Thorncliffe community and provide opportunities and catalysts for investment. This is what public engagement and specific engagement is all about. Then we can target the interests of the community. We did do bus tours of the MSF, all COVID-safe, and it was great to be in the public space again and we're hoping to be able to have those types of engagements again. You can count on us to continue these engagements with the community. Of course, these are the sorts of things we want to hear back from the community about. We want to have feedback to guide us to the best outcome for the community.

Property Takes

Comment	Answer
Regarding expropriations around Minton and Hopedale – in the past you said you'd cap home expropriations at four homes but now we hear the number may be	We communicated four required, and we are working our best to stay within that. Our design currently just needs four. We have hopes and ambitions that with the property that remains after building that we will work with the community to provide community improvements and spaces. We are looking forward

Comment	Answer
higher than 4. Can you provide information on that?	to engaging with the community to see what they need in the future.
Regarding, warning on title and construction in properties, you said you will be evaluating these properties. When will we see a policy stating that properties that will not be used will be released? Will properties be released as soon as work is completed in that specific area?	Credit to you for raising the issue for an early staged release of some of those lands and we will be investigating that and testing if that is viable.
How many properties are you planning to expropriate between Pape and Cosburn? If there is no number, when will folks be notified?	We are just finalizing all of this, and we will be able to provide information to the community and affected homeowners soon. We should be able to come out with information on the South of Minton portion of the alignment.
You mention four properties take in Pape and Minton, but why have you designated hundreds or thousands of properties as transit corridor land?	We're still at four properties in that area, it has not changed, and I've confirmed that with our design team this afternoon to be sure and I'm going to hold them to it. As for the transit designated lands, that is a much broader swath, it is not a property take it is an article on title that will be removed as the project is completed. As we get closer to the construction, we will test the need for these properties that are outside the footprint and remove them but for the most part, we do not intend to act on these titles, but it is necessary to be able to move forward with the project.

Maintenance and Storage Facility (MSF)

Comment	Answer
Why not locate part of the MSF north of CN tracks and connect with an above grade track? This would free up prime development land by not having the MSF on it.	The site selection process for the MSF has been challenging and we recognize that. It is a very large property, so we did a scan of the Ontario Line from Exhibition to the Science Centre and we identified 9 properties that had potential for the MSF and we evaluated them and ranked that. There were a number of criteria in the ranking system, including it must be adjacent to the main line so that operations are as seamless as possible, it must be designated as industrial type lands, we wanted to ensure impact to businesses and jobs was minimized. We wanted to ensure jobs were protected. We ended up with a short list of 3 sites, the Wicksteed site (North of Overlea), an area on Leaside. Having to go underneath the railway corridor and the lands needed on the west side for the MSF would make transfer difficult and the business impacts in the Wicksteed area and Leaside was also detrimental. We created a plan to mix the two together and that's what we have today.

Comment	Answer
	One important thing to remember, although the businesses in Thorncliffe Park area are affected, they will be moved. All the businesses get to remain in the area and the workers will get to keep their job. This was important for our evaluation process. We are using some Hydro lands and some areas adjacent to the rail corridor to minimize impacts and it maintains industrial jobs in the industrial area. It is a tough decision and it's not a decision we've made lightly but it's the right choice for transit, for the Ontario Line and for the community.
I know you all know about the online petition, and you probably know it has been taken down. It asked us if we wanted to see the maintenance and storage facility in our community and almost 11,000 said no. That is significant when there are probably close to 30,000 people in this community (Thorncliffe Park). You are determined to put this facility here from the sounds of this presentation. So, instead of running the line from behind Costco then out along Thorncliffe Park Dr to Overlea. Why not run it behind buildings that are there to the end of Overlea or Millwood? This would take the line completely away from the condominiums and the noise associated from the line that runs 24/7.	Pushing the alignment off as quickly as we could off of Overlea to get behind Costco and running it on the north side of the Hydro corridor, we are as far away as we can possibly be from the community at that point. It allows for easy access across the second crossing Don Valley Parkway to Flemingdon Park. We don't run by the schools at the corner of Don Mills and Overlea. The alignment we have chosen has a walkshed (10-minute walk distance from the station) that captures almost all of Thorncliffe Park area. We do have a location that has a good walkshed for transit users and are anticipating high ridership from the Thorncliffe Park community. We have heard the community be excited for this, but we hear the concerns as well. We have an exhaustive process for choosing the proper location for the storage facility that has the best outcome possible. Some of the perceived challenges for the maintenance and storage facility in this area can be mitigated and through creative engagement we believe there can be great benefit to the community (i.e., green spaces, meeting areas that are needed for this area, etc.). Please continue to engage and provide feedback throughout this process. Maintenance and storage facility is far north and touches the hydro corridor. The maintenance and storage facility will be on the north side of the Hydro corridor and the tracks will be on the south. It is as far away from the residential areas as we could possibly go in this area. A lot of activities take place inside the building itself with the doors shut to control noise and light (at night). We are planning noise walls around the entire facility. Between the noise walls and distance, it should be a good buffer. The employment opportunities that come with the facility is also a benefit. In January 2022 we will have the full noise and vibration assessment from the Environmental Assessment, we will then have the information on sensitive receptors, such as condominiums, so we can further decrease the concern for noise in this area.

Environment & Community Impacts

Comment	Answer
Deer in Minton Place – what ecological studies are underway to assess the impact of the OL on the deer population?	We have a comprehensive Environmental Assessment report that is due to be issued in early 2022 and naturally the flora and fauna portion of the assessment is robust and we will be sure to pass the message along to ensure they are covering this in the environmental assessment.
Considering Thorncliffe is one of the most densely populated areas of immigrants and minorities groups, the three most populated schools are also in Thorncliffe. Have you completed independent studies of how it will affect the schools (i.e., social impact, noise, etc.)? Moving businesses isn't possible and the mosque is going to be demolition without any place to replace it.	The design studies that go on certainly conducted those in all areas we were looking to build the OMSF. It is a difficult and challenging decision to have to make but we certainly did not target any community. We tried to provide the best solution with the best overall outcome. We want to work with the community to ensure we provide community benefits that is catalyzed by this transit project. We have heard people in the community being very excited to have the OL going through this community to improve connectivity with the rest of Toronto. There are definitely things we are going to be doing and we aim to continuously improve based on feedback, so we thank you for providing this feedback. We are working for businesses in the area and neighbourhood organizations to find out where they would like to go, and we are trying to keep them local since that's a commitment we made. In terms of the Mosque, it is already being relocated to 20 Overlea. They mentioned this to us themselves at a previous meeting.
Why isn't more being invested in transit, especially given climate change and urban sprawl issues?	Climate change is one of the cornerstones for transit and it gets people out of their cars. We aim to make transit more attractive than cars and then people will take transit instead of cars. Then, for those who still need to drive, the roads will be less congested, so it truly is a win-win. We are in the process of building 4 major subway projects in the GTHA, as well as LRT in other areas including Finch. There is a major investment in transit that is happening now. We've got a big project to deliver with the OL, but we love to hear the encouragement and support to want more transit.
The mosque was not planning to relocate, they were planning to take an additional location because it was not big enough. So, we're back at square one since we are losing one location. The original mosque was supposed to double as a community centre but we will be losing that. The community will be losing the community centre they	Discussions and negotiations with the mosque are on-going and we have communication between Mx and the mosque and these will continue.

Comment	Answer
were going to get. What can you do about this?	
Regarding the environmental, noise, traffic and social impacts, I was told the study was done but what were the results of this study?	The Environmental Assessment Report is due to be wrapped up by January 2022 with time for public comment. This is where you will see the Noise and Vibration results. Some of the available environmental assessments are for the south civils area. So, by January 2022, I hope you participate in the round table and discussions.
What steps will Metrolinx take to reduce the effect of tree removal in the area in terms of soil erosion?	We do try to limit the number of trees we cut down and we have a replacement program that is generous, and we plant more than we remove. We also plant mature trees. In areas where there is potential for erosion, there is an erosion control protocol that Project Co has to put together and follow. That will deal with the protection of the slope and there are soil treatments that might be necessary for areas with steep slopes, and so on. We prefer not to cut down trees and only remove trees, when necessary, but unfortunately some trees will need to be cut down. We typical plant trees before cutting down others. Where we need to protect slope, we have a lot of measures to ensure the slope remains stable and any erosion that may occur is controlled and that is does not enter the stormwater or groundwater in the area. As we complete the project, we restore the ground cover and vegetation.
In terms of affordable housing opportunities for the community, other lines, such as Eglington crosstown and Finch LRT, by default have all the underground boxes not built to support housing directly above. We are looking for assurance that it's possible to build housing above Pape and Cosburn at an appropriate density?	Every single station that we have a footprint and a community that supports intensification we are protecting for that and building it into the stations. Pape and Cosburn would have reinforcement in place if an overbuild is proposed and viable.

Alignment & Stations

Comment	Answer
I live north of Pape Station, will the alignment run under Pape or under Murial Ave?	We are just finalizing all of this, and we will be able to provide information to the community and affected homeowners soon. We should be able to come out with information on the South of Minton portion of the alignment.
With the salt corrosion and other weather erosion, what tools are being used for the overhead guideway? Looking at what	As for salt, we don't use salt on the guideways so we wouldn't see the same type of corrosion we see happening to the Gardiner. Salt and water do not mix well with electricity and would not do well with our automated system. The

Comment	Answer
happened to Gardiner, is there a capital expenditure budget for repairs 30-40 years down the line? The design pictures were disappointing, we would like to see the overhead guideway in more detail.	presentation material on the guideway was to sponsor a thought. There is a survey that will be circulated, and we wanted to plant some seeds so we can draw out of the community the wants and needs from the community. Then, we can bring our designers further ideas, but we don't want to go too far with the design, as we want to gather feedback from the community along the way. The interface with the roadway, the elevated guideway is on north side of Overlea so it's not down the centre of Overlea. We are studying the guideway along Overlea and we will have renderings and visualizations for you in upcoming engagements. We want to gather information regarding what is needed/ wanted under the guideways. We are working on ideas, but we really need feedback from the community on what they want this space to be and how to utilize the space. We want to allow for unexpected and heterogenous developments that might occur over time in this community. We want to set up a framework for a habitable space under the guideways.
What is your estimate of the total cost of the Ontario Line?	The announced budget of the project is 10.9 billion dollars.
With TTC ridership decreasing, and jobs in the future being moved to from home, we envision a future with less people taking public transportation, would the money be better spent in other areas (i.e., affordable housing, education, etc.)?	City Council and the TTC endorsed the Ontario Line and the building of the subway program. Investment in public infrastructure subways has been a long time coming and this is the biggest investment that Toronto has seen in transit and it's important. This line doesn't just pick up people and deliver them downtown, it affects the ridership of line 1. Line 1 typically runs at full capacity in the morning. Return to work will happen, it may be modified but it will happen. Toronto is the economic engine of Ontario and Canada. Jobs and businesses are here, and the expectation is that Toronto will continue to grow and as a growing city it deserves better transit.
For stations like Thorncliffe Park and Flemingdon Park, since these are elevated stations, can you build public spaces around them? Do you have plans to commit to a park or public space in the area of the Minton Portal?	What we are doing is a full inventory of community investments we can make and all three of those are on our list. There is a much broader list. Minton Place, we've already begun discussions there and we want to do the same with other across the alignment. There are more opportunities beyond green spaces, there are recreational centers, there are other opportunities we can enable, and we look forward to engaging with the community. We also look forward to coordinating with the city and parks and forestry in the future.
Can you make the Science Centre Station an underground station? The interchange between Line 5 and	The very wide roadways and right of ways available through this area are one reason we are using above grade alignment. We recognize there is an ambition for a future extension, north of Eglinton Ave, by going above ground it provides a

Comment	Answer
Ontario Line is best served underground. Why must the platforms be constructed in the air, why can you not use cut and cover on land owned by Ontario Line?	natural, easier function for the next team that takes over and starts that work. A great deal of the interchange is actually from the buses, and we are directly above that so it's a great connection with that. If we were underground here, similar to Pape and Queen, we would be very deep. That in-and-of-itself would make extension north very difficult and interchange between the buses and Ontario Line much longer.
Why can't the existing Millwood bridge can't be used for the alignment?	The existing Millwood bridge was built a long time ago and was widened at one point. There is no structural capacity to use this bridge for Ontario Line. The alignment itself also does not work well with a subway line. In the approach the bridge there is a tight curve that can cause noise and vibration, which is not our goal. It was decided was to approach it with a new modern structure that could structurally hold the alignment and we could create the alignment that is efficient. Through our design development process, we are putting out a bridge design here that fits the context of the Don Valley crossing. It will be a very positive experience coming into the city, and under the bridge we are ensuring the valley remains intact and to minimize our footprint. There is a lot of collaboration between the conservation authority, the city and Mx to build this bridge.

Traffic Impacts

Comment	Answer
Will the Don Valley Parkway need to be closed?	The Don Valley is not going to have an extensive closure. There will be one or two evenings where work will be required but we will even try to coordinate with the city to do this when they close the streets for cleaning to minimize impacts.

Virtual Open House Summary

Environmental Impact Assessment Report - February 22, 2022

Live Meeting I – Environment Impact Assessment Report

Alignment & Stations

Comment	Answer
Pape Avenue and tunnel: what's the precise alignment of the tunnel? Can you talk about the vibrational impacts of the tunnel for nearby residents?	Pape Station, as we said, is a vitally important station and is where we get much of the relief to Line 1. And the same thing as the relief line south, the Ontario Line has shifted its subway station outside of the corridor a little bit to the east and north, in order to keep the traffic and transit and businesses working in the area. At this point in the subway alignment, we are quite deep, underneath the existing Pape Station. So, the noise and vibration that gets transmitted from those subway tunnels is negligible. The locations of the tunnel are shown in the draft Environmental Impact Assessment Report, which you can find that on our website. We have a 19-page map book in the executive summary of the main report, as well as in Section 3 of the report (Project Description Section). Just to reiterate what Malcolm was saying about the N&V levels, we did a detailed model study of the noise and vibration, and our results show that both will be below perceptible levels for the Pape tunnel and that's partly because of how deep it is and the mitigation efforts we will be working into the design. We are working on an immersive sound demonstration up and running on our website and one of the locations we are creating with that future sound level environment is a basement living space (above the subway tunnels). So, I encourage reviewing the immersive sound demonstration as soon as it is up and running as it shows that future passage of the trains will not be perceptible.
After reviewing the Environmental Impact Assessment Report, the Science Centre station area, I know that the crossover and switches will have an impact on the noise and vibration profile but there is an assumption in the report that above ground crossover within the Ontario Line section are only located at tracks connected to the Operations, Maintenance, and Storage Facility. So, I know there is going to be some	What we've done in the past and the most efficient process is to do it after the station, called tail track switching, so the train comes into the station, all the passengers will disembark, and the train will then go further beyond the station and will crossover to the return track and then come back at its proper time. It's all done automatically. And through automated systems. So, all the switching will take place in the tail tracks. There are sometimes where there is a crossover switch in front of a station, I don't believe we have them at the Science Centre Station, but we have accounted for those switches in case it is a turn back station. And eventually, if the Ontario

Comment	Answer
kind of switches at Science Centre Station for trains to turn around, so where is Metrolinx planning for that? How will those crossovers and switches impact the surrounding areas?	Line is extended, the turn back will no longer be needed and will be done at its future terminus station.
I'm concerned about the South side of Pape, where Pape and Gerrard meet and that's where the above ground goes into the tunnels so that's southeast corner of Pape school. In your diagram where the blue line show, is that depth the same as what will be at the Pape subway station? Will that corner of Pape school be very noisy compared to the depth at Pape station?	We are transition from above ground to below ground, we are doing it quite quickly because our trains are capable of running at relatively steep grades. So, we want to get down to that depth as quickly as possible and that also allows the Tunnel Boring Machines to launch from the Gerrard Station effectively. We are fairly deep but not as deep as at Pape Station but without a doubt the impact to the school in this location will be less than what was going to be happening with the Relief Line South. So, the outcome for the school is much better. Certainly, with respect to noise and vibration, this is where a Transit Oriented Community is being contemplated and that will be implemented by Infrastructure Ontario and there will be more information as those concepts get developed but those concepts integrate the portal into the development in some form or fashion so that the noise and vibration can be minimized as much as possible. The school location is one of the locations where we modelled future noise and vibration levels, like other areas that the tunnel will be traveling there will be no perceptible noise or vibration at the school and that's as Malcom said before, because we will be diving pretty deep pretty quickly, and we're also including mitigation for vibration and resulting noise in the design of the tracks. So, in the Environment Impact Assessment Report you can find the specific results for this location but similarly with other locations, the results were that the noise and vibration levels were below perceptible levels. We will be on the very south end of the school property, 7m deep and getting deeper.

Noise & Vibration

Comment	Answer
The health impacts associated with environmental noise are both acute and chronic in nature. So, thinking about the project as a whole, given the impact on auditory and non-auditory health, what will Metrolinx do to ensure that the decibels levels do not exceed daytime or nighttime	We appreciate the interest in the topic, we have our detailed Noise and Vibration Assessment Report (part of the Environmental Impact Assessment Report) on our website. Management of noise is top of mind for us as we are advancing our project. In terms of the Environmental Impact Assessment Report, we worked very closely with our regulator on this topic (Ministry of Environment, Conservation, and Parks), to confirm our modeling methods, criteria we are

Comment	Answer
maximums (thresholds are 55 decibels daytime and 50 decibels nighttime)?	comparing against, our modeling results and our mitigation recommendations. And that's to make sure we are aligned with the latest approaches to noise management. The criteria that we are comparing against are provided by that regulator, and we have a variety of criteria we compare against, so we have criteria for stationary noise sources and noise limits for the train movements. Through the criteria, they target impacts to existing noise levels. In the study area around OL, those noise levels have been measured to be higher than the noise levels cited in this question (50 or 55 decibels). So, the Environmental Impact Assessment Report recaps the existing noise environment which we did cover in the Environmental Conditions Report back in 2020, and it's those existing noise levels that we are targeting and we're working to stay with them. To make sure we aren't causing any potential health concerns, we pull forward those criteria into our contract documents, we will be undertaking monitoring and verification testing to ensure we are within those criteria. And just to reiterate, in terms of operation, the Ontario Line will be quiet and electric and automated and wherever we're above ground, the Ontario Line trains will integrate into the existing environment, and they are actual quieter than existing road traffic.
The crossing of the Don Valley - it sounds like or seems like there will be pretty constant noise from the Ontario line trains on the bridge and over the Don Valley. given that noise carries over valleys, and that Toronto residents encountered this problem when the subway was created over the Bloor viaduct, why has there not been consideration given to covering the train tracks as it goes over the bridge as was done in Rosedale? this would mitigate sound and noise and ensure the quality of life for residents around the portals and along the don valley. have you considered it, would you consider it, and why or why not?	We start off with a bit of a blank slate, and we do a lot of analysis to see what is required and whether coverings are required. But there's a big difference between the old subways and the subways of today. Today, subways are fully automated so there are no drivers, and that hard braking and accelerating does not happen. we also have continuously welded rails, and sound vibration mitigation dampening technology at the base of the tracks, so there are a lot of things that are available today that were not available back then in order to create a quiet and safe environment for the trains to run. At this location, the crossing of the don valley, we started collecting information a couple years ago on existing noise levels, we then model Ontario Line train operations on top of that and the existing noise condition in that area is kind of similar to an urban environment – a fair amount of road noise- and with how quiet the Ontario Line trains are they integrate into that noise environment. We are keen to put the final polishing touches on the model and have it up on our website. One of the locations in that forthcoming immersive sound demo, it's at the top of Minton place overlooking the Don Valley – we have the current scenario with the current noise environment and the future environment with the Ontario Line trains and you can really hear and see how quiet the

Comment	Answer
	future Ontario Line trains really are. In terms of why we are proposing an enclosure is because the source sound of the vehicles and how quiet they are. We're looking forward to sharing that with you soon.
I know the residents of Minton and Rosedale are very concerned about potential high noise levels, and I heard the commentary earlier about why there would be much less of a noise problem here, but even in the Environmental Impact Assessment Report it says there is an increased level of noise at that portal. I have stood beside TTC portals and just the sheer movement and volume of air in as the train goes in and out is quite substantial. When this project is built, if the noise levels are not acceptable, what sort of monitoring process will be put in place to determine if it is within the required or expected limits and what corrections be provided so that the neighbourhood won't have to deal with excessive noise levels?	The operating conditions are going to be monitored and if we have any complaints about noise and vibration, we will do further investigations. These are usually caused by, for example a wheel flat. What we will do, through good maintenance, limit all of those but there is usually a reason why there is noise beyond that which is usually due to a maintenance issue. We will be very responsive to claims from local residents who feel they have been impacted or experiencing noise and vibration issues beyond that, which we promised in the Environmental Impact Assessment Report. The automated trains, there is a large amount of data is collected automatically while operating. One of those is flats, as mentioned before, and the vibration from the train. So, they monitor themselves and the systems notify the operators that there are conditions not operating as they should in terms of noise and vibration types of things. Given they are automated, their braking and accelerating profiles are designed to not create flats and so on, which is another advantage to automated systems.
This is truly fascinating work that you are involved in and it's important for our city. Can you confirm, will it be below 55 dB during the day and 50 dB at night? How does that work for different storeys or levels? Is every building on Pape where the subway will run beneath, will they all experience vibration? How many floors up will they experience this? This building is in the middle of a rebuild or changing zoning, how is easement compensation considered in these cases?	We compare against the existing environment. We measured existing noise levels in 2019 around the project. We then, according to the regulatory guidance, there's a project increment that's provided. There is a 5 dB increase that is allowable and we target that increment. Some areas are around that today, but other areas are louder than that today. So, specifically, where in the study area that you are most interested in, we provide this information in Appendix A6 for noise and vibration report, and we show the existing noise condition and our predicted future condition. We are very close to that existing condition with OL coming through. In terms of the different of a building, we look at the levels of a building that we anticipate the greatest potential change in noise and that's what our modeling results are shown. This makes sure we aren't underestimating or under presenting any results in the report. In terms of vibration, we don't expect impacts, based on the depth of the tunnels and source mitigation. For example, the rubber pucks under the tracks or a spring system under the tracks and that will really contain the vibration under the tracks. Also, we aren't anticipating any perceptible noise or vibration in buildings we are tunneling

Comment	Answer
	under. We are well below the thresholds and the thresholds we assess against, and these thresholds are provided by a regulator and our modeling results show we are well below that. This is at all levels of the buildings. Again, the compensation is based on the fair market value of your property. It sounds like it would be a good idea to have a detailed conversation. You have certain approvals in place with your renovations from residential to commercial but fundamentally, it is at the end of the day, fair market value and the easement is a portion of your entire property, so it would be a portion of the estimated value. And definitely when we get to the appeals report we're happy to share that with you as well. If you'd like to talk further, the contact information is provided, and we can have a conversation. We can talk about what you are doing with your property and what the impacts may be. You can email us at ontarioline@metrolinx.com or call at 416-202-5100, if you need any specific answers.

Easement & Property Inquiries

Comment	Answer
When the easement is for under the home, what does this mean in practice? When compensation is negotiated, how is it determined and what is it compensating for? Does is mean a limit on renovations and construction projects on the property itself if there are easements?	We are committed engaging with yourself as owners in a very fair and transparent process and that includes the way in which compensation is estimated. So, compensation for all properties impacted whether or not it is a portion of it - being the easements that are referred to or in its entirety – is based on an appraisal report. This report is completed by an accredited third-party valuation expert. The appraiser will analyze each property by a case-by-case scenario to come up with the estimate and compensation. Owners also have the chance to have their own appraisal completed as well at Metrolinx' expense. For the third question it will be a little bit more specific, before I referenced the case-by-case scenario analysis that will need to be completed. Please feel free to reach out, we would like to have that property specific conversation with you and be able to chat further.
Pape Avenue residents – their house sits on sand and the water table is only about 20 inches below their floor, could they get an engineer's assessment on the present condition of the house so they have a baseline so they could assess if there are any construction impacts or not? Would Metrolinx pay for this	We would need to have a conversation with the property owner – are you going to be affected by the project or are you nearby the project area? We would need to take a deeper dive. It is a little bit different than the types of compensation we typically contemplate but we can certainly have a conservation and figure out steps forward.

Comment	Answer
kind of thing for a homeowner that might be affected?	
I would like to know the construction impact, specifically for the Business Improvement Areas. Have you looked at that and how will you work with the community on those? It looks like there will be major construction impacts on Danforth, so at what point do you let the community know/ the city know your thinking on that? You're going to have drones looking at people's homes, but everyone on that line has an existing condition that Metrolinx pays for the assessor to go into every home and assess cracks and look at everything and then after the project they go back in and check to see if the project has caused anything. I want to make sure that you are on the ground with that, and everyone has existing condition reports in their hands before this starts. Also, please attend the meeting I will be forwarding you for traffic mitigation.	You're always part of the engagement meetings and we would be actively engage in programs with community groups in the Minton community. In terms of construction in and around Pape, we are already worked with BIAs across the entire alignment but further engagement with the North (which is the latest part of the design that's been brought up to a level F completion for the EIAR to continue) and will be issues is our next step. So, you can count on engagement with BIAs. We specifically moved construction out of the street and crated spaces to eb able to perform construction. Pape station is one of the more challenging and we feel we have adequate space and safety to implement the project and minimize the construction impacts to the neighbourhoods and the traffic impacts to the neighbourhood, and the road closures on Danforth and Pape. A lot of work has gone into that, and we've worked closely with CoT transportation services, as well as transportation planning to make sure that we make sure the plans that we have going forward are the ones that will be the least intrusive and easiest to implement for us while minimizing impacts to the community. We set up construction liaison committee groups that involve the BIA residents, and ourselves, the contractors to set the ground rules and make sure the construction management plan is in place. In terms of hoarding and access, egress routes and all these things are addressed and known and understood by everyone and to make sure that as we move through the construction process that any issues that may be developing or things people are concerned about, that they can be addressed before the fester and become a real problem. We're very cognizant that businesses need to maintain good access for their customers, and you know support services, so for their logistics to keep their businesses going. We selected our sites and designed our alignment was to make sure we stayed off the streets and didn't directly impact their businesses on a day-to-day basis. In terms of comments regarding preconditions surveys, it is normal for us to perform these surveys with buildings that are like lot be directly impacts by the construction work. We work closely with properties to gain access to their properties to perform this. We don't rely on the satellite imaging for our sole source of proof. You're right, homes are often the highest investment that a family makes, and we will do our very utmost to protect those investments.

Comment	Answer
	The satellite technology we describe as a useful overall monitoring tool, but we use more specific detailing on properties that could be directly impacted by construction. In terms of types if surveys, we like to set up monitoring points and benchmarks and those kinds of things to directly measure.

Construction & Potential Impacts

Comment	Answer
Regarding Hopedale Ave, which is a very popular biking and pedestrian route, and there are a lot of families that use it to walk play, how can construction vehicles coming in and out multiple a day ensure that pedestrians and bikers are protected from injuries, deaths and mishaps? Similarly, the construction of a subway that crosses ravines does not align with the cities ravine strategy and seems to go against federal funding criteria. So how do your plans work with the vision zero and ravine strategy?	Firstly, safety is top of mind for Metrolinx as we are advancing planning and design of the project. We commit in the Environmental Impact Assessment Report to developing of a comprehensive Construction and traffic Management Plan for this location. it is required at all of our construction locations, and that will detail the specific approaches that we will be taking to maintain pedestrian and cyclist access in the area ahead of construction. in terms of vision zero, Ontario line support vision 0 and part of that is through providing critical transit connections - those are predicted to decrease vehicular traffic and improve public transit access to core areas of the city and that will help to manage what is the situation of an overall increase in traffic throughout the city by providing any effective alternative for residents. in terms of the ravine strategy, we are well aware of this one. in terms of mitigating and compensating or some of the tree removal that we do need, we are looking to support implementing this policy and Ontario line fits well with the major principles of this strategy. Those major principles are protect, invest, and partner. Metrolinx is working to protecting the ravines by minimizing impacts to the greatest extent that we can and by voluntarily implementing compensation activities. Those compensation activities that go above and beyond any of the applicable regulatory requirements as spelled out in our Metrolinx vegetation guidelines. The second major principle of the strategy – invest - and we are investing in ravines through improvements through valley areas around the project. for example, the valley at Walmsley brook, which Jesse mentioned that's in a fairly degraded state, as Metrolinx advances their project work we will be implementing enhancement activities such as implementing bank stability measures, erosion, and scour protection measures, etc. In terms of the third major principle of the ravine strategy – partner - Metrolinx is partnering with the Toronto and Region Conservation Authority and that is to advance the voluntary Metrolinx-led compensation and we are working to identify local compensation planting opportunities and priority

Comment	Answer
	restoration areas in the Don Valley where we will work to restore the existing natural heritage there. In addition to that, Metrolinx works quite closely with the City of Toronto staff and transportation services and Toronto Parks and Forestry on both the ravine strategy and the traffic management plan to make sure that it is fully understood and incorporates all of the projects that are happening during the build of the Ontario line so that we have an overall safe transportation network available to the people of Toronto with Ontario Line.
I know there are three stages of construction - 1. Staging of the site; 2. Tunnelling; 3. Fit-out phase. In respect to the staging at each site, what will be stored at each work location (i.e., hazardous waste, chemicals, gas, etc.)? With respect to the tunneling phase, can you confirm the expected volume of soil to be removed via the Minton Avenue portal and work site, and the number of trucks, train, etc. per day to keep up with the excavation? Can you confirm whether the soil removal is 24/7 or reduced including storage on site? Lastly, with respect to the fit-out phase, can you confirm once the tunnel phase is complete, how the fit out of the tunnels will be completed from the two portals at Minton and Gerrard square, with items such as concrete, grout, cables, rails, ties, plant equipment, so on? Where will they be stored and at what time of the day will they be delivered to the sites?	First, Minton Place portal is an extraction site, not a launch site so there won't be materials coming out from the tunneling operations there, which is one of the good things for that community. The tunnel operations will be within the Gerrard area, which is a much larger site and much better access to the highways and the ability to get materials out. As for staging, it's all conventional construction staging, as you'd see for any high-rise building, in terms of storage of chemicals and fuels, etc. but there will be designated areas within those sites to make sure they are stored safely. The size of our site is such that it makes for safe movement and storage of materials, as well as operations of construction. In terms of construction, we do work on the basis of trying to access these construction sites by major roads, hence the location of the tunnel launch site at Gerrard. That's where most soil will be removed from which will be mostly spoiled. Also, that's where the tunnel segments and rail will be delivered for the construction of the tunnels. In terms of station construction, there is a construction site at Pape to build the station there, as well as at Cosburn, there will be some construction at Minton Place that will just be for the purposes of the portal and the EEB. Regarding the exact amount of material and exact number of trucks through Gerrard, I do not know the exact numbers off the top of my head, but I can get those numbers to you and send it through email to give you the details in terms of how much is coming out and the number of trucks it's expected to be. We anticipate that the tunneling will be in a two-shift type of operation and the third shift would be for maintenance of the machine itself. Generally, during the early morning hours is when they maintain the machines. So, the spoil would be coming out on the third shift. If there was a reason to run it in the evening or overnight, the soil would be storage and not loaded overnight because that's noisy. Alternatively, the bidder might choose to do is to build an enclosed building if they choose to do these activities at different hours but

Comment	Answer
	regardless, they will need to meet at of the standards mentioned before and they would be even more strict for nighttime activities. So typically, they would follow the shifts and stockpile the excavated materials and that's part of the reason why we have a larger location at Gerrard to manage the materials you mentioned in your question.
What road closures do you expect on Pape, north of O'Connor up to Minton Place? Do you expect to close the DVP during construction and what would the traffic impact be?	We are working closely with the City of Toronto Transportation Services on all the road closures planned for the north area construction, which is really from Leslieville to Science Centre. Those will be formalized and presented to council for the closures that are in excess of the year. We are expecting very few road closures because what we have done with most of our station construction is we've able to move it out of the alignment, out of the roadway, specifically to maintain traffic and maintain the surface transit network and those things are so vital to construction. It also means that parking, storage in lane closures is significantly reduce. We've learned this from previous subway projects, and we've implemented that here. We've tried to limit impacts on the local road network during construction. In terms of the Don valley parkway itself, any road closures that would occur there would be nighttime road closures that they do now to maintain the roadway. These closures would be closed in the wee hours of the night and would be cleared by the time traffic picks up and impacts would be limited.
Our property backs onto what looks to be a staging construction area in the lot on Pape Avenue, directly across from the subway, this is also the access (lane way) that is the access for parking garages for everyone on the block. So, I have a few questions around what to expect in that staging area. I'm hearing a lot about noise mitigation for drilling and tunneling, but I'm wondering what we can expect for these staging areas, for example, if those time restrictions are place on the staging areas as well? What types of security is set up? How high is the hoarding goes? What kind of materials are stored on that property? And, if there are any hazardous materials stored on that	The longer-term plans for the construction site at Pape Avenue have yet to be developed, they are part of the Transit Oriented Community program, which is being implemented by Infrastructure Ontario so that will come out in due notice. We do have a construction liaison committee, one of which will be specifically for Pape staging area, which you can certainly be a member and join us to understand the construction. We typically look about six months out on a rolling two-month basis so there's no surprises when the construction starts happening there. Feel free to email us or call us at the provided information and we will get right back to you with any information you are seeking. Some work on the TTC station to facilitate the continued bus operation and loop there at Pape, then we will move forward with utility relocations and demolish at some selected buildings to allow for construction of the station box itself. The work on the TTC station is scheduled to start in 2023, with minor works occurring this year, then into station construction itself in 2024. With the hoarding itself, the standard is around 10-ft high and normally that's subject to review with the

Comment	Answer
property? What plans are there for use of the lot afterwards? Looking at the map, it says something about a possible cultural asset and does that mean a park? What is the timing for the move in and out on that staging area?	construction management plan and the noise and acoustic management plan. Can be higher or lower based on the results from the study because they have to meet the standards outlined. In terms of hazardous material, generally they are not permitted unless they are required for construction. So, there is nothing especially hazardous or different than we would use for construction of the station. We are very conscious about the environment, and we're not interested in bringing in any dangerous or hazardous materials to this site that could leave anything behind so that's one of the things we keep a very close eye on in terms of work and what's permitted with the contractors.

Technology

Comment	Answer
Could you elaborate on the satellite imaging that is being done on the alignment to understand pre-existing conditions?	One of the benefits of modern tech is that we get new and interesting ways to measure things. One thing that we do is (since last summer) basically a satellite survey of the entire alignment. What the satellite does is that it measures the height of the ground and every building and every part of every building above ground, over each pass of the satellite and what that allows us to do is to determine whether the buildings are moving and to what extent are they moving. Even buildings have seasonality to them, and they move up and down based on temperature, humidity, and a lot of other things. These satellites can pick up on those movements. We started ahead of time so we can have a baseline for all these seasonal movements and that then as we're tunneling or doing construction in the area, we can see if the construction work has had any influence on the structures in that area. They are extremely sensitive, and we can determine using that overall satellite imaging, we can get almost a real-time data on what is happening with the buildings and the ground within the area of the construction (Zone of Influence).

Environmental Assessment

Comment	Answer
In terms of the storage facility proposed by Metrolinx in the Overlea/Thorncliffe Park area, what environmental assessment was considered on this because this is one of the most heavily populated areas with a density of 30 – 40,000 residents living in two square	Firstly, we went through quite a protracted site selection process for the Operations, Maintenance and Storage Facility and we've shared that previously and it was determined that this location (seen in presentation) was the one that had the best benefits for the subway application and the best outcome for jobs and job impacts, and our ability to relocate some of those businesses in the community or within adjacent spaces as determine by the business owners were all very positive

Comment	Answer
kilometers of radius there? At the same time the University of York Environmental Law and Justice came up with their own study that highlighting the negative impacts on the environment that are associated with this project being undertaken in this community. So, what work has been done on that and what can be shared on that?	and led us to the location that we sited. As part of the Environmental Assessment (EA), the team has carried that through all the criteria that they investigate. Operations, Maintenance and Storage Facility was included in the Environmental Impact Assessment Report, where we assessed both construction and operation of this facility and we looked at this from a lens with all the environmental disciplines or environmental topics that we walked through earlier this evening. We recommended mitigation, where warranted, for those various aspects, for example, we are proposing a noise wall around the Operations, Maintenance and Storage Facility and operating with closed doors. With the mitigation we proposed, we show that we are able to work well in any of the applicable criteria for the facility. In terms of the Operations, Maintenance and Storage Facility, it is included in the Environmental Impact Assessment Report, it's covered in each of our technical appendices and so I encourage review of that Environmental Impact Assessment Report, it's up on our website, to see the specific results. In terms of next steps, the siting work, we are now at the EA stage. There are further environmental approvals we will need post-EA. So, for the Operations, Maintenance and Storage Facility we will be seeking, from the Ministry of Environment, Conservation, and Parks, operational permits for Air and Noise perspectives as well. So, it's a kind of planning process we are following, and we encourage you to provide comment on the Environmental Impact Assessment Report.
Not only for housing the trains but the maintaining and cleaning and washing. Assuming that chemicals would be used that might be hazardous, how do you protect the community? It's a small neighborhood there and it will have significant impact on the community. How are you going to mitigate those?	Like any maintenance and storage facility, we always try to use environmentally friendly products, so the cleaning of the trains is done as best we can with environmentally friendly products. Any products have an Material Safety Dataabel on it that indicate what the hazard might be, but we generally avoid that. There might be maintenance materials (i.e., oils, lubricant) for the trains but these are maintained in storage areas. Everything is protected so there is no spills or leaks. There is an Environmental Assessment process that is put into the design of the Maintenance and Storage Facility. This way, there is no risk to the community from the Maintenance and Storage Facility and the materials used there.

Ontario Line – EIAR Virtual Open House #1 Q&As
Science Centre to Gerrard Stations (February 22, 2022)

Headline	Question	Response
Problems caused by construction and subway operation	I live on Pape Ave , east side two and half blocks south of Danforth. This house sits on Sand and the water table is about ten to 20 inches below the basement floor. I know because i have dug beneath the basement floor. If i were to get an engineers assessment on the present condition of the house foundation and basement walls would metrolinx pay for it. A baseline that establishes the condition of these house parts before subway construction.	If Metrolinx is given access to the property, Metrolinx will carry out a pre-condition survey.
Potential impacts of staging area immediately behind our home	1) Will the lane running behind 81 & 83 Gough Ave will be blocked at any point and what are the plans to accommodate access for the residents who use the lane to access our parking garages and property? 2) What will the approximate timing be of the move-in/move-out for the construction staging area at 716 Pape? 3) The parking lot has been encircled in a purple line in the report, which indicates "Built Heritage Resource / Cultural Heritage Landscape." Will a park will be built in this area upon completion of the transit line?	1) Access to lane will be maintained throughout construction. 2) Construction will occur between 2024 and 2027. 3) Regarding the Built Heritage Resource (BHR)/ Cultural Heritage Landscape (CHL) indication in the report, this does not indicate future park space. This area will be used as a temporary staging location during construction, and we do not currently have plans to permanently change this feature. Built heritage resources (BHRs) and cultural heritage landscapes (CHLs) are aspects of the environment that provide insight or information on past human use of the landscape that are visible to the human eye, and include buildings, landscapes, and vegetation. The purple encircling the lot means there is potential for BHR/CHL.
Tunnel Boring Machine Noise and Vibration	Current ambient sound levels for Minton Place/Hopedale Ave are shown as 55 dBA for daytime and 46 dBA for nighttime. The noise levels of the two Tunnel Boring Machines, which will be in operation 24 hours per day, are shown to be as much as 74 dBA which exceed the US FTA nighttime limits of 70dBA. Questions: How many weeks or months will the noise levels from the Tunnel Boring Machines	Tunneling will occur for approximately a 10-month period. Noise will be limited to launch area at Pape Station during tunneling operations. Metrolinx will actively monitor noise and vibration levels to ensure the expected levels outlined in the Noise and Vibration Report are maintained throughout construction (i.e. TBM operations) at the identified receptors. The monitoring program will include warning levels prior to triggering an exceedance, to ensure that Metrolinx can adaptively manage and prevent potential noise and vibration impacts from occurring during construction. Thresholds for noise and vibration levels are more stringent at night and will be adhered to during construction to prevent disturbance to the sleep of residents. Metrolinx will provide updates on construction activities, including

	affect the residents of the Pape/Minton/Hopedale areas? What further noise and vibration mitigation is Metrolinx going to introduce to reduce the noise levels of the TBM's so that the sleep of residents of the Pape/Minton/Hopedale areas is not disturbed?	TBM operations, at regularly scheduled Construction Liaison Committee meetings with the community to ensure the details of TBM operations are provided in advance.
Where will the line cross over at Overlea?	You still have not provided information or diagrams on where it is going to cross over Millwood and Overlea.	The Ontario Line crosses Millwood Rd north of the intersection with Overlea Blvd. The line does not cross Overlea Blvd, it runs along the north side.
Alignment changes of Yonge Extension -- lessons for OL	when Mx changed the Alignment of the Yonge extension they created a very tight corner turn that diverts the train from its intended path to hook up to the existing GO rail corridor. the newly aligned tight turn is reminiscent of the original Downtown Relief Line that would have had the train cross the existing Millwood bridge. Pape residents were told that the turn the train would need to make coming down Pape, to cross the Millwood bridge would be too tight. however it appears that this is not the case for the Yonge extension? Why is a tight turn allowed for the Yonge extension and yet is not recommended for the OL?? in fact there are now 2 tight corners intended on the Yonge extension, the diversion at Royal Orchard and then the realignment to Langstaff GO.	The Toronto Rocket vehicles currently used on the Yonge-University Line, which will also be used on the Yonge North Subway Extension, are more articulated vehicles than what is planned for use on the Ontario Line, and as a result, they are capable of tighter track turns, as seen between Royal Orchard and Langstaff Stations. Furthermore, the turn to align with the Millwood bridge would need to have a tighter radius than what is required for the YNSE – below the minimum standard for the proposed vehicles. This has several impacts on operations: 1. The run time is increased due the need for the trains to slow down when navigating the corner. This makes it difficult to maintain headways and may require additional vehicles. 2. Potential for additional noise impacts. 3. More wear and tear on the vehicles and track. The Millwood Bridge is not structurally sufficient to accommodate a modern subway line.
See below.	The LPassby Level of 64 exceeds what is acceptable by the World Health organization and the Ministry of Environment and Climate Change. How does Metrolinx justify this sound level given that there will be 496 trains travelling on the tracks, each way? Does this number also represent the decibal level when two trains	The criteria that Metrolinx adheres to is provided by the Ministry of Environment, Conservation and Parks for stationary noise sources such as the Maintenance and Storage Facility, as well as rail industry noise guidelines for noise associated with train movements (i.e. FTA guidelines, see Section 5.4 of Noise and Vibration Report). These criteria target impacts to existing noise levels, which in the study area for Ontario Line have been measured to be typically higher than the 55 and 50 dBA levels cited by the World Health Organization. The Environmental Impact

	are actually passing by each other, as well as the 4 dBAs for track noise as stated in your EIAR? Existing Day / Night Baseline Sound Level (dBA)1 Day / Night Limit (dBA)2 Train Lpassby Level (dBA) Lpassby Limit (dBA) Compliance with Limit (Y/N) 170 Hopedale Ave RR_RESD_001 Train (Day/Night) Sound Level (dBA) - 56 / 51 Current Day/Night 55 / 50 Day/Night Limit 60 / 55 LPassby Level 64	Assessment Report outlines the existing noise levels we identified during monitoring activities throughout the Ontario Line study area, which were presented in the Environmental Conditions Report (2020). The 4 dBA for track noise is associated with trains at the portal, which generates a noise increase above the train passby noise level as trains enter and leave the portal. This is based on a 4 dBA correction, as has been used in other Metrolinx projects (Eglinton Crosstown) and we anticipate this will be similar for Ontario Line. Though our assessment was for a single train passby, a second train would not significantly increase the noise level as they pass each other. Though both trains individually contribute the same passby (64 dBA), each would also shield the other, acting like a barrier between the receptor and noise source.
Will you provide the precise location of the Pape tunnel?	I am interested in how vibration and noise will effect homes in this area on either side of the tunnel.	The first steps in reducing impacts from noise and vibration starts at the source – with the train and track. When the Ontario Line trains are running, they will be electrified, which means they will be quiet, in addition to clean and fast. We will be installing noise walls on both sides of the joint corridor through Leslieville and Riverside that will result in noise levels that are no higher or even lower than they are today at the majority of locations. The noise walls will be at least five metres high and extend from approximately Eastern Avenue to east of Pape Avenue. We will also introduce proven solutions to address any increases in vibration. These could include rubber mats placed under the track structures for GO trains and specialized fasteners for the rails. We'll confirm the exact solutions we'll put in place once we have a project partner on board for the Northern Civil, Stations and Tunnel project and we complete detailed designs for this work. During construction, we'll have options including construction equipment silencers and muffling devices and other methods that minimize vibrations.

		We'll also schedule construction so that noisy work happens when it makes the most sense. Regarding the Pape tunnel, tunnel depth is determined by current infrastructure. Being that Pape will be an interchange station with the TTC, the top of the tunnel will be 30 meters underground. If you would like to learn more about noise and vibration, please view the draft Environmental Impact Assessment Report here.
How Metrolinx ensure noise levels do not exceed noise threshold?	The health impacts associated with environmental noise are both acute and chronic in nature. In addition to noise-induced hearing loss, there is growing body of evidence that shows an association between environmental noise and health impacts including cardiovascular disease cognitive impairment in adults and children, sleep disturbance and mental health impacts. Emerging evidence suggests that exposure to environmental noise could lead to adverse pulmonary effects increased mortality from diabetes, and negative impact on behaviour in children. (Reference: Toronto Public Health. How Loud is Too Loud? Health Impacts of Environmental Noise in Toronto. Technical Report. April 2017) Additionally, the World Health Organization and the Ministry of the Environment Given the impact on auditory and non-auditory health, what will Metrolinx do to ensure that those decibel levels do not exceed either of the daytime and night-time noise thresholds of 55 dBA and 50 dBA respectively? Additional Background Info: Recommended safe noise exposure levels depend on which adverse noise effect is being considered. To prevent hearing loss, the U.S. Environmental Protection Agency (EPA) adjusted the U.S. occupational	Potential for exceedances will be addressed by implementing appropriate mitigation measures and through development and implementation of a plan to manage construction noise before construction begins. Metrolinx also intends to use localized noise barriers for specific equipment and operations. You can find more details about mitigations for noise in Appendix K of the Noise and Vibration section of the draft Environmental Impact Assessment Report here.

	recommended exposure level of 85 A-weighted decibels for additional exposure time to calculate a 70 decibel time weighted average (TWA) exposure level. EPA did not adjust for lifespan years so the correct safe exposure level is likely lower. The World Health Organization (WHO) also recommends 70 decibels to prevent hearing loss. EPA and WHO determined that non-auditory health impacts of noise occur at 55 decibels TWA, with annoyance starting at 45 decibels. These are the safe noise exposure levels for the public. The Journal of the Acoustical Society of America 141, 3731 (2017); https://doi.org/10.1121/1.4988188	
Please explain consequences/compensation for easements.	When the easement is for under the home what does that mean in practice? When compensation is negotiated how is it determined and what precisely is it compensating for? Does it mean a limit on renovations or construction projects on the property itself?	An easement is the right of use, not ownership. Below grade easements are not excavated as part of tunnel construction. These may include, but are not limited to, easements around a tunnel or around an underground structure. When property easement acquisitions are unavoidable, Metrolinx will work with property owners to negotiate mutually beneficial agreements to acquire the required property easement. Whenever Metrolinx needs to acquire property easements, property owners can expect to be compensated at fair market value, as determined by a third-party appraiser. Metrolinx will enlist the services of a third-party appraisal expert to estimate the unbiased value of the property easement. Market factors at the time of the easement acquisition will inform the valuation and will be based on comparable sales of similar easements in similar locations and situations. Further details regarding subsurface easements can be discussed with our property team during negotiations.
How does this comply with Toronto's VisionZero & ravine strategy	The city of Toronto has VisionZero. Seeing that Hopedale Ave is a VERY popular biking and pedestrian route and there are lots of families that use it to walk and play, how can you have construction vehicles coming in and out multiple times during the day and ensure that cyclist and pedestrian injuries and deaths won't happen?	The Ontario Line supports VisionZero by increasing critical transit connections which will decrease vehicular traffic and improve public transit access in core areas of the city. Metrolinx has committed to the development of a construction traffic management plan which will detail the approach to maintaining safe pedestrians and cyclists through the area. Regarding the Don Valley crossing, the bridge emerging from the southern bank of the Don Valley at Minton Place and connecting to Thorncliffe Park will be constructed using modern techniques and design principles to

	Same goes with the city (and the federal government's) and their ravine strategy. Putting a train bridge in and over a ravine and likely decimating the trees in Crowthers woods seems to go against the city's ravine strategy AND the federal funding conditions. How would your plans work with these 2 strategies.	minimize the environmental impacts of the structure. Project plans necessitate a need to cross the valley via a bridge, as tunnelling underneath it is not a feasible option. Due to the geography in this area, we would need to tunnel so deeply that the long journeys between street and platform levels would result in fewer customers taking transit. To get under the Don Valley by the Leaside Bridge and an offshoot of the valley that wraps around Thorncliffe Park, we would have to tunnel as deep as 70 metres underground – deeper than any station in Toronto's transit network, and deeper than a 20-storey building is tall. The very long descent customers would have to take to get to and from the street could add a significant amount of extra time to their commutes – more than eight minutes – and ultimately discourage them from using the Ontario Line. The Ontario Line also needs to connect with the above-ground maintenance and storage facility in Thorncliffe Park.
What are the consequences to property owners on Pape Avenue	What are the consequences to property owners on Pape Avenue of vibrational and other impacts from the work done as a result of the Environmental Impact and Assessment Report or from any other work done from this operation.	Impacts along Pape Avenue may vary. Residents commonly have questions about noise and vibration during both construction and operation of the Ontario Line. You can find more information and a detailed understanding of the impacts and Metrolinx' plans to mitigate these impacts in the Noise and Vibration section of the draft EIAR (Environmental Impact Assessment Report). We have also released a sound demonstration that models expected noise levels for the project in various locations in this area, which you can find here on our website.
Track coverage to mitigate noise for residents along Don Valley?	The speed factor is assumed to be 20 dB, from the reference speed of 80 km/h. • The Minton Place Portal is considered as a point source resulting in a sound pressure 4 dB higher than the related tracks, at a distance of 25 m from the portal (per Eglinton Crosstown LRT project (J.E. Coulter, 2010)). • For each track direction, 496 trains travel between 07:00 and 23:00 (daytime), and 81 trains travel between 23:00 and 07:00 (nighttime), based on service levels in Appendix M and OMSF operational data for the pre-service hour (05:00 to 06:00). QUESTION: This sounds like there will be a constant sound/noise of 80 dBA. Given that noise carries over valleys, and that	Metrolinx explored the best possible mitigation measures for noise levels at the Don Valley. Based on our research and the source sound of the vehicles (trains), an enclosure was not pursued. The Ontario Line trains are quieter than existing road traffic and automated and Metrolinx is working closely with regulators to ensure the noise from trains integrate with existing noise levels. You can also find a sound demonstration here on our website for Minton Place.

	Toronto residents encountered this problem when the subway was created over the Bloor Via Duct, why has there not been consideration of covering the train as done for the residents of Rosedale? This should be included to mitigate sound and noise, and to ensure quality of life for residents around portals and along the Don Valley. Will this be done?	
The EA asserts that emissions from the Ontarioline will be	The EA asserts that emissions from the Ontarioline will be offset by reduction of air pollution created by private vehicles. What comparables from other projects have been used that show a marked decline in vehicle emissions due to an increase in transit ridership? In addition to construction air pollution, there will be added emissions from transit vehicles serving the new Cosburn station. How will all this air pollution - which dangerously affects the health of "Receptors" (as the EA terms the residences) be mitigated and monitored ?	By allowing people to leave their cars at home and take transit instead, the Ontario line will be an environmentally–friendly travel option that helps protect air quality. In above-ground sections of the line, the electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community. Please note that the Ontario Line's Cosburn Station will be underground. We anticipate that the Ontario Line will result in 28,000 fewer vehicles on the road daily when fully operational. You can find more details in the project's Preliminary Design Business Case (see page 85 for the Benefit Analysis).
What can be done for the Gerrard pedestrian realm?	The bridges at Gerrard and Carlaw already give dark, narrow pedestrian experiences, making people feel vulnerable and without even a comfortable way for someone to pass a stroller or person with a dog going the other way. How can we augment the experience for users to ensure they are safe from cars, feel comfortable with personal sidewalk space, and good lighting? This intersection also sees increasing numbers of bike riders who could be accommodated both as they ride to and through, and via safe secure bike parking perhaps similar to Pape Station.	Plans for this area, where the Ontario Line station serving Gerrard will be located, are still being developed to ensure that impacts are minimal. Pedestrian access will be maintained on the sidewalks and access to the new station will be simpler under revised plans, with only one entrance and one platform with trains going in both directions. This approach further minimizes impacts to the community. Safety is central to everything we do, and new stations and bridges in this area are no exception.

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Ontario Line Phase 2	Is there a possibility that a future Phase 2 will begin construction before 2029 (when the Ontario line is supposed to open). Is Metrolinx working on a phase 2 behind the scenes? Thanks	Our plans protect for the possibility of expanding the line in the future to improve transit access and meet demand, but this is not part of the current project's scope. Tail tracks at each terminus station, Exhibition and Science Centre Stations, will provide space for the storage of vehicles and protect for future expansion.
Expropriation timing	We live just South and East of Pape & Danforth, and received a notice of potential expropriation a few months ago. When will we have any details concerning this and the timing of any movement by Metrolinx in this area?	Thank you for your question. With regard to your specific property, we kindly encourage you to contact our team directly at OntarioLine@metrolinx.com. You can also find more information about the project in this area on the Pape Station page on our website, and you can look up the route on our online interactive map.
Preservation, protection and compensation of vegetation - below	As stated in the EIAR: Vegetation removal will be reduced to the extent possible and limited to the Metrolinx right-of-way. • An IVM Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline (2020) and the IVM Program. When Metrolinx refers to compensation for the number of trees and vegetation that will be destroyed at the portal on Minton, ET Seaton park and Crothers Woods (an environmentally sensitive area). How will the compensation be determined? Given the environmental sensitivity of the Don Valley, how will you protect and preserve trees that do not need to be removed?	Metrolinx will establish Tree Protection Zone (TPZ) fencing to protect and prevent tree injuries. TPZs will be clearly staked prior to construction using barriers in accordance with local bylaw. Vegetation compensation will be determined in accordance with Metrolinx's Vegetation Guideline (2020), which provides a landscape science-based approach that exceeds the requirements of applicable bylaws and regulations.
Train Operation Noise and Vibration	It is mentioned in several locations of the EAI that "The noise emitted from trains entering and exiting the Minton Place Portal is included in this assessment". However there is no specific study to address the operational noise levels of trains exiting and entering the Minton Pl portal and traversing the bridge over the Don Valley and the effect on the residents of Minton Place and Hopedale Ave area. Only a predictive noise and vibration	We will do everything we can to work with our contractors to ensure communities stay peaceful and quiet both during construction and operations. During construction, we'll continuously monitor noise levels and use tools like equipment silencers and temporary noise barriers to keep things as quiet as possible. We will ensure noisy activities occur during daytime whenever possible and plan truck routes that will minimize on-site movement and avoid travel on residential streets. Communities will be notified well in advance of any upcoming construction work, with particular attention on activities that might need to happen outside of regular hours.

	software analysis using a commercially available software package is mentioned in the EIA and which conveniently predicts acceptable sound levels. Questions: Will Metrolinx initiate a specific study to address the noise and vibration levels at the Minton Place Portal and when will this occur? If these noise levels are found to be excessive will Metrolinx consider further mitigation to reduce them such as a covered bridge over the Don Valley or rerouting the Ontario Line away from Minton Place?	Once in operation, Ontario Line trains will be electric, meaning not only will they be clean and fast, but quiet too. We'll also use other sound-reducing tools in certain areas to keep future operations quiet and unobtrusive and to ensure the Ontario Line doesn't result in noise and vibration levels that are significantly different than they are today. Metrolinx has also created immersive sound demonstrations for the Ontario Line to better inform residents what noise level to expect once the line is operational, which you can find at ontariolinesoundstudio.ca.
What is the precise time line/date for construction to begin?	Has the current plan been given the official go ahead? If so, when is ground breaking for the pape to leslieville portion? How long will it take for completion? And while the line is under construction, what will be the work hours for the crews and their machinery?	The Ontario Line project is going ahead, and preparatory work for the project is already underway at Exhibition Station and the site of the future Corktown Station. The delivery timelines for the Ontario Line will be confirmed through the procurement process, which you can learn more about here on our website. We currently expect that we will select a project company for this area through the procurement process in 2024. Work hours, and construction means and methods will be determined with the project company delivering the work, so we do not have these details at this time.
Impact on the resale of housing above the Ontario Line tunnel.	Regarding the houses above the proposed tunnel for the Ontario Line between Gerrard Square and Pape Station. How will this project affect the possible future sale by owners of those houses.	Please note that Metrolinx cannot comment on property values, as these are influenced by a complex variety of factors beyond the control of the transit authority.
I live and also a condo owner at 797 Don Mills Road.	797 Don Mills Road is located at the south east corner of Don Mills and Eglinton next to the new Science Centre stop. According to your plans, the above ground tracks will be on the side walk next to the condo at 797 Don Mills Road. Only a few meters away next to the building. I anticipate there will major noise pollution from the constant trains running from	Decisions around the route and the elevation of the Ontario Line have been made with the whole network in mind, but they're also tailored to the specific communities the line will serve. That's why it will run in tunnels, along existing railways, and on elevated structures where it makes sense to do. When determining the Ontario Line's route and elevation, planners balanced considerations like: how many people could be served, how much travel time could be saved

	morning to night. This noise pollution will have a negative effect on the quality of life for the residents of 797 Don Mills Road. Your website mentions noise barriers to help block the sound of the trains. However noise barriers will not help as tracks are next to the condo. The noise pollution will bounce off our building and travel upwards for all the residents to hear. Can you not build the build the Science Centre stop underground? Also having the tracks above ground crossing the intersection at Don Mills and Eglinton will be major eye sore. Especially with the new community of over 10 new condo towers coming to Don Mills and Eglinton. The above ground tracks will destroy this new vibrant community. I believe this is a terrible idea and needs to be reconsidered.	how many connections could be made to other major rapid transit lines how quickly and effectively the line could be built how effectively any local impacts could be managed, and how to ensure the best possible use of taxpayer dollars. In the newer, northern part of the city where there are wide roadways and streets, the Ontario Line will run on modern, elevated structures because there's room for them, and construction will be faster and less impactful. In places where there are existing rail corridors, like Leslieville, Riverside and near Exhibition place, the line will fit into an existing rail corridor, giving surrounding communities the benefits of faster and less impactful construction by avoiding complex and time-consuming tunneling and building in land we already own. These above-ground sections have the added benefit providing faster and easier connections to and from surface transit, because the stations aren't deep underground. If there are further, unaddressed concerns from the residents of 797 Don Mills Road, we kindly encourage residents to contact us directly at OntarioLine@metrolinx.com.
What are the timelines for design, procurement and construction?	As a member if the local supplier community we are interested in learning a bit more about project timelines as it relates to design, procurement and construction.	Project timelines in relation to procurement can be found here. There will be three separate Public-Private partnership (P3) contracts procured for the Ontario Line to maximize participation and competition from the market and ensure the success of the project. Creating three separate contracts makes the size and risk of the packages more manageable and removes the need for one consortium to consist of multiple, specialized skillsets (e.g., vehicle provider and tunnel contractor) that would make forming integrated project companies more difficult. The Rolling Stock, Systems, Operations and Maintenance (RSSOM) package is a 30-year-term contract to design-build-finance-operate-maintain the entire Ontario Line. The Southern Civil, Stations and Tunnels package is a design-build-finance contract for the southern segment of the Ontario Line, from Exhibition/Ontario Place to the Don Yard portal (west of the Don River). The Northern Civil, Stations and Tunnels package is a design-build-finance contract for the northern segment of the Ontario Line, from Gerrard Station to the Ontario Science Centre. In advance of these contracts, Metrolinx will also break ground on a package of early works that will be traditionally procured. These will include upgrading existing bridges, building new bridges, expanding the rail

		corridor, installing some station infrastructure, and relocating utilities for parts of the line that are shared by the GO rail corridor.
Project Footprint in Don Valley on OL map	the EA outlined project footprints within the OL Map on the initial Metrolinx Engagement page. Why is there such an irregular area within the valley (west of DVP/East of River) that is coloured as "project footprint"? there is also a much larger area on the West side of River, again, why is the project footprint so large, is the area on the west side an equipment staging area? How is MX getting equipment into the valley?	Regarding the project footprint in the draft EIAR, we have determined that this is the maximum amount of space needed to safely accommodate construction work, which also includes staging and laydown areas where equipment and materials are stored and prepared during construction of nearby structures. We try to minimize our construction footprints as much as possible, taking safety and spacing considerations into account for each site. How we use these areas will vary and may change over the duration of the project, and contracts will include incentives for future project partners to reduce construction footprints as much as possible. We will be sure to provide clear communications about any property needs and traffic impacts as the project evolves. Please note that the precise construction means and methods will be developed with the Project Constructor who is delivering the project once they are onboard. We anticipate selecting a Project Constructor for this area in 2024
Re-routing of traffic around Pape station	You mention that traffic will be diverted around main arteries to avoid rush hour congestion. For the Pape Station in particular - which streets do you see the traffic and construction vehicles/storage being diverted on to?	Construction is not scheduled to begin in the area around Pape Station until approximately 2024, so we do not know the exact road closures and traffic diversions to be expected in this area during the construction period at this time. Once we have a Project Constructor on board for this area, we will work with them to complete a Traffic Management Plan for the area. We look forward to sharing more details with the community as they are available.
What is happening to the area being expropriated for Pape Station	After the station is complete. Its a large area. Will it be sold to a developer?	Property needs and future uses vary across the project. We are still in the early planning stages in this area, and our teams are currently focused on planning work for building the subway infrastructure. Whenever Metrolinx needs to acquire property to support a new transit project, our commitment is to ensure that owners and tenants do not experience a financial loss.
How will fares and integration with TTC be operationalized?	A presenter today mentioned that part of the goal of the line alleviate use from the TTC line one (yonge-university). Will fares be comparable to a TTC ticket? How will you ensure the line is serving all torontonians and financially accessible. How will transfers to/from the TTC line 2 (bloor-danforth) be operationalized?	Day-to-day operations of the Ontario Line will be handled by the TTC and the fare system will be the same as TTC. As of the end of 2016, PRESTO was available on all TTC subway stations, buses and streetcars.

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Cherry Station	Is it possible to add a station at cherry street as part of the project or to design the project so that a station could be added in the future?	When looking at the possibility of a station on Cherry Street, one of the important factors we considered was the distance between stations. If we located a station in this area, it would be very close to both Corktown and East Harbour Stations. As a result, the trains may not have enough time or distance to fully accelerate, impacting the overall time savings for travellers. To provide some more details on the planning process, we studied station locations with a focus on increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs. If you want to learn more, you can read the Preliminary Design Business Case (pages 40-42 provide the overview and rationale for west stations and pages 43-45 provide an overview and rationale for downtown stations).
Design Speed	What will be the design speed of the trains travelling on the Ontario line? There are a lot of areas with wide station spacing so higher top speeds would speed up travel times	The top speed of the OL train will be 80km/hour and the average speed of 30km/hour.
Expropriation question	What third party is completing these appraisals? When will they be shared with impacted property owners?	A third-party appraisal will be completed to estimate the fair market value of a property on a case-by-case basis. A property owner may also complete their own appraisal to determine or confirm the fair market value. In some cases, other kinds of third-party experts may be asked to help determine fair market value for a property, such as environmental consultants.
Will tunnelling noise levels be perceptible?	How long will I be able to hear construction under my house?	The Ontario Line tunnels are constructed as two separate “tubes” approximately 20-30 metres below ground, depending on the area, which is far deeper than the average underground TTC Station. Each tube is individually lined with noise dampening concrete liners, and because there is earth surrounding each tunnel, the vibrations are dampened as well. The Ontario Line is being designed and built to meet international standards for vibration control, which consider a range of sensitivities, including residences, office and commercial buildings, as well as special-purpose buildings such as concert halls, hospitals, and research and manufacturing facilities. Testing will be done before the line is operational to ensure the vehicles and tunnels are within the allowable limits for vibrations set by the City and Province of Ontario.
Re: Easements	How soon will easements be lifted on properties that will not be affected by the construction. Will they remain in place once construction is finished and operation begins.	Some properties and easements will only be needed temporarily, while others will be needed permanently. In some areas, we will only need slivers of properties, while in others we will need full properties. We have reached out to owners for every property to gauge their needs and determine next steps on a case-by-case basis.

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Impact on Existing Businesses and Homes along the route	The proposed route and supporting infrastructure impacts environmentally sensitive areas in the Don Valley, close to the Science Centre. Additionally, well established, high value residential and retail neighbourhoods, particularly in Leslieville, will be subject to expropriation and possible negative impacts of having a major transportation route alter the character of the area. Here are my questions: 1. Why would the Don Valley parkland be preferred over other potential sites further down the route, including the hydro corridor in Thorncliffe? Park? 2. How will Metrolinx address the concerns local residences and businesses have about the project's impact in both Thorncliffe Park and Leslieville? 3. To what extent are the decisions surrounding the route influenced by factors that are not addressed in the study, in a transparent way? Meaning, Metrolinks has a history of pursuing other agendas during the progress of a major project (Crosstown LRT) that have included development deals that are revealed long after the project has begun. This has not cast the agency is the best light as a transparent player working in the best interests of its major stakeholders, Ontario citizens. 4. What is the compensation model for properties that will b expropriated? Full market value, with bidding, as is the case in private sales? Surrender value as determined by the Ontario government? Assessment role value? 5. The Crosstown is years late and billions	Regarding your first question, if in reference to the Don Valley Layover Facility, you can find more information here on the GO Expansion website. With respect to supporting businesses, we are committed to going above and beyond to protect local businesses, organizations and jobs. We are working closely with impacted owners and tenants to find ways to help them relocate within the community or nearby. We've made connections with the City of Toronto's Economic Development Department to ensure we're looking at this from every possible angle. We have to keep the details of our negotiations confidential because of the unique business requirements we discuss with each operation, but we will exhaust every available avenue as we support them through the relocation process. To provide some more details on the planning process for the Ontario Line route, we studied station locations with a focus on increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs. If you want to learn more, you can read the Preliminary Design Business Case (pages 40-51 provide the overview and rationale for west stations). Regarding compensation, whenever Metrolinx needs to acquire property easements, property owners can expect to be compensated at fair market value, as determined by a third-party appraiser. Metrolinx will enlist the services of a third-party appraisal expert to estimate the unbiased value of the property easement. Market factors at the time of the easement acquisition will inform the valuation and will be based on comparable sales of similar easements in similar locations and situations. Concerning project delivery, Metrolinx and Infrastructure Ontario (IO) will use a public-private partnership (P3) procurement model to ensure the Ontario Line is delivered efficiently and cost effectively. The P3 approach will leverage private sector innovation in design and construction and increase budget and schedule certainty. To date, IO's P3 projects have a 95 per cent on-budget track record and a 69 per cent on-time delivery record, which far outpaces traditional project delivery and is significantly above industry standard.

	over budget. What is the plan to ensure this does not happen with the Ontario Line?	
What is a frac-out associated with tunneling activites.		A frac-out is the unintentional loss of drilling fluids during a drilling operation. Frac-out can happen during horizontal drilling and mitigation measures include using tunneling equipment designed to reduce the potential for frac-out, and developing a frac-out contingency plan, if required. In addition, a Spill Prevention and Contingency Plan will be developed by the contractor to prevent and respond to any spills that may occur during construction.
On what side will the tracks be onecifically at Aldwych and pape	On what side will the tracks be onspecifically at Aldwych and pape? Will they be directly below the street, or be closer to the west side of pape or the east sode of pape? Specifically as it passes Aldwych ave.	The Ontario Line tracks will run underground primarily below Pape Avenue between Pape and Cosburn stations, with some deviations in the route. You can see the underground tunnel location on our online interactive map, and you can also look up specific addresses and see the Ontario Line in relation to properties of interest.
height of Valley bridge above the DVP	how high will be the OL bridge crossing the Valley from Pape to Thorncliffe, be above the DVP? How far down the existing East valley wall will the tunnel portal emerge, and on the western valley wall where will the Thorncliffe tunnel portal be placed?	The approximate height of the bridge arch from top of the bridge deck is 25 metres and from top of the Don Valley Parkway is 32 metres. The Ontario Line will emerge from the southern bank of the Don Valley at Minton Place, and the bridge connecting to Thorncliffe Park will be slim and well-designed to minimize visual and environmental impacts.
I own and am developing property nearby. The name has to change	Obviously the station cannot remain named Science Centre when there's a much closer station to the Science Centre under development. Make the change now before it's too late.	We'll be looking for opportunities throughout the planning and design process to get public feedback on design elements. We look forward to working with community members and the City of Toronto on how to design Ontario Line stations that communities will be proud of. We will work with the communities along the line to determine station names that are clear and representative of the neighbourhoods they will serve. We'll share more details on those opportunities in the future.

Virtual Open House Summary

Environmental Impact Assessment Report - February 24, 2022

Live Meeting II – Environment Impact Assessment Report

Alignment & Stations

Comment	Answer
Operations, Maintenance and Storage Facility in Thorncliffe does not meet policy planning criteria; it's clear from the demographics of the Thorncliffe area that the Operations, Maintenance and Storage Facility will be hindering the positive growth of the community and as a result also fails critical objectives of the guiding planning policies Metrolinx must follow. What Thorncliffe needs is a Transit Oriented Community to provide the needed affordable housing and amenities around the proposed subway station, not an Operations, Maintenance and Storage Facility that strips them of this opportunity. All maps provided show ample space on the other side of the CP Rail corridor in Leaside Business Park which is already slated for industrial use. Metrolinx should follow their own guiding policies and put the Operations, Maintenance and Storage Facility there. If you do not believe in this assessment, could you please cover briefly the reasoning for this siting rather than the community-recommended site?	This has been asked at multiple open houses and we are happy to go through our siting process. First, we developed an area, an approximate area, that the Operations, Maintenance and Storage Facility would need to have in order to operate properly for the Ontario Line and have some expansion capabilities. Then we looked at every property between Exhibition and Science Centre and we found 69 candidate sites. We then went through an evaluation matrix that looks at job impacts and employment, land area available, and proximity to the Ontario Line. We also looked at the cost associated with the work and the ability to relocate the business and that we could relocate these businesses and then we wanted to protect for houses and make sure we don't impact residential units. This left us with 3 sites, one of which was the Leaside Business Park on the west side of the CP corridor. The other was the Wicksteed industrial area, as well as the north of Overlea area. Through consultation with colleges at City of Toronto, as well as with technical advisors, we ended up coming up with a hybrid option where we blended a bit of the Wicksteed and Overlea area into a solution that is both proximate to Ontario Line, impacted the least number of jobs and in fact because they are relocatable, we have a very active relocation program so they have been able to relocate to their place of choice. We've taken all those into account and we are working closely with those businesses, and they are alive and prosperous. Every time we come to a station, we also look at Transit Oriented Communities being developed there, residential, commercial, etc. being created there. All these things are at play in Thorncliffe Park as well as other stations along the line. It was a very compressive site selection process. we are actively engaged with the communities to get a sense from them and what they want in the community with the transit coming into their communities and what we can deliver as part of that transit bill.
Thank you to the panel for taking the time to talk to us today. My first question was asked to the panel about the Operations, Maintenance	No single project is going to deliver everything to this community. This is a transit project that we are delivering but it does more than that, but it may not do everything. I did describe earlier a site selection process that went end-to-end

Comment	Answer
and Storage Facility. I do have a few thoughts and rebuttal about your process in choosing this site selection and the whole point of this Environmental Impact Assessment Report. You mentioned this is supposed to be a feedback loop, you take information from your assessment to inform your decision. In your Socio-economic section of the Environmental Impact Assessment Report, you mention a lot of demographics in Thorncliffe area, such as two-thirds of the population are immigrants, many of the residents have not completed pot-secondary education, it is the lowest earning neighbourhood in the alignment segment and less than 50% of the population is employed. This area was a community made to serve 10,000 residents and it's now serving over 30,000 residents (10,000 people per square km). Your guiding policies and your planning policies it says (in your provincial policies): - "Healthy and active communities by facilitating active transporting community connectivity" - "A place to grow- growth plan for the golden horseshoe" - "Designed to promote economic growth, increase housing supply, create jobs and build communities to make life easier, healthier, and more affordable for people of all ages." This community has the largest primary school in North America, it has one of largest youth population in the city and so Thorncliffe Park is not the right site for the Operations,	for the Ontario Line. I talked about of the most important things I've heard from the Thorncliffe community – jobs. Without a doubt, the plan that we have maintains and has the least impact to jobs. In Thorncliffe Park with a successful mobilization and reorganization of the businesses that are in the park to new locations that we are currently negotiating for and preparing for, we'll actually provide job opportunities as there are over 200 jobs in the Operations, Maintenance and Storage Facility. Transit in and of itself coming into Thorncliffe Park provides a level of connectivity to job opportunities, both inside and outside of the community. These are all positive outcomes. We do want to create community benefits as part of our implementation of the Ontario Line and those take the form of better community spaces that are made available because we are re-building the north side of Overlea. We can create that Main Street environment that people want to be enjoying and hanging out in. Along with that comes a big opportunity for redevelopment. When that happens is provides more commercial space. Businesses can operate in the community and be successful to grow and flourish. There is a discussion that's going to happen with lands that are not being used by transit with the City of Toronto regarding what those will look like, but this is a long-term investment the province is making, and it is ultimately an investment in the community because the solutions that are being developed right now as Metrolinx are building transit all the way to the Science Centre. With the old designs for the Relief Line South, we were going to finish at Pape, with a chance we'd be able to expand north, but today we're going to get to Flemingdon Park, Thorncliffe Park, down to Liberty Village, which were all areas that were early served by transit and transit is a vehicle to be able to improve lifestyles. Just the building of the Ontario Line is going to create jobs for the next 8-10 years and those are jobs that your community can participate in. We have very active discussions going on with various business and union leaders to have opportunities for people to participate at various levels in the construction process. I don't think you adequately described the future of Thorncliffe Park. It is not going to be as you describe, an area that is unusable. It is going to be an area that is very usable and very suited for the community in which it is built.

Comment	Answer
Maintenance and Storage Facility. You're taking away a third of the land that was cited for this community for this Operations, Maintenance and Storage Facility that was supposed to put in the Leaside Business Park but due to the Leaside BIA and Toronto councilors coming together to vote to have the facility moved out of their community, it has now been chosen to be put on Thorncliffe Park. You are coming up with all these round-about answers about the site selection, but I want to ask Metrolinx, knowing that public transit is important for the growth of the community, it's important in fighting climate change and is the proper green-transition that we need in our communities, yet Canada has a history of Black, Brown, and Indigenous communities facing the brunt of these impacts from these projects (ex., refineries, landfills, so on) and now Metrolinx has a history of doing this with the Jane and Finch Community, the Eglinton Community and now Thorncliffe Park is the next on your list. So, I'm asking a very moral question and looking back at your own Environmental Impact Assessment Report and understanding these demographics and this community and how it will be affected by this short-sighted decision, how are you going to move forward? This process is supposed to be a feedback process, how can you move forward with this Operations, Maintenance and Storage Facility site? How can you put this train yard in this community where it does not belong? Your own polices line out word for word what	

Comment	Answer
you should be doing. This is the exact type of community that should be benefitting from transit. You talk about the Leaside Business Park being an area where there will be a loss of jobs. More than 30,000 people in this community whose voices you haven't heard because your own process (if you look at the interested parties you mentioned Metrolinx has consulted with) has limited your consultation to property owners, business owners, government ministries, conservation authorities, municipalities, and Indigenous Communities, but has no regard to permanent renting communities like Thorncliffe Park. These communities and residents have not been heard and the people sitting at the table receiving benefits from you don't represent the people that live there. And you failed in that consultation process, and you've failed in really representing and being able to help this green transition in a positive way that doesn't have Black, Brown, and Indigenous People bearing that impact. And I want to know in your own report, and these findings, can you as a n organization say that this is the right moral decision to make to place the Operations, Maintenance and Storage Facility in a community with thousands of youth children are expected to grow in a city where housing has become more and more inaccessible, how are they expected to grow, get jobs, if a third of their community space is being taken up by the Operations, Maintenance and Storage Facility? Can Metrolinx stand by and say, "yes, this is the right thing to do" and let the community bear the	

Comment	Answer
brunt of this impact? Or will they do the right thing and move this Operations, Maintenance and Storage Facility, and we will support this community to grow in a positive way? This is kind of sickening, you know these facts, they're in your document. You should be able to connect the dots and be able to say this isn't the right thing to do. I want to know what you are going to do concerning this issue. How are you going to move forward with this issue as it is a very loaded issue and should be taken seriously instead being given the same roundabout answers about site selection.	
We recognize that environmentally that it is best for all, especially kids, to have access to green space. The fact that the proposed Operations, Maintenance and Storage Facility will take up a third of the land of the neighbourhood, what will Metrolinx do to bring some greenspace or environmental benefits to people living in the community? You have provided funds to the IST for more recreational space, can you confirm that this community space will actually be a community space and not just reserved for the members of the instruction support team	We have very active engagement on creating community spaces in addition to the relocation of the IST from Thorncliffe Park to Overlea are ongoing. This is the type of interface we would like to have with the community so we can understand what the community needs and wants and through transit we can implement something and help instigate other things. We are certainly collaborating with other ministries and the City of Toronto so I can say that our plans for additional green spaces and animated spaces and program spaces below the guideways to create a main street type environment. Currently in Thorncliffe Park, in the area that we are occupying, right now it is all developed so there isn't a lot of greenspaces so we will be increasing the amount of greenspace in the area as a result of the transit build and then more opportunities to give back to the community through the other programs that are running alongside the transit delivery. In terms of the IST, it's specific to their membership. We've been told that it is not reserved for IST and it's open for others to use. Every time I've been there, I have been welcomed and invited and I sense the good nature of the leadership of IST to welcoming other from different communities.
Which community organizations with a history of serving Thorncliffe Park is Metrolinx engaging regarding community benefits? Who is going to make sure that originally what you said was 600 jobs, now you're saying 200 jobs, who is going to make sure those will go to people	We've heard quite clearly the importance of employment to the community and active engagement in the community. So, we do have goals through the other ministries that are working alongside the Ministry of Transportation to have a career opportunities and training opportunities all brought to the Thorncliffe Park communities but also the other communities throughout the alignment. I can't sit here and promise you today that every job is going to go to residents

Comment	Answer
living in our community? Let's make a promise here and now to make sure that will happen since that didn't happen in Black Creek or Jean and Finch. I'm talking real career jobs. How can 200 jobs, created by the Operations, Maintenance and Storage Facility not promised to the community yet, is better than having that space used for workforce development to prepare the youth that will need those jobs in the coming years in our communities?	from Thorncliffe Park as that wouldn't be reasonable but there are opportunities. That is the reality of it. We've talked about job training, which you were involved with earlier, and we're looking for spaces and so on, which are the sort of discussions we can help facilitate. We are absolutely going to make linkages and connects to other government programs as part of the delivery of transit and we will do everything within our ability and power and mandate to have an improved Thorncliffe Park as part of the transit coming in here. And in and of itself, giving opportunity to get new jobs even outside the transit building, outside the Operations, Maintenance and Storage Facility so the community can have better access to work. I think that's all really important and I know we've talked about this and it's one of the positive things about transit coming to Thorncliffe Park. Those are coming and hopefully they will yield great results in Thorncliffe Park.

Noise & Vibration

Comment	Answer
The report says that vibration levels are anticipated to be low and not cause structural damage. How many types of structures have been considered?	The noise and vibration assessment that is included in the Environmental Impact Assessment Report looks at all the buildings and structures near the project and are categorized into 3 types. First, typical buildings, second is heritage buildings and theses are typically most sensitive to vibrations, and lastly there are utilities. The comment that vibration levels are low level of concern for structural damage and is true for all three types of structures including the heritage buildings.
The report says that Metrolinx will develop a communications protocol for providing advanced notice of construction work and addressing public complaints in a timely manner. Does that mean that the construction work will not proceed until complaints have been addressed? What is the definition of timely?	In terms of communications protocols relates to noise and vibration. Our goal here is to avoid complaints and we are working to achieve that goal but proactive work. So, we are proactively identifying and then implementing site specific mitigation at our construction sites. We'll also be carrying out ongoing monitoring throughout construction and that monitoring has an alert level, an action level (both of which will be below acceptable levels), so we will be very responsive if our levels start to creep up. Also, we will be providing advanced notification of nearby construction including what work is coming, what the anticipated duration of that work, to provide that advanced notice. However, if complaints do come in, we endeavor to respond to those as quickly as we can. In terms of timelines, it depends on the root cause of that issue. If the issue involves implementing additional mitigation, it may take a couple days but in every case, we will be responding as quickly as we can. If needed, we have to ability to stop work if that is needed to address the issue.

Comment	Answer
	We also set up community construction liaison committees where we explain to the local communities what we will be doing and we look well in advance to avoid surprises and we communicate the level of noise as a result of that work. So, we have a well-orchestrated use of the community construction liaison committee to help us get information out into the community well in advance of the construction occurring, or if a boring machine in approaching a community, they will know well in advance what to expect. We will have already run the tunnel boring machines or often many kilometers so we will understand what to communicate to those community members. They say it's a high-level of engagement and sharing of information that will occur as a result of this committee.
In the Noise and Vibration Draft Report, you talk about that during operations the Operations, Maintenance and Storage Facility railway and Emergency Exit Building have the potential to generate noise at nearby sensitive receptors. It is noted that these receptors would be placed in areas that are "noise sensitive", how do you determine what would constitute a noise sensitive area?	This question is great, and it dives into the ministry guidance and industry practices we use in our assessments. When we say receptor, what we mean is any location that could be impacted by noise and vibration. It could be a house, it could be a retirement home, it could be a school. That's the definition of the receptor. What we did for our study is that we had our team first carry out a desktop-mapping exercises by looking at all the land uses and study area, then they went out and walked the study area tip to tail. That field review confirmed that we have over 3000 receptors in the study area. Those were then grouped and the nearest receptors to planned project construction or operation we selected for assessment. This allowed the report to focus on a list of 260 of the most impacted locations. We did a very detailed modelling assessment for each of the 260 model locations and where each of those representative receptors or the locations where we modeled future noise levels are listed and shown within the noise and vibration report, which is available on our website and the mapping is shown in Appendix E. As I mentioned before we did an assessment for construction noise and vibration as well as operational noise and vibration. In some cases, the receptors are the same and other cases they are distinct depending on what impacts we anticipate. That is all shown within Appendix E of the report and is available for review if you want.
Are you about to talk about where specifically the receptors would be in Thorncliffe park? How far in advance of construction will they be placed? When will the testing be done?	There is a bit of distinction between the receptors that we used for modeling and the locations for future monitoring. So, we will be obtaining noise measurements right ahead of construction to make sure we have an up-to-date picture of the noise and vibration for construction. Our contractors will be monitoring near construction sites for several days to establish a baseline and then continuous monitoring for construction will also be carried out at those locations. These

Comment	Answer
	locations will be identified closer to construction start and when we've identified construction sequence and timing. As these details emerge, we will be distributing that information through the liaison committees, but we just aren't yet at that stage to provide that information.
I'm getting text messages from people who are on this call who are very frustrated because we have about 10 minutes left, and nobody feels like you are getting to their questions. I would like to ask if you could stay and answer everyone's questions this evening as this is the last chance for people on this section of the line to get any kind of answer or questions that they want to you from a 3000 page report, so I think it's only fair to either do more of these and/or do them longer so people have a chance to speak to you. Having now read about 8000 pages of Environmental Impact Assessment Report from Metrolinx and your contractors, the ECR, the EWR and EIAR, I can say without a doubt, as someone who lives in Riverside/Leslieville, that this line belongs underground. The Environmental Impact Assessment Report only cements my feels about the impacts around the Gerrard Station area, at the Riversdale Plaza are shocking. If you don't know there's a portal there, and it will be the tunnel boring site. It's the only extraction site that's going to be pulling soil and materials, they will all be stored there and if you don't know this area it is very quiet and a small corner of our city. It's a low-rise area, except for the Francis Beavis Tower that is a senior citizens home, which towers right over the portal and just across from this portal is the Pape Avenue Junior School. So, our community is very	We often monitor the number of people in the zoom-room and we extend the meetings and as we get to the end, we will certainly be looking at that. We're looking at mitigation across the entire alignment. We do have other means and methods that we can implement to protect and reduce noise. Some of that Richard described at the last meeting. If you look above the table within the same section, we spell out what mitigation was included for that model. One thing to keep in mind is that we use conservative assumptions for construction, noise and vibration assessments so we assumed power equipment, a whole host of equipment running at the same time, at full power and at every location within the construction zones. This is a conservative overestimate of how we think construction might work but we are at an early stage, so we took that approach. In terms of mitigation that we brought in, we assumed a 5m tall barrier around the site, we assumed using enclosures around some of the equipment, and that's all spelled out. You're right, at some locations, we do show we are above our target level and the report indicates that this means we need to take a closer look at this as we are approaching construction and we are committed to doing that. As Malcolm mentioned, there are other mitigation measures we can take and that will depend on the contractor's selected means and methods, and we will be working very closely with them and sharing the result with the community as we get closer to construction, and we identify our specific management approaches. There are other locations throughout the alignment where the noise of construction we're anticipating in an unmitigated environment might be higher than our current standards, so we are going about this continuous feedback cycle for us to be able to lower those noise readings in our project specific output specifications. So, when our contract designs them and operates, they will be compliant with the rules we are setting out. With respect to the schedule for the tunnel boring machines, those are in the north contract and that construction is going to be happening in 2024. Richard do we have about 2-year of tunnel construction to get up to the Minton Portal?

Comment	Answer
concerned about this tunnel boring machine staging area, which will be a massive staging area in the heart of this very small area. It is also getting one new bridge and it's going to be a massive undertaking. I'm looking at a table from the noise and vibration report – the mitigated noise levels. Looking at these levels, that are mitigated, and I see that the tunneling day and night activity is sitting at 82 dBA. Your decibel level for this corridor during the day is 80 and at night it's 70. Yet here you are sitting at 82 dBA right next to the senior resident and the school. The lower level in this area is 71. You are over these levels that are mitigated. What mitigation did you use to arrive at this modeling and what further mitigation are you going to plan to get these decibel levels down for these vulnerable populations? How long do you predict that you are going to need this staging area and how long will it take to tunnel to from Gerrard to don valley area? When is it starting and when is it going away? What did you model with?	Yes, typically the first thing that happens is that they construct the launch shaft (where the portal will be in the future) and that typically takes 9 months or so. Obviously, this is subject to change based on the schedule from the contractor. The tunnel boring machines themselves, once that shaft is completed it takes about 3 months to assemble them and commission them. The tunnel boring machines move forward at a rate of 10-15m a day and the portal is about 2.6 km long so it takes about 200 days to excavate the tunnel itself. At that point they are moved to the north end and the portal is completed. So, yes, a couple of years is accurate.
I live on Hazelwood Ave, south of Pape and fourth, and several of my neighbours' have the tunnels going under their houses directly. These houses were built in the 1920s. One thing I couldn't find in the Environmental Impact Assessment Report was reference to the depth of the tunnel at that location. I couldn't find text, talking about depth and I'm talking about depth at the top of the tunnel. Also, with respect to post construction expected noise levels, if perceptible levels are measured in someone's basement (for example), what	Running underneath that houses, we are about 30m deep at Pape Station and that is very deep so we're quite confident that the noise and vibration mitigation measures that are being implemented, in addition to the tunnel depth and technology, will have manageable noise transmission to the basements. As James indicated, we are setting up the immersive sound experience to demonstrate what the impact is and if we find that there is noise generated in the basements, it's usually the result of something poorly done from a maintenance point of view. For example, it could be a wheel flat, a piece of equipment that isn't quite aligned and those sorts of things we know exactly when and where that noise is being transmitted. We know whether a train is passing that area because everything is fully automated and without a doubt, if there was noise being generated in your basement a simple call to Metrolinx and we would be out there

Comment	Answer
reactive measures are available to Metrolinx post-construction and what are your commitments to implement those reactive measures?	investigating what the noise is and we would be taking noise measurements in your basement to identify what would be causing the noise. There are always tools available to us that we can add, for example wheel lubrication quiets the train running, and we would do that if there was a need for it. There are a number of mitigations available. Typically, your neighbours should call at the number we provided earlier if they have any questions. In terms of properties, this relates to compensation and taking a look at that. We're really just at the beginning of our acquisition process but we'll definitely be taking a look at what is fair market value of your property and what it is that we are doing on that property. Do not hesitate to reach out, if you aren't already, and we will look at your specific property and what that means exactly in terms of that subsurface requirement.
In the Environmental Impact Assessment Report, regarding noise and vibration, you've provided a chart on page 107, and it provides data around your train day/night existing levels and the day/night levels and the train Lpassby decibel level. So, you have existing levels for Hopedale would be 56. Our existing Our existing is 55 and 50, which adhere to recommended guidelines. Then you have a day/night for train at 60 for day and 55 at night. The you have a train passby at 64 and I know that your level of 80 dBA, therefore you meet compliance. So, this goes through from different points, at different residences, but it is also noted in your Environmental Impact Assessment Report that there will be a sound pressure of 4 decibels louder 25m from the portals, on either side of the bridge. So, given that we are in a valley, and in your report, there's going to be approximately 1000 trains traveling over the bridge at a given time, first, how did you get to 65 decibel levels – how did you arrive at this and what type of modeling did you use?	Thank you for the page reference. First, that 64 dBA number – we model noise in a few different ways, and we look at it from difference lenses, different perspectives, to make sure we are meeting all of our regulatory requirements in this area. One of the requirements is imposed by the province is the passby level, that's the noise of a single train going by and so we've modelled that based on how quiet the Ontario Line trains will be. That table presents what that level will sound like at all the representative receptor locations we assessed in our report. That 64 dBA is the sound-level at that location and that is similar to the noise of a normal conversation for a bit of context. In terms of making sure that our noise is staying within guidelines levels and what mitigation measures are there – what we do is that we look at what the existing noise environment is and that provides our target. Where the existing environment is very, very quiet, the Ministry of Environment (our regulator on this topic) tells us that we have to meet a target of an average noise level over the daytime of 55 dBA and for the nighttime 50 dBA. In most urban areas, the existing noise level is higher than those levels and it just so happens is that this is the existing noise level so that's what we target. We are provided an allowance because there is a recognition that infrastructure does generate some noise, but our target is to have that be as quiet as possible. And so, because Ontario Line trains are so quiet that the passage of the train going by is similar to existing noise, the average noise of all the trains going by in the daytime is 56 dBA and at nighttime it's 51 dBA. It's a very marginal difference and so it isn't considered to be very noticeable. So, it will be very similar to the existing noise environment. The immersive noise

Comment	Answer
Secondly, how will Metrolinx ensure that the noise levels stay at the recommended guideline by the World Health Organization and by the Ministry of Environment and Climate Change, to 55 and 50 dBA day/night, respectively? What mitigation measures do you plan to implement to ensure these noise levels will stay below what is acceptable levels?	demonstration that we are about to launch has location right at the top of Minton Place, which will help visualize what the future environment will sound like, so I encourage you to review the sound demonstration as it brings our numbers to life and makes it a bit more real.

Construction & Potential Impacts

Comment	Answer
The effect on wildlife – Minton Place – there is a large, forested area there and there is a large herd of deer that have lived there for a long time. What is going to happen to these deer during construction? How will you provide for wildlife so that they are not impacted negatively by the Ontario Line activities?	As we reflect on the Environmental Impact Assessment Report, specifically the natural environment report, we will implementing best management practices for wildlife before and during construction. For example, we will be putting out wildlife exclusion fences so they aren't inadvertently interacting with construction sites; we will be planning work to adhere to time windows – each species has particularly sensitive periods during their seasonal cycles, and we plan our work to avoid work during those periods.; we are also seeking to generally minimize impacts in this area, so as we advance design we are looking to find the most limited footprint possible to avoid impacts to the natural heritage system. This includes looking at limiting tree removals, we will have to remove some to accommodate safe construction, but we will be planting many more trees than we need to remove in this area, and that's in recognition of the ecosystem services these trees provide. Once construction is complete, we will be restoring the areas back to pre-disturbed conditions so that local wildlife, such as the deer, can continue to use the areas in the future.
Construction areas can be hectic, and things change through the construction process. Is there someone who is responsible for monitoring the wildlife during construction and can identify if something needs to be addressed?	We require environmental inspectors on our sites, and they are confirming all of the environmental requirements for construction. They're specialists in environmental construction site management and they are able to help direct any mitigation efforts, or any construction activities as may be needed to best manage our construction efforts.
Will the bridge over the Don Valley be construction on the valley floor or built at either end of the bridge? Will this work on building the bridge	We'll tackle this in a number of different pockets – we'll deal with monitoring for damage to buildings through the tunneling or shoring process by identifying areas that have buildings within an influence zone and we do pre-condition surveys of

Comment	Answer
be concurrent with tunneling activities? Which would mean two dets of noise traffic pollution and vibration. Given recent subsidence issues with other projects in Ontario, how will you measure and protect houses and businesses on the route from structural damage to property?	those buildings to make sure that if there was any damage that we would fully understand it and do proper repairs. In our project output specifications, which are the rules that the contractors must build by, there are very strict settlement criteria that we include and those are specifically to make sure the buildings adjacent to them are not damaged. As for tunneling operations, those are very deep or are under roadways at times so we are quite confident that the tunneling operations that we are going to be executing are such that there won't be any subsidence. At our last meeting, Richard described a method of GSP satellite measurements that we're taking currently and we're doing that across the entire alignment in all four seasons, so we get those changes logged. We will pretty much be able to live model any changes that occur across the areas where we're doing work and where we might be expecting a tunnel boring machine to be operating. We're also using the latest technology for these tunneling machines, called Earth Pressure Tunnel Boring Machines. It provides a pressurized area at the front of the cutter face so that the ground is not allowed to settle into that cutter face as it moves forward. It's really important to have this especially in soft soils downtown, when we're in shale it's much less important. In addition to the satellite monitoring, which is quite sensitive to any movement in the ground surface for any roads or sidewalks or anything like that. It also monitors all the buildings as well. It's a very sensitive system and it picks up in these changes almost in real time. It also has monitoring and alert levels that it provides us in terms of anything that might be happening. Portal and bridge construction and extraction, the exact coincidence of those, there will probably be some overlap of those in terms of construction schedule, but the exact schedule will be developed by the contractor. The bridge itself is anticipated to be a balance Cantilever bridge, which is where it essentially starts with a pier in the middle and they build out from there, using concrete (most likely although this is the Reference Concept Design, not the final the final design). The portal is at the end of Minton Place over the slope there and going out over the Don Valley. The bridge piers will be erected from the valley floor up, and then you Cantilever from the bridge piers.
How many piers are there going to be? I see you've made the straightest line from Minton Place to	They're going to be quite far apart. I think it's 4 piers across there and they're quite far apart, like over 50m-70m between them.

Comment	Answer
Thorncliffe. How many feet are there going to be piers?	We show indicative pier locations in the draft EIAR in the mapping. So, in the executive summary and section 3, which is the project description.
I am really concerned about the Gerrard and Carlaw intersection. Your diagram show that two bridges now are going to cover that entire intersection and it's a massive staging area. I think we need a lot more detail how you are going to do traffic management there. There is a huge fire station there and traffic needs to move there. I'm nervous businesses are going to be desperately affected. There's a dog park on that corner. Your previous information showed that there is going to be a replacement park, which is very important to our community, but I don't see that in your most recent information that you are publishing. So, please talk a little but more about that, as I'm worried you're going to make it impossible to move in the neighbourhood for years, and especially about the safety given the fire station.	In order for us to construction the Gerrard Station we are going to be occupying the existing dog park. We are working closely with Toronto Parks and Forestry to identify an alternative off-leash area for dogs, that could be temporary or permanent as they see fit. Through that area, we're also purchasing some land so when we're done the project and the OL opens, that Carlaw dog park is going to be larger in size because the extra properties that we are bringing to it. We'll be working closely with the community and the CoT to program those spaces so when we leave, they're looking good and have the well-suited uses that the community would like to see. On the north side, this is where the no-frills plazas is where the launch-shaft is for the tunnel boring machine and the staging areas there for the tunnel liners and soil removal. The bridges that go across there, there is an existing GO bridge which will remain and then there are the OL bridges to the west of there. It is a long-span bridge that leads into the portal as the line goes underground and curves to the north. The work is being planned to be staged and supported from the dog park as Malcom mentioned. There is additional adjoining land that we're purchasing that will be combined together to make the construction site and will be returned to upgraded and expanded park space for the community. We also prepare, as part of our program, a traffic management program which will absolutely take into account the emergency services (fire department site) and the ability to get in and out at all times. That is an important part of what we are doing. It also accounts for how we get out truck and material in and out of the site. It's a comprehensive document. We will be setting up a community construction liaison committee so that everyone is well inform about what is happening. Our interface and engagement with the City of Toronto is constant – we are constantly having reviews done with them, by them, with regard to our traffic management and their traffic management services. It's quite a coordinated effort as there are a lot of different construction projects going on within Toronto.
Malcolm, you mentioned the community construction liaison committees, have those been formed yet, if not when do you anticipate forming those?	In the north, that construction isn't happening until 2023, so the ones in the south we need to get up and running right away. The community construction liaison committee also serves as a good sounding board for us when we are doing our virtual open houses and things like that. We can talk about

Comment	Answer
	things that are important to the community. Our goal is to get those up and running this year, across the entire alignment so we can get better engagement, better feedback and start producing material that the community wants to talk about. There's also a community engagement aspect with regards to some the areas where we have a community group set up (JC area) where we are talking about some of the designs and what we can do in that area and what we can do in that area for noise walls, retaining walls, landscaping, etc. So, those are getting set up by the end of the year for the north at the latest, but I'd even say end of the summer.

Technology

Comment	Answer
Resident to Minton – I ask this question as someone whose life is about to turn upside down, not only me but also my family. I'm a key stakeholder in this process, I've been following all communication and patiently listening to all the questions and answers. I understand, even though I'll be negatively impacted, these types of projects need to go on and it's bigger than me and my family. With that being said, I hope you can provide answers and provide finer detailed answers. Given the technology that you have proposed and the approach to both construction and operation (i.e., the rails, the trains, the above vs. below-grade alignment, etc.), where have you seen a similar application of this technology where part of it is over/below ground, and has a similar climate to us that could lead you to believe that your assessment of the noise and vibration that you forecast is going to be in-line with your forecast and how confident are you in it? I have looked at the plans and both the route and proposed technology over the past year and a half and I would like to ask you to	As the EIAR is developing, it's a constant feedback cycle where issues are brought up to us and we go through a design exercise or we do some modifications. So, there is absolutely a continuous improvement cycle, I can list a few locations where we made some changes. One of them was our traversing of the Don Valley over to Thorncliffe Park – what we found there is that we had a slightly better alignment by being on the north side of Overlea rather than down the center of Overlea, which is a conventional way of building over a passageway/ trainways. Also, down near Exhibition, what we did was smooth out some corners there in order to help us with alignment through coming in through Bathurst Station. We also decided it would be prudent to go to the northeast corner of Don Mills and Eglinton with that station because of a number of things – one, the connectivity with Line 5 was already established there, two the proximity with the bus transfer station, and three, the fact that we got across Eglinton with the initial build of Ontario Line means that further expansion north is much easier for the next general of subway builders that come behind us. These are some continuous improvements that have occurred. We have also done a lot of siting of our construction sites. We've moved a large number of them out of the roadway to improve the ability of the station, the timing of the station, the length of construction, as well as it keeps the road network active and moving. We've also looked at some forms of construction, which is called sequential excavation method which is a tunneling method rather than doing very large open cuts in the downtown core. Those are just a handful of things we've done to support the EIAR, improve construction, shorten schedule, all sorts of beneficial things for the communities we will be building in.

Comment	Answer
point out 3 to 4 examples of the changes that have taken place in the design of this proposed plan in light of the EIAR and what has changed since a year ago?	We had three consultant companies looking at the noise modeling just to make sure that it was 100% right and that our mitigation was spot on and our commitments would be achievable. This applies as well for the North segment, in terms of various experts looking at the work and as mentioned before, one of the locations we have in or immersive sound demonstrations is right at the top end of Minton Place and that is a collaborative effort. We have noise experts at Stantec supporting that, as well as experts at AECOM who are also working with that data and working it through, so we have a variety of parties working on it. In terms of approach used, it's the Federal Transit Administration Standard and it's an industry standard used across NA for all areas, above and below ground, transition zones, including portals, and that has been used throughout Canada and the USA for the past few decades. It's very accepted and familiar to our regulator (the MECP). The N&V report and modeling is reviewed by out regulator prior to publishing the draft. The modeling files have been vetted by the regulator to be sure they we also confident with the approach and the results. The MECP has noise specialists and experts in house, and they give us quite a detailed review as we advance our modeling and our work in this area. We have quite confident in our results and the model is robust and well-designed for above-ground, below-ground and transition zones as well. If you have any follow up questions about the Minton Place area, we do recognize that there is going to be a large construction site there, but it is not a launch site. It's an extraction site and the building of the portal to get out to the Don Valley so it is much smaller in comparison to the tunneling operations happening elsewhere. That being said, we've been in your community, we've met people in your community but please feel free to reach out to us either by email or give us a call and we'll answer your questions right away.

Environmental Assessment

Comment	Answer
These individuals wanted to have their comments be heard and on the record before March 9th, how can they ensure their voices will be heard and considered/ how can they go on the record with their comments?	Right now, we are in the public review portion of the draft environmental impact assessment report, which is open until March 9th, so we strongly encourage folks to provide any comments they may have. One of the sections of the EIAR, is the project descriptions where we get into the siting decisions and locations that were added. Any comments received on any aspects of the EIAR will be taken into consideration and responded to and they become part of the public record as

Comment	Answer
	part of the final EIAR (with personal information removed). We encourage any and all feedback on the EIAR.
I know that the environmental assessment is being run by the governments that are set out by the province of Ontario. Given that the guidelines for preparing and reviewing environmental assessments states that a minimum of 5-weeks should be provided for the inspection for draft documents and for large-scale undertakings or there is a great interest, which I believe to be true for this project and given the volume of materials that are included in this, why do we have less than 5-weeks and why are we not being provided more? In reviewing the assessment, there are multiple references with respect to mitigation plans, so when will those mitigation plans be flushed out, shared with community stakeholders and how will the community stakeholders be able to ensure that those plans are being met with some type of simplified traceability matrix?	For the first question, I think you're referring to the code of practice put out by the Ministry of Environment for reviewing environmental assessments in Ontario, and that is a general document. For transit projects we have specific environmental processes that we follow and the longer established process for transit projects is the Transit Project Assessment process, it has its own guide and its own process and that features a 30-day public review period of the draft EIAR. It's a regulated timeline for the OL environmental assessment process, we have a heavily regulated timeline. From my perspective, there is some enhanced consultation and documentation requirements in this process. So, we publish, not only a final report which is a requirement for the transit project assessment process, but we also publish a draft. So, the draft is what we have now published and is under public review, following that we will be updating the report, responding to comments, and publishing the final. So, we are required to meet regulatory timelines that are spelled out in the project specific regulation. And the approach we're taking is aligned with the approach taken for other transit project across the project for review periods. In terms of mitigation plans, we are absolutely very specific about the mitigation solutions when the details we need to inform that are known. A good example is the vibration isolation solutions. So, we are committed to those, we've spelled those out in the report. When it comes to specific construction methods and approaches that will be determined once design is further along and specific construction activities and means and methods are identified. Then, that's at the point where the specifics would be there. The EIAR identified elements that will be in those plans, but the details are forthcoming and so the mitigation details that respond to those project details will be available at a later time.

Ontario Line – EIAR Virtual Open House #2 Q&As
Science Centre to Gerrard Stations (February 24, 2022)

Headline	Question	Response
Re: effect on wildlife (see below)	We live on Minton Place. The Don Valley cliff runs beside our home. There is a forested area behind our house and another behind the houses across the street from us. There is a herd of deer that live here and travel between the two wooded areas regularly using the sloped area of the Don Valley cliff face especially in winter. We have photos of as many as 10 deer in/around our backyard at the same time. What will happen to these deer when construction starts to build the portal in the cliff face? What will happen to them when there is construction to stabilize the cliff face? These deer have been here since before we moved here in 1981. To just expect them to adapt and carry on is naive. What considerations are in place to mitigate any disturbances to the lives of these deer? How will you ensure that when construction is complete these deer will still be able to forage in search of food. Specifics please, not platitudes.	Thank you for your question. As part of the EIAR, our subject matter experts identified and assessed potential impacts to wildlife habitat, including Deer Winter Congregation Areas. Once designs progress and before construction, we will have our subject matter experts in this area identify potential mitigation measures for the work area around Minton Place portal to avoid any direct conflicts with wildlife. This would include establishing buffers around work zones and installing protective fencing to prevent wildlife, like deer, from entering these areas. During construction, we will have qualified wildlife experts on standby to regularly assess existing mitigation measures and adaptively manage onsite works to further avoid impacts on local wildlife. Once construction is complete, these areas around newly installed infrastructure will be restored to ensure local wildlife, like deer, can continue to use these areas in the future.
Stability of Minton Place/DVP cliff face	The cliff face of the Don Valley at Minton Place is not a natural one. It was created in the 1960's for the construction of the DVP. Five homes were demolished and the natural hill removed. So far, this created slope has been stable. The many trees have helped keep things in place. Now with the impending construction for the portal, this slope will be disturbed by making the tunnel exit hole itself, heavy construction equipment, vibration, etc not to mention the necessities for building the new bridge). I suspect that the slope will have to be stabilized to prevent occurrences such as what happened on Eglinton near	Thank you for your question. Metrolinx is working with closely with the TRCA, who regulate and provide subject matter expertise on ravine slope stability, as we carry out geotechnical and slope stability studies in this area. This ongoing work with TRCA during the design phase will ensure that all slopes disturbed by construction are left in a stable and safe condition. As part of the EIAR, our subject matter experts identified and assessed potential impacts to wildlife habitat, including Deer Winter Congregation Areas. Once designs progress and before construction, we will have our subject matter experts identify potential mitigation measures for the work area around Minton

	Brentcliffe and some years ago on the DVP north of Bloor/Danforth. I suspect, in part, this is the reason for our receiving "easement" notification as well. (some real details would have been appreciated!) Will you please explain what will need to be done to improve the stability of the slope/cliff face and what implications this has for those of us living here? What will be done to ease the impact for us and our resident deer population?	Place portal to avoid any direct conflicts with wildlife. This would include establishing buffers around work zones and installing protective fencing to prevent wildlife, like deer, from entering these areas. During construction, we will have qualified wildlife experts on standby to regularly assess existing mitigation measures and adaptively manage onsite works to further avoid impacts on local wildlife as required.
Can you please speak more to the erosion and sediment plan?	Can you please speak more to the erosion and sediment plan, particularly in reference to the Don Valley. The report mentions a plan in accordance with the Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (2006) and Erosion and Sediment Control Guideline for Urban Construction (TRCA 2019) will be prepared prior to and implemented during construction to reduce the risk of sedimentation to the vegetation communities. What does this mean specifically and how will measures be monitored?	Thank you for the question. Metrolinx will prepare site specific Erosion and Sediment Control (ESC) Plans in accordance with the Erosion and Sediment Control Guideline for Urban Construction which was prepared by the Toronto and Region Conservation Authority who are at the forefront of managing erosion and sedimentation. Metrolinx is committed to developing these plans as per the Environmental Impact Assessment Report recommendations. The ESC Plans will include a description of the measures that will be used on site to manage erosion, prevent the release of sediment, and how these measures will be monitored and maintained. In accordance with the TRCA's guideline, a qualified Environmental Inspector will conduct inspections of all erosion and sediment controls on a regular basis, after significant rainfall and snowmelt events, and more frequently during extended rain or snowmelt periods.
Environmental Rehabilitation	What will Metrolinx do to help redevelop the Valley and neighbourhood after the tunnel has been built off Minton Place? Please share concrete action items.	Metrolinx will develop restoration plans for areas within the Don Valley as design progresses. Metrolinx is working with TRCA, who are renowned restoration experts, to identify restoration locations within the Don Valley and will compensate vegetation removals to account for ecological value within natural areas, ensuring more trees are planted than removed. If any

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		amenities within parks are disturbed, they will be restored following construction.
Preservation, protection and compensation - below	As stated in the EIAR: Vegetation removal will be reduced to the extent possible and limited to the Metrolinx right-of-way. • An IVM Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline (2020) and the IVM Program. When Metrolinx refers to compensation for the number of trees and vegetation that will be destroyed at the portal on Minton, ET Seaton park and Crothers Woods (an environmentally sensitive area). How will the compensation be determined? Given the environmental sensitivity of the Don Valley, how will you protect and preserve trees that do not need to be removed?	Thank you for your question. Metrolinx will only remove trees where necessary and is fully committed to compensating these tree removals to restore ecological value in accordance with the Metrolinx Vegetation Guideline. For areas within the Don Valley, an ecological compensation approach will be implemented that will replace more trees than are removed and will ensure that native species are replanted within the existing ecosystem. For trees that will be preserved, Metrolinx will follow the City of Toronto Urban Forestry guidelines to protect trees during construction. This approach will implement a combination of barriers around the trunk and roots where necessary, as well as using construction setbacks to minimize disturbance to adjacent trees. Prior to construction activities, all trees within the work area will be identified and protection measures will be installed, such as tree protection hoarding/fencing.
Waiving of City of Toronto Natural Ravine Policies	The report on p. 13 of the Natural Environment notes that Metrolinx is exempted from some municipal policies and processes (City of Toronto Ravine Strategy, Ravine & Natural Feature Protection, TRCA Ontario Regulation 166/06), and will engage with the city in these areas. Why is it exempt from such policies that protect our environment? What does that engagement look like? Does the city have any say in those areas or is it merely information sharing?	Thank you for your question. As a crown agency, Metrolinx is exempt from certain Municipal and Provincial policies. However, Metrolinx is committed to working closely with regional partners, such as the City of Toronto and TRCA, to ensure impacts to the Natural Environment are minimized as design progresses and throughout construction. In addition, required mitigation measures are presented in the EIAR and the Natural Environment Report, and the contractor will be required to follow them. Mitigation requirements will be included in the contract document as a contractual obligation for the contractor.

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Track coverage to mitigate noise for residents along Don Valley?	The speed factor is assumed to be 20 dB, from the reference speed of 80 km/h. • The Minton Place Portal is considered as a point source resulting in a sound pressure 4 dB higher than the related tracks, at a distance of 25 m from the portal (per Eglinton Crosstown LRT project (J.E. Coulter, 2010)). • For each track direction, 496 trains travel between 07:00 and 23:00 (daytime), and 81 trains travel between 23:00 and 07:00 (nighttime), based on service levels in Appendix M and OMSF operational data for the pre-service hour (05:00 to 06:00). QUESTION: This sounds like there will be a constant sound/noise of 80 dBA. Given that noise carries over valleys, and that Toronto residents encountered this problem when the subway was created over the Bloor Via Duct, why has there not been consideration of covering the train as done for the residents of Rosedale? This should be included to mitigate sound and noise, and to ensure quality of life for residents around portals and along the Don Valley. Will this be done?	The first steps in reducing impacts from noise and vibration starts at the source – with the train and track. When the Ontario Line trains are running, they will be electrified, which means they will be quiet, in addition to clean and fast. The trains will also be automated, or driverless, which will eliminate a lot of the noises that result from human error, like when brakes are applied too heavily, or vehicles accelerate too quickly. The discussion on noise through the bottom of the elevated structure is relevant to buildings adjacent to the elevated structure (Thorncliffe area). For the Minton Place portal, and associated bridge, this is not a factor. Furthermore, the train on the bridge structure, as well as the train passing through the portal, have been accounted for in the noise modelling. The detailed analysis considers acoustical variables in accordance with the applicable Federal Transit Administration (FTA) train noise prediction methodology, that covers the requirements of a detailed analysis. Based on the predicted results, the Minton Place portal and bridge does not warrant covering the train near the portal to address train noise.
How Metrolinx ensure noise levels do not exceed noise threshold?	In addition to noise-induced hearing loss, there is growing body of evidence that shows an association between environmental noise and health impacts including cardiovascular disease cognitive impairment in adults and children, sleep disturbance and mental health impacts. Emerging evidence suggests that exposure to environmental noise could lead to adverse pulmonary effects increased mortality from diabetes, and negative impact on behaviour in children. (Reference: Toronto Public Health. How Loud is Too Loud?	Metrolinx is taking all available precautions to reduce noise levels, both during construction and operation of the Ontario Line. This includes, but is not limited to, electrification of the rails allowing for quieter vehicles during operation, sound-dampening material being used in the construction of rail tunnels, and constructing the tunnels at such a depth as to minimize both sound and vibration felt in the immediate vicinity of the tracks and stations. Metrolinx will actively monitor noise and vibration levels to ensure the expected levels outlined in the Noise and

	Health Impacts of Environmental Noise in Toronto. Technical Report. April 2017) Additionally, the World Health Organization and the Ministry of the Environment Given the impact on auditory and non-auditory health, what will Metrolinx do to ensure that those decibel levels do not exceed either of the daytime and night-time noise thresholds of 55 dBA and 50 dBA respectively? Additional Background Info: Recommended safe noise exposure levels depend on which adverse noise effect is being considered. To prevent hearing loss, the U.S. Environmental Protection Agency (EPA) adjusted the U.S. occupational recommended exposure level of 85 A-weighted decibels for additional exposure time to calculate a 70 decibel time weighted average (TWA) exposure level. EPA did not adjust for lifespan years so the correct safe exposure level is likely lower. The World Health Organization (WHO) also recommends 70 decibels to prevent hearing loss. EPA and WHO determined that non-auditory health impacts of noise occur at 55 decibels TWA, with annoyance starting at 45 decibels. These are the safe noise exposure levels for the public. The Journal of the Acoustical Society of America 141, 3731 (2017); https://doi.org/10.1121/1.4988188	Vibration Report are maintained throughout construction (i.e. TBM operations) at the identified receptors. The monitoring program will include warning levels prior to triggering an exceedance, to ensure that Metrolinx can adaptively manage and prevent potential noise and vibration impacts from occurring during construction. The criteria that Metrolinx adheres to is provided by the Ministry of Environment, Conservation and Parks for stationary noise sources such as the Maintenance and Storage Facility, as well as rail industry noise guidelines for noise associated with train movements (i.e. FTA guidelines, see Section 5.4 of Noise and Vibration Report). These criteria target impacts to existing noise levels, which in the study area for Ontario Line have been measured to be typically higher than the 55 and 50 dBA levels cited by the World Health Organization. The Environmental Impact Assessment Report outlines the existing noise levels we identified during monitoring activities throughout the Ontario Line study area, which were presented in the Environmental Conditions Report (2020).
Maintaining Community Health	The World Health Organization and the Ministry of Environment and Climate Change has stated that acceptable levels for hearing are 55 dBA and 50 dBA, day and evening respectively. Given that an excess of these levels can impact auditory (hearing) and non-auditory health (cardiovascular,	The criteria that Metrolinx adheres to is provided by the Ministry of Environment, Conservation and Parks for stationary noise sources such as the Maintenance and Storage Facility, as well as rail industry noise guidelines for noise associated with train movements (i.e. FTA guidelines, see Section 5.4 of Noise and

	mental anxiety etc..), what will Metrolinx do to ensure that those decibel levels do not exceed either of the daytime and night-time noise thresholds of 55 dBA and 50 dBA respectively?	Vibration Report). These criteria target impacts to existing noise levels, which in the study area for Ontario Line have been measured to be typically higher than the 55 and 50 dBA levels cited by the World Health Organization. The Environmental Impact Assessment Report outlines the existing noise levels we identified during monitoring activities throughout the Ontario Line study area, which were presented in the Environmental Conditions Report (2020).
Sensitive Receptors - Proposed MSF in Thorncliffe Park	In your noise and vibration draft report it is noted that, "During operations, the stations, maintenance storage facility, railway, and emergency exit buildings have the potential to generate noise at nearby sensitive receptors*." It is noted that these receptors would be placed in areas which would be "noise sensitive." How would you determine what, specifically, would constitute a "noise sensitive" area? You mention residential buildings but what about seniors' buildings or schools? Have you determined where, specifically, in Thorncliffe Park, these receptors would be? How far in advance of proposed construction would they be set up and how much testing would be done? And how would testing be done? Would residents be informed if the noise exceeded what you consider to be acceptable levels? The report indicates that noise could be a factor during operations and as such theses "sensitive receptors" would be important in determining	The methodology for identifying sensitive receptors for both construction and operations of the Ontario Line is outlined within the Noise and Vibration Report (App. A6 of the EIAR, see Section 3.3 - Study Area Receptor Determination). In Section 3.3, Table 3-5 outlines sensitive land uses that were classified throughout the Ontario Line Study Area and used to determine sensitive noise receptors. Yes, receptor locations within Thorncliffe Park have been identified as part of the Noise and Vibration Report, for both construction (see App. F, Fig. F-1-18) and operations (see App. G, Fig. G-1). Results for mitigated construction noise receptors are listed in Table 4-9 and for operations receptors in Table 5-9 of the report. Baseline monitoring to determine ambient noise levels in Thorncliffe Park was completed in 2020 as part of Environmental Conditions Report (outlined in Section 3.2 of the EIAR Noise and Vibration Report). Noise monitoring during construction will be implemented at each of the construction receptors before construction activities begin. These monitors will remain in place throughout construction and actively monitor noise levels to ensure potential noise impacts are properly mitigated. Metrolinx will provide oversight of noise monitoring during construction and

	noise levels. Would these receptors also be used during construction?	can provide updates to residents at the Construction Liaison Committee (CLC) meetings. The sensitive receptors identified for construction will be actively monitored throughout the construction period.
Noise and Vibration - Thorncliffe Park	The EIAR notes that, "Vibration levels are anticipated to be low and not cause structural damage." How many types of structures have been considered? The report also indicates that, Metrolinx will, “develop a communications protocol for providing advance notice of construction work and addressing public complaints in a timely manner." Does this mean that construction work would not proceed until these complaints have been addressed? Do you have a definition of what the “timely manner” might be? The report also notes that, Metrolinx will, "maintain setback distances for construction equipment." Since the proposed train yard is already planned to be a mere 800 metres from residential buildings, how far can this setback be? The report indicates that, "site-specific mitigation will be determined prior to the start of construction based on selected means and methods." Will you share what those means and methods are and how far in advance would those be shared?	Metrolinx has examined numerous structure types, including both residential low and high-rise along with commercial and industrial buildings in the area of Thorncliffe Park. We currently have numerous methods to contact us with any concerns, including leaving a voicemail at 416-202-5100 or by filling out the meeting request form. We will respond to all requests and queries as soon as possible. Steps will be taken at all construction sites to minimize noise impact on the nearby communities, including all available methods and techniques for minimizing noise in an area. Specific sound mitigation methods will be shared as soon as they are determined, relative to the planned construction start date.
Noise levels	The Environmental Assessment specifically says that train pass-by noise levels are 80 dB and, near the portal, due to "sound pressure", that noise will	Train noise is modelled in what is called a “line source” – where the sound produced comes from the entire length (in this case, a train). The noise from the portal

	be 4 dB higher. At the Tuesday Open House, Metrolinx apparently said that the line will have noise around 50-55 dB. The EA itself says that is completely false. If a train passes by in 1 direction every 45 seconds, how can you say that noise will be at 50 dB and not at 80-85 decibels, which is the level in which there are health issues causes by the noise?	(when the train goes in or out) is modelled as a "point source", where the sound produced comes from a single point. We asses both noise impacts, combined, to the residences at Minton Place. To account for this, and as per analysis references for the Eglinton Crosstown LRT project, we note that using the train noise level would under-estimate the impact of the portal on the train noise, so we applied an additional 4dB correction to the train noise to account for this (Section 5.4.2.1 of the N&V Report). In this way, we are conservatively increasing the portal noise to account for how we expect the train and portal noise to interact, thus ensuring we are conservatively assessing the noise impacts to residences at Minton Place. Both the average noise impact and the instantaneous passby limit have to be met. For this project, an average noise level of 5dB above the existing baseline (for a 16hr daytime and 8hr nighttime average level) is considered, in addition to the individual train noise as it passes by not to exceed 80dBA. Note at Minton Place, we predicted average noise levels of 56dBA daytime and 51dBA nighttime, and a passby noise level of 65dBA (around conversational level). The criteria that Metrolinx adheres to target impacts to existing noise levels, which in the study area for Ontario Line have been measured to be typically higher than the 55 and 50 dBA levels cited by the World Health Organization. The Environmental Impact Assessment Report outlines the existing noise levels we identified during monitoring activities throughout

		the Ontario Line study area, which were presented in the Environmental Conditions Report (2020).
Noise at pape school	At Pape school it was indicated noise levels can increase 3DB. What does that mean is acceptable? Your staging ground is next to our school. Noise is known to impact learning and concentration. We were also told noisy work would be done overnight or on weekends. How will that impact neighbours. There has been a low level of sharing of information to date.	Construction noise and vibration from the adjacent staging area and tunnel will comply with noise and vibration limits for schools to address health concerns for students and staff at the Pape Avenue Junior Public School. Mitigation measures will be in place (e.g. 5m hoarding) to ensure noise and vibration impact is minimized and maintained below these limits. Ongoing construction noise and vibration monitoring the Pape Ave School will also be considered, as it is noted as a noise and vibration sensitive location. The daytime construction noise levels at the school itself are expected to be within reasonable levels of 65-70dBA (as per Table 4-9 of Appendix A6-Noise and Vibration Report) with standard mitigation, and additional mitigation noted in Appendix K of the Noise and Vibration Report can be considered to further reduce these levels. In addition, the noise at the playground (i.e. baseball diamond) is shielded from the construction noise, thus would be much lower (expected 50-60dBA or less).
Additional parkland-Thorncliffe Park	The report states that more parkland will be available following construction. How much parkland will be available and how will it be accessed?	Metrolinx recognizes the importance of existing parkland in the Don Valley, Thorncliffe Park, Flemingdon Park and Science Centre areas. We are committed to protecting and maintaining as much parkland as possible as designs for the project advance. At this stage of the project, we do not have exact figures on the amount of parkland that will be restored or added, as these details will be confirmed as project designs progress. However, Metrolinx will take a comprehensive approach for parkland restoration to ensure that existing access to these spaces is maintained and improved where feasible.

		This will involve working closely with our local partners, the City and TRCA – who are subject matter experts in these areas, to identify opportunities for parkland improvements and enhanced restoration during the design process.
Construction Issues	We live on the west side of Minton Place next to the ravine. We will be here (unless there is a change in plans) after the houses on the east side are demolished and while construction of the portal and bridge is taking place. This raises many very serious questions about our quality of life during this time. Concerns like: >allowable noise levels during construction >allowable noise levels during subway operation >time/days when construction is allowed >the control of dirt and dust during construction >control of truck dirt tracked onto the streets >night time noise >guaranteed free access to our home (car) during this time >guarantees regarding vibration/construction/traffic effects on the integrity of the valley slope >construction damage, directly or indirectly, to our home >duration of the lead up time, demolition time, construction time >control of truck traffic, noise, dirt, exhaust during this time >safety of us residents, children, pets during this time of disruption to our lives >concern for the wildlife (eg deer herd) during this time	Throughout the construction period Metrolinx will ensure noise limits are enforced. There's an immersive sound demonstration posted on our website for public viewing. It can be viewed here. Integrity of slope will be maintained, and Wildlife safety prioritized as part of the contractor's works. We are still in the procurement process and are yet to award the contract for the construction of this segment of the Ontario Line. However, control of dust/dirt & tracking will also be part of work performed by the contractor. It is our intention to ensure community members' safety isn't interfered with and the interference to their daily routines is minimal. Construction times will vary depending on the kind of work that is being done. As we draw closer to the commencement of the project more details will be made available to the public via the Metrolinx website.

	We have many questions, but few answers. We phoned to set up a discussion as directed in your flyer, were promised a return call with 24-28 hours. That was nine (9) days ago. Waiting...	
Train Yard "Doors" - Thorncliffe Park	Your report indicates that, "The maintenance and storage facility doors will remain closed (a central colling system may be required in the garage area) and/or a sound-reducing vestibule will be constructed around the door openings." I'm assuming you mean "cooling" system. Where do you anticipate that these "doors" would be? Are you proposing that there would be "doors" around the entire yard? Otherwise could you please explain what the doors are and what impact they would make on reducing sound in the neighbourhood?	Thank you for flagging this error, the EIAR is meant to state “cooling” system and has been revised accordingly for the final version. The OMSF facility features these doors on the building itself, to allow trains to enter/exit. The cooling system for this facility is intended to allow indoor works to continue throughout the hot summer months while keeping the facility doors closed, except for when trains are moving in/out, to contain noise levels from maintenance activities. The noise assessment provided in the EIAR accounts for the doors on the maintenance facility, and the resulting sound levels are shown to be well below regulatory limits and much quieter than existing noise levels at nearby receptors. If you’re interested in future noise levels at specific locations in the study area, this information can be found in Section 5 of the Noise and Vibration Report.
Are you following bird-friendly guidelines?	Transparent transit structures kill many migratory birds each year. Will this project be following Toronto’s bird-friendly construction guidelines? Could you give details.	Bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines, facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen doors glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade.

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Noise and Vibration	What will Metrolinx do to protect the area with all the noise and vibration? Which measures are being taken for this? How will you compensate the residents for all the inconvenience this will cause and if there are significant delays? What other processes and criteria are metrolinx putting in place for the Neighbourhood from any further delays from happening. Thank You, Irshad	Metrolinx is taking every available precaution to minimize noise and vibration disruptions as much as possible, both during construction and operation of the Ontario Line with modern techniques. In the event a delay to a planned completion or opening date is necessary, we will be in contact with the affected communities to provide updates as soon as they are available with revised timelines.
Assurances	Metrolinx makes many promises around noise, vibration and response. Given your complete dismal of community concerns and lack of response from your "community offices" What assurances or contracts are you providing the communities that you will responsibly respond to concerns? How do you plan to be accountable?	Metrolinx is taking every available precaution to ensure all noise and vibration from both construction and operation of the Ontario Line are minimized as much as possible, using all available techniques. If you wish to further discuss this matter with a member of our team, please call us at 416-202-5100, email us at OntarioLine@metrolinx.com, or fill out the meeting request form here, and we would be happy to speak with you.
The line will run directly below our house	We are just south of the Danforth Pape intersection. 1) Should we expect noise/vibration during construction? 2) Some folks who live above the existing bloor-danforth line (line 2) are able to hear/feel the train below. Will we hear or feel the train below us once the line is up and running?	The Ontario Line tunnels are constructed as two separate “tubes” approximately 20-25 meters below ground, which is far deeper than the average underground TTC Station. Each tube is individually lined with noise dampening concrete liners, and because there is earth surrounding each tunnel, the vibrations are dampened as well. The Ontario Line is being designed and built to

		meet international standards for vibration control, which consider a range of sensitivities, including residences, office and commercial buildings, as well as special-purpose buildings such as concert halls, hospitals, and research and manufacturing facilities. Testing will be done before the line is operational to ensure the vehicles and tunnels are within the allowable limits for vibrations set by the City and Province of Ontario.
Parking and vehicles during construction	What arrangements have been made for vehicles belonging to construction workers for parking during construction on Hopedale and immediate area? There is limited street parking on Stanhope and Hopedale and I am concerned that several dozen vehicles will be parking on our streets for months at time.	Parking mitigation strategies for workers accessing the construction sites will need to be discussed with the Project Company selected to deliver the work once they are on board. Closer to construction, the Community Liaison Committees (CLCs) we are establishing for station areas across the line will provide a forum to discuss concerns, such as parking mitigation, with the selected Project Company.
Parking	Our concern is the use of the parking lot of Leaside Park during the construction phase along Overlea Blvd. What steps will MetroLinx take to ensure no construction vehicles or the personal vehicles of construction workers will be using the parking lot of Leaside Park. This is a small lot today and needs to be available to residents of Thorncliffe using the park, tennis courts, and swimming pool. This lot cannot be leveraged for construction related vehicles to ensure the use of the facilities is are not impeded for use by local residents. Thorncliffe already has limited park space and use of the park must not be negatively impacted.	Parking mitigation strategies for workers accessing the construction sites will need to be discussed with the Project Company selected to deliver the work once they are on board. Closer to construction, the Community Liaison Committees (CLCs) we are establishing for station areas across the line will provide a forum to discuss concerns, such as parking mitigation, with the selected Project Company.
Mitigation.	There to be numerous requirements for mitigation plans—the environmental assessment are full of	In addition to the measures outlined in the EIAR, we will have more details regarding further mitigation strategies once we have a Project Company on board

	mitigation points but lacking in any tangible details. When will the plans be shared with community stakeholders and publicly tracked to plan (i.e. traceability matrix). There does not appear to be any stakeholder oversight outside of Metrolinx and chosen contractors to provide input. Without community review and approval, community engagement is only a buzz phrase.	to prepare detailed construction plans. We are expecting to select a preferred Project Company by Fall 2022. We'll continuously refine plans to ensure we're minimizing or avoiding as many impacts as possible, and we'll communicate about those plans regularly and often throughout the project. We are also working on establishing Construction Liaison Committees across the project. These committee meetings provide a forum for the community to hear directly from Metrolinx and the Project Company about project plans and mitigation details. We look forward to sharing more details as these committees are introduced across the line.
Where are the drawings that are associated with this assessment?	No drawings for stations, bridges, developments wall have been provided. How can an EA be done without these drawings. Why have these not been shared with the community? Surely the developments will have an impact on the environment.	Project design work is ongoing, and we look forward to sharing station design concepts and renderings as soon as they are available. These renderings will be made available on the station pages under the Neighbourhood Updates section of our website where we host station maps. You can sign up for our newsletter to stay updated on the project and the release of design concepts. In the meantime, we have launched an interactive map to provide another tool for community members to check out the Ontario Line route, including the ability to search specific addresses and see them in relation to the line.
What types of jobs, both direct and indirect, do you anticipate?		When the Ontario Line is operational, 47,000 more jobs will be accessible in 45 minutes or less to the average Toronto resident. The four pillar projects in the Subway Program portfolio (Ontario Line, Yonge North Subway Extension, Scarborough Subway Extension and Eglinton Crosstown West Extension) will also support

		the combined equivalent of more than 12,000 full-time jobs through each year of construction. Expected jobs will vary from station workers, trade workers, surveyors, engineers and more. We are also anticipating 300 full-time jobs at the Ontario Line maintenance and storage facility when the line is in operation.
What is going to happen to 388 Carlaw?	Metrolinx recently bought 388 Carlaw but the environmental assessment does not show that building as being used for the station or for construction lay down. So what is it going to be used for? What is the plan for the building after construction is done?	Metrolinx took possession of 388 Carlaw in December 2021. In doing so, a new property management company was brought in to manage the day-to-day operations of the building and tenants. All tenants were notified back in December of the change in ownership, new property management and that all existing lease agreements remain unchanged. Metrolinx intends to use a portion of the west parking lot beginning in spring 2022 to support project work. The property is also needed to support construction staging activities (storage of construction equipment and materials) for the Ontario Line during the entire construction period over the next several years. Vacant office space will be used for construction project offices throughout construction of the Ontario Line project. Given the Ontario Line project construction timeline over the next several years, it is much to early to know what the plans are, if any for 388 Carlaw Ave.
What is the final deadline	Expropriation along Pape and Cosburn	We understand that residents and businesses want those details and we will reach out to impacted

for property expropriation .		property owners at the earliest opportunity and we always try to provide at least a year's notice, if not longer. If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive written notification from us informing them that this is case. After that, Metrolinx will arrange to meet with the property owner to answer any questions they may have, including how much property is needed and why, how the acquisition process works, and expected timelines. Multiple meetings will take place throughout the property acquisition process to ensure property owner has the information and support they need.
Why has Metrolinx been so vague about notices?	We've received several notices indicating that some sort of easement may be required for our land. These requests are extremely vague and often dont give us any information. What will noise levels be like during the boring of the tunnels? What are the anticipated noise levels for residents whos homes will be above the completed line, specifically on Muriel avenue south of Selkirk? Will this impact property value negatively moving forward? Are we going to be dealing with the entire home shaking every time a train passes through the tunnel beneath our home?	Letters have gone out to property owners across the project where we have identified that there is or may be a need for a subsurface easement. These may include, but are not limited to, easements around a tunnel or around an underground structure. When property easement acquisitions are unavoidable, Metrolinx will work with property owners to negotiate mutually beneficial agreements to acquire the required property easement. Whenever Metrolinx needs to acquire property easements, property owners can expect to be compensated at fair market value, as determined by a third-party appraiser. Metrolinx will enlist the services of a third-party appraisal expert to estimate the unbiased value of the property easement. Market factors at the time of the easement acquisition will inform the valuation and will

		be based on comparable sales of similar easements in similar locations and situations. Metrolinx is committed to proactive monitoring and mitigation of noise and vibration to maintain levels below international standards. Measures to manage construction noise and vibration include measures to minimize transfer of noise and vibration (e.g., use of muffling devices, equipment enclosures, temporary hoarding, noise barriers). Before construction begins, pre-condition surveys will be completed at properties that may be affected by vibration-causing activities. Metrolinx also commits to continuing to engage and communicate with both residents and businesses to provide advanced notice of noise and vibration causing activities. The Ontario Line tunnels are constructed as two separate “tubes” approximately 20-25 meters below ground. Each tube is individually lined with noise dampening concrete liners, and the vibrations are dampened further from the surrounding earth. The Ontario Line is being designed and built to meet international standards for vibration control, which consider a range of sensitivities, including residences, office and commercial buildings, as well as special-purpose buildings such as concert halls, hospitals, and research and manufacturing facilities. Testing will be

		done before the line is operational to ensure the vehicles and tunnels are within the allowable limits for vibrations set by the City of Toronto and Province of Ontario. Finally, you can find a sound demonstration here that models what you can expect in terms of sound in a Muriel Avenue basement.
Is there a map available that shows construction/ expropriation	I would like to know the area and extent of the construction sites for each stop and egress and what the footprint the expropriations/buy out will be. I'm a realtor and need to advise clients of areas that will have heavy construction if they wish to avoid purchasing there. Some might consider those areas to be good long term investments as well.	In addition to station maps on our website, you can also find links under each map to the applicable project footprint map in the draft Environmental Impact Assessment Report. You can access each of the station pages here on our website under Neighbourhood Updates.
Expropriation questions	How will Metrolinx reflect today's rapidly appreciating real estate market in its assessment of fair market value given the need for property owners to find a new home in this market? When can affected property owners expect Metrolinx's third party appraisals?	Metrolinx will enlist the services of a third-party appraisal expert to estimate the unbiased value of the property easement. Owners have the opportunity to obtain their own appraisal. Market factors at the time of the acquisition will inform the valuation and will be based on comparable sales of similar properties in similar locations and situations. When property acquisitions are unavoidable, Metrolinx will work with property owners to negotiate mutually beneficial agreements to acquire the required property. Whenever Metrolinx needs to acquire a property, owners can expect to be compensated at fair market value, as determined by a third-party appraiser.

Ontario Line – EIAR Virtual Open House #2 Q&As
Science Centre to Gerrard Stations (February 24, 2022)

		For questions about your specific property, we encourage you to please contact us at 416-202-5100 or OntarioLine@metrolinx.com.
When will you start physical construction of Pape Station?	And how long before that will you need to actually purchase the land?	Work for this area of the project falls under our North Civil, Stations and Tunnel procurement package, which includes all stations east and north of the Don Yard. The timeline for construction will be confirmed through the procurement process, and we currently anticipate that work is likely to begin in 2024 or 2025.
acquisition	I am one of the property owner and operator at Pape station. What do you take into account for compensation.	Where acquiring property is unavoidable, Metrolinx will compensate the owner at a price they could expect through a sale at fair market value. Fair market value represents the value of the property based on the market conditions at that time. A third-party appraisal will be completed to estimate the fair market value. A property owner may also complete their own appraisal to determine or confirm the fair market value.
acquisition	When I am force to sell. Wouldn't I not want a value above "fair market value"	Fair market value represents the value of the property based on the market conditions at that time. A third-party appraisal will be completed to estimate the fair market value. A property owner may also complete their own appraisal to determine or confirm the fair market value.
OMSF Siting in Thorncliffe doesn't meet	Regarding the Socio-Economic and Land-Use Characteristics Assessment portion of the draft EIAR, the findings your team has put together does not fall in line with the Provincial Policy	The maintenance and storage facility (MSF) is a critical part of any public transit operation. It's where trains are housed and maintained to keep them clean and safe for our customers each and every day.

Ontario Line – EIAR Virtual Open House #2 Q&As
Science Centre to Gerrard Stations (February 24, 2022)

Planning Policy Criteria	Statement (Healthy and active communities by facilitating active transportation and community connectivity (MMAH 2020b, Section 1.5.1)), the provincial "A Place to Grow: Growth Plan for the Greater Golden Horseshoe" (designed to promote economic growth, increase housing supply, create jobs, and build communities that make life easier, healthier, and more affordable for people of all ages (MMAH 2020a) - specifically (Policy 2.2.4.10) Requires planning for lands adjacent to or near frequent transit to be transit-supportive, which relates to development that makes transit viable and improves the quality of the experience of using transit, often referring to compact, mixed-use development that has a high level of employment and residential densities), and the 2041 Regional Transportation Plan (4. Integrate transportation and land use). When looking at the demographics of the Thorncliffe area, which you arbitrarily split into two areas (Thorncliffe Employment Sub-Area and Thorncliffe Park Sub-Area), you can see that you have clearly failed these aspects of the planning policies. This is a community made to serve 10000 residents which is now serving over 30000 residents. Due to this huge population density, the existing amenities do not serve the needs of the community and as such there is a lack of green space, recreation space, employment opportunities, and affordable housing. This is exemplified in your study as you found that a there is a greater amount of residents in this neighbourhood who have not completed secondary or post secondary education, almost 2 thirds of the population are recent immigrants, and it is the lowest earning neighbourhood in the	An estimated 44 trains will be needed to meet Toronto's transit needs when the Ontario Line opens, and the fleet will grow by as many as 10 more vehicles to meet future demand. After an extensive study of nine different sites across the route, we selected the site in Thorncliffe Park site was selected as our studies showed that it was the best option to meet all the technical needs for the project. Additionally, this location clearly demonstrated the least impact to local jobs and businesses. At the same time, we determined that we could, with certainty, relocate impacted businesses, community organizations and jobs within the community or nearby. This was perhaps the most critical requirement for us as we looked for a site for a facility like this in such a built-up urban environment. Regarding the Leaside Business Park option, our teams studied this as a possible location for the MSF. The Leaside site was technically much more challenging and presented operational challenges, particularly due to the need to cross the CP rail corridor and navigate Hydro One lands. Essentially, we would need to create, at significant cost, a grade separation while also ensuring no conflicts with hydro wires. You can find further details about the site selection process in the following resources on our website: • Thorncliffe Park & MSF webpage • Open Letter to the Residents and Communities of Thorncliffe Park

	Ontario Line North segment with less than 50% of the population employed (a majority of which is only part time employment). In addition, this is also a community with a large youth population - housing the largest primary school in North America and a large high school of young adults ready to join the work force. Knowing these demographics, how can you say the proposed OMSF site which is taking up about a third of the available space in the community is conducive to the policy objectives stated above? A site that will continue to produce noise, dust, pollution, and general nuisance next to such a vulnerable population will not create a "healthy and active community by facilitating active transportation and community connectivity" as stated by the Provincial Policy Statement. This site is taking away critical space from a community lacking amenities and affordable housing to foster an area that is "designed to promote economic growth, increase housing supply, create jobs, and build communities that make life easier, healthier, and more affordable for people of all ages" as stated by the provincial "A Place to Grow: Growth Plan for the Greater Golden Horseshoe". This site also fails objective 4 of the 2041 Regional Transport Plan by failing to integrate transportation and land use by utilizing the entire area around the planned Thorncliffe Park station for the OMSF site. It is clear from the demographics of the Thorncliffe area that the OMSF site will be hindering the positive growth of the community and as a result also fails critical objectives of the guiding planning policies Metrolinx must follow. What the Thorncliffe area needs is a Transit Oriented Community to provide the needed affordable	

	housing and amenities around the proposed subway station, not an OMSF site that strips them of this possibility. All the maps provided show ample space on the other side of the CP Rail Corridor in Leaside Business Park, which is already slated for industrial use, for the OMSF site. Metrolinx should follow their own guiding planning policies and also make the correct moral decision to move the OMSF site out of Thorncliffe and into the Leaside Business Park (40/50 Beth Nealson and 245/255 Wickstead) where it was originally to be placed. If you do not believe in this assessment, the community and I would like to understand your reasoning and rebuttal to these facts.	
TOC on top of OMSF	I would like a definitive answer (YES of NO), will there be any transit oriented development on top of the operation, maintenance, and storage facility? Who is responsible for this? When can I see open houses or presentation on it?	Please note that a transit-oriented community (TOC) development has not been announced for the Thorncliffe Park area to date. Infrastructure Ontario leads the TOC program. You can find out more about previously announced TOCs for the Ontario Line and get in touch with Infrastructure Ontario at engageio.ca.

Virtual Open House Summary

Environmental Impact Assessment Report - March 1, 2022

Live Meeting III – Environment Impact Assessment Report

Alignment & Stations

Comment	Answer
Osgoode station – the station location in the lawn of Osgoode Hall is egregious. The notes in the report clearly indicate that there are impacts, why is the station not located in the boulevard of University Ave? According to the comments made at the Toronto Preservation Board meeting gin Jan, the whole station could have been located and redeveloped to 50 University Ave, but this option was rejected by Metrolinx as well. Why?	When we started our siting process, the first thing that we did was that we looked at the work that was done by the Relief Line South. They had done a comprehensive study and the TTC and City of Toronto shared with us the findings as part of the upload of the subway program. We then took that information and looked at all the available options. We looked at the northwest corner (Campbell House). We looked at the corner of Simcoe and Queen. We looked at 250 University (southwest corner of Queen and University). We looked at the Median on University as suggested. We looked at the southeast corner where the Four Seasons Centre is, as well as the northeast corner where Osgoode Hall is. When we looked at the University median entrance option, we found that we have an access and egress issues. We had a very high ridership and with people getting out in the middle of the median we found that this was an untenable condition there and it was not where we wanted to be offloading passengers in any great numbers. With respect to 250 University Ave, that site has a very difficult foundation to work with. TTC had recognized that when they did their work, and we did also. So, we ended up looking at the Campbell House corner and that would have significantly affected Campbell House and their operations. It was not the best location for entrances/exits for transit purposes. At Four Seasons Centre we were limited by the proximity to Four Seasons and the space that was available to properly build a station. Working alongside out colleagues at TTC, City of Toronto, and Heritage in the City of Toronto, we developed solutions at the Simcoe/Queen entrance and the Osgoode entrance. Those were roughly the same sites that the Relief Line South was looking at and we have developed solutions there that really minimize and protect the heritage nature of the Osgoode Hall fence and really nestle the entrance as closely as we can into the fabric that is Osgoode Hall. We're working with stakeholders there, such as the Law Society of Ontario, the Judiciary, the Court of Appeals, and the Chief Justices, as well as the various ministries, such as Infrastructure Ontario, Ministry of the Attorney General, and making sure that our working Osgoode Hall is as seamless and affects the building as little as possible. We're also working

Comment	Answer
	quite closely for restoration that will provide the best outcomes possible for both their property as well as the operation of transit in Toronto at Osgoode Station. Osgoode Station is our third busiest stations, so it has high ridership with its proximity to the Line 1 interchange with Line 1.
The draft Heritage study identifies several properties to be demolished, and many that are anticipated to have vibration impacts. As Queen Street is the first street laid out in Toronto its heritage significance exceeds the buildings along it. It's unique character and building stock supports many wonderful small businesses, restaurants, and tourism, particularly the section between University Avenue and Bathurst Street. If the premise is that the Ontario Line will be financed by redevelopment along its corridor, how much redevelopment and in what locations is anticipated?	One of the reasons we are on Queen Street is because it is an active place where people want to go and work and visit, and that helped us with the fighting of Ontario Line along Queen Street. As for the heritage nature along Queen Street, James has gone into great lengths talking about our preserving heritage buildings throughout Queen Street to make sure when we are done building transit that it will look very similar to what it looks like today. As for the intensification around stations, that it a post-transit build. It's being implemented by Infrastructure Ontario and what we would suggest is to go to engageIO.ca. There they outline the collaboration they've had with City of Toronto in establishing what types of builds will be occurring along Queen Street, King Street and Exhibition in Corktown. So, that's the best place to go to find out what has been inspired with respect to the future calcification around the subway station.
I have a couple of questions and I just want to comment on MPP Tabuns question and Malcom's response – that idling will happen at TBM launch sites and where they have staging areas. This is problematic around Gerrard Station at Riverdale Plaza because it's in the middle of a residential neighbourhood. This is going to be a massive construction area in the middle of a low-rise residential area, there's a seniors' home and during the day there is a Pape Avenue Junior School. So, idling is definitely an issue that needs to be controlled and we need further information about this site. My question tonight is for the Joint Corridor. I want to say, as I said previously, I've read about 8000 pages now of Environmental Assessment reports on the Ontario Line which includes the business case, the ECR, the EWR	As mentioned in the presentation, we've included in the EIAR a conservative assessment of construction noise and vibration. That is based on assumptions around construction equipment, use of that equipment, using this equipment at full power, and so on. Based on that, we have developed what is known as a zone of influence (ZOI). This is an area within which a property could be affected by construction activities and warrants mitigation. That is based on our current conceptual conservative approach to assessing construction noise and vibration in the EIAR. The Appendix you're referring to identifies those locations that we look to mitigate and as part of that, those would be location that we would look to monitor as well. Once our contractors are on board and they've developed their specific means and methods for construction, they will be updating the assessment and identifying which properties would be within a ZOI for potential N&V, as well as anywhere within that zone we'd be looking to undertake a pre-construction survey. So, that would require documenting current conditions of the property, then we'd undertake continuous monitoring for construction. Our approach to monitoring through construction is proactive, so you have alert and action levels, both of which are below any regulatory criteria or criteria for potential issue. The criteria vary based on property. You mentioned heritage properties,

Comment	Answer
and the EIAR. After reading all these pages, I conclude that the Ontario Line in Riverside and Leslieville belongs underground. This kind of rail traffic is unmitigable and though you are going to attempt to do it, the Ontario Line tracks belong underground. There's no question in my mind that as I go through the Environmental Impact Assessment Report, there will be severe impacts on Riverside and Leslieville. As I go through the construction appendices maps, construction noise impacted areas, and in these maps, you have assigned along the Joint Corridor many locations that are highlighted in yellow and it says, "identified areas for mitigation". I can see that among them there are many of our built heritage resource properties. What's interesting to me is that not the properties that are selected because I think they're a given, but the properties that were not selected. So, my question is first, what really was the criteria for selecting these properties for mitigation? Because I note that the whole Wardell Street is not included for mitigation but the area around Queen and De Grassi is. So, what was the selection criteria there because there doesn't appear to be heritage and it doesn't appear to be Zone of Influence because they all go through the construction Zone of Influence? Secondly, what exactly does that mean for those homeowners? If their property has been selected for further mitigation (and there are many around the Tiverton area, the Dundas/Logan triangle), are you going to be contacting these homeowners? It says vibration monitoring, are you	we are aware of heritage buildings in these areas, and we have lower thresholds for heritage buildings as we recognize their particular sensitivity. Then after construction, we'd be back to take a post-construction survey and if there was an issue during that time, we'd repair it and fix any problems. What is included in the Environmental Impact Assessment Report is conservative, is preliminary, it's used to paint a picture of locations that we might be seeking to monitor but that will be updated once our contractors have selected their means and methods and have updated their assessment.

Comment	Answer
putting in vibration equipment into their basements? Do they have access to the vibration information?	
Although early stages, where does Metrolinx intend to build Queen and Spadina Station?	We have an entrance on the northeast corner and the southwest corner and once again, we're going to be using those sites to do the keyholes, so we go vertically down to platform level and then mine across between those two points to keep the surface transit network, the streetcars open as well as the vehicular traffic and businesses open and the sidewalks.

Noise & Vibration

Comment	Answer
What are the expected noise levels for trains entering the portal downhill and trains rising to the surface on an uphill gradient? Though the trains are automatic, will there be any train horns or other noise that may disturb local residents? What effort will be made to prevent trespass onto the track by children and trespassers?	Regarding trespassing, there's a couple of levels of protection that are afforded to make sure that infants or anybody or animals can't get into the corridor. First is a series of fencing, then inside the fencing we have motion detectors, which automatically will activate and notify our operation and maintenance team know where there might be a trespassing incident and allow us to engage cameras accordingly to deal with the matter and then the trains themselves have some form of detection that will stop a train if there is something on the tracks. With respect to train horns, there are all equipped with train horns and that sort of equipment just in case they need to be operated in a manual fashion, but we are not expecting that to be a normal case. As such, the use of horns will not be a common practice for the Ontario Line. This talks to how we handle special feature on the route. So, in our noise modeling we look at the movement of the trains and we also look at the movement of those trains in and out of the portal and we're looking at topography there as well, so those are all captured in the modelling and in throttle settings on the trains and the speeds at which they are passing through those portals. In terms of the expecting levels of noise at any nearby location that could experience noise from the project is included in the assessment and is presented in the noise and vibration report, which is part of the Environmental Impact Assessment Report for each of those locations. It takes that topography and the presence of the portal into account as well. As I mentioned last week, we are about to update our immersive sound demonstration, which is for a different portion of the alignment, but it will feature a location adjacent to a portal at the very top of Minton Place and so we're hoping to have that live very shortly. I would encourage folks who are interested in what the sound of trains coming in and out of the

Comment	Answer
	portal will be, to go listen to that sound demonstration as it makes it very real. In addition, one of the things Mary may be pulling at is that when we have diesel locomotives, when they are accelerating from a stop or going uphill, they are louder, and they do generate more noise. Whereas the modern trains which are what we have for this subway, don't have that same sort of noise generation whether they are accelerating, decelerating, so one of your concerns may have been from the noise generated by the local transit network and the associated diesel locomotives that operate there. So, new technology is certainly in our favour to help manage noise generation on the Ontario Line.
First drawing you showed tonight at Gerrard Station, the Lake Shore East Joint Corridor, it looks like the layout of the tracks have been changed from all the diagrams we've had previously. I would like that to be confirmed. Why have the tracks been changed? I think this is probably to our benefit, but you can let me know about this in our meeting later this week. In the Joint Corridor, the noise levels are going to be 10 dBA less than today, this is the first time we ever heard that number used in all the meetings we've had with Metrolinx. So, I would like some clarification on that on the basis that you're saying the diesel trains will end but we have no verification that that will happen or when that will happen. The GO lines were supposed to be electrified by 2024 but we don't know what the new dates are on that. We're going from three tracks to six, and 150 trains to 1500 trains a day, so I'm not sure how that number is going to lead to a noise level 10 dBA less than today from the 150 diesel trains that pass by my back door. Lastly, regarding the queen/university northeast corner, the Osgoode Hall parkette and	We will run through these drawings with you at our meeting later this week. Regarding the Queen/University move, we've caucused with the city on what opportunities there are for the treatment of the median and the widening and narrowing and changing of lanes at University Avenue. Right now, that project does not have status or approval so that's not something we can bank on for building the entrance. The fact is, we have a staging area that we need in order to build the new station underneath the existing Line 1 station at Osgoode. This is not an insignificant piece of work. We've utilizing the same technique that Richard explained earlier. We are not doing a big cut in the street, instead we will be accessing it from the corner of Simcoe and Queen as well as Osgoode Hall in order to build that station. So, we are going to have an impact, but our designers have come up with very elegant solutions that maintain the historic fence-line and allow us to create a station entrance that is minimal in impact, it's glass so the sightlines into Osgoode Hall are maintained as much as possible, it's low to maintain view of Osgoode Hall. Then, we are working through a number of tables with the tenants and owners of Osgoode Hall, i.e., the Law Society of Ontario, the Ministry of The Attorney General, Infrastructure Ontario, Judiciary Justices and Court of Appeals**,** who are all in this area. We are working closely with them to explain to them what we're doing, how we are going to make sure that their businesses can continue and then what we are going to do is when we are starting to leave the site and recreating and replanting and creating the necessary visuals to recreate some of the views from the street and/or from the inside of the property. In terms of our approach to modeling, we do look at maximum service levels for Ontario Line and GO service in the Joint Corridor and electrification is necessary and essential to make

Comment	Answer
fence. I know there has been lots of discussion about whether University Avenue is going to be moved or redirected so there can be more open space on the northeast corner to allow this station entrance to be closer to University Avenue and not to take over this environmentally sensitive piece of land that runs west of City Hall to University Avenue, which has been a green space for many years.	those GO service levels possible. So, that volume of trains that we've assessed in our noise study, hinges on the electrification of GO. In our mitigated scenario, which is part of that Joint Corridor Early Works Report, we have also attached that to the noise and vibration report to the overall Environmental Impact Assessment Report, I believe it's appendix Q. The mitigated scenario, we are introducing noise barriers, and the noise barriers in the Joint Corridor will be at least 5m tall. The future noise levels will be at least as quiet as today at the majority of receptors and as I mentioned in the presentation, we're able to get noise levels substantially quitter than today. So best case scenario there is up to 10 dBA quieter and that's about half as loud. That's mentioned in the noise and vibration report in the locations where that statement applies to, and I encourage review if you are interested in the specifics. Part of what makes this possible is the future electrification and it's also that the Ontario Line trains are significantly quieter than the trains using the corridor today. In terms of the approach of how we've gotten here, our methods and our results have been reviewed by our regulator (Ministry of Environment, Conservation, and Parks) on this matter, and we've had three separate teams of noise consultants, AECOM, Hatch and Stantec. So, a lot of experts in the field and if there is interest to specific reference within that Appendix Q, it's Table 3-4 and if you have any questions, I'm happy to connect on those.

Construction & Property Impacts

Comment	Answer
One of the items that comes up in the Environmental Impact Assessment Report is a commentary that idling will not be allowed. I'd like to know how you'll be enforcing that? As you're aware we had a problem over the winter for the work going on the OnCorr project at the Old Riverdale Complex at Greenwood, where trucks were idling during the night causing great distraction and disturbance to local residents. If, in fact, you have this policy in place, how will you enforce it? What will you be doing about construction workers witting in the cabs of their trucks in mid-winter just trying to stay warm? How will	Without a doubt, we did have an issue earlier this winter with idling and we did hear from the local community and yourself that this was an issue, and we certainly took active response toward correct that on the part of our contractors. We have built into our project specific output specifications (which are the rules that the contractors must abide by), and we have anti-idling language in those and we will absolutely enforce that. We have people monitors on-site, more often than not, watching for these sorts of things. We will absolutely take effective action to make sure that the rules that we've outline in our project specifications are followed and adhered. It's not just for noise, it's for air pollution and other things that are associated with unnecessary idling. In terms of providing accommodations for the workers, that's a responsibility of the Project Co., and we don't expect them to have people sitting in automobiles keeping warm. We expect proper lunchrooms and such for their workers and they will be concentrated in locations idling at stations, portal and area where we are

Comment	Answer
you ensure that they're kept warm while their trucks are not idling, keeping people away?	doing tunnel boring machine launches. So, we are expecting those sorts of workforces to be in and around there and we will work collaboratively with our Project Co., your community and yourself to ensure that the rules are followed.
How will you minimize sound level and dusts/ dirt during construction? How long will construction last?	This gets into two environmental topics we look at in the Environmental Impact Assessment Report – construction noise management, as well as construction air quality management. We have a variety of tools that we can implement to manage construction noise. As I mentioned, we've taken a conservative approach in the Environmental Impact Assessment Report, we then modelled construction noise levels using a handful of typical mitigation measures, such as a 5m tall site hoarding that act as an effective noise barrier, and then silencers or enclosures on our generators and any fans that may be needed. Those are the typical mitigation measures. In the environmental assessment, Appendix K of noise and vibration report lists additional items that, depend on the specific site and construction activities and equipment, and contractor means and methods, may be applicable. We look to our contractors to identify each of these as they are advancing their site-specific construction noise management plans. So, we have many tools available to us, a comprehensive list is available in Appendix K, and I would encourage you to review if you are interested. In terms of managing dust and dirt, this is also something top of mind for us. We look to apply dust-suppressants, we cover any stockpiles to minimize any wind erosion offsite, we require clean vehicles, use of mud mats, and we also monitor the weather to see what is upcoming. It's a multipronged approach and similar to noise, where we monitor through construction, we also monitor air quality and dust levels through construction to make sure we are well within acceptable levels and modifying our approach to work if any issues start to come up. We do have a 24-hour hotline, 7-days a week which is available for people to call if they notice anything of concern (safety, dust, noise, vibration, construction, etc.) and the number is available and is posted on the recording. There is also a construction liaison committee to help set up the construction and liaising with the local neighbourhood and businesses to mitigate any impacts in the area. In terms of the construction schedules, it varies where you are and what you're looking at. Some of the Early Works things can take a couple of years (2022-2024) on some of the Joint Corridor. In the case of Queen Street, for instance the construction of Queen Station, that goes on from mid-2023 through to 2027.

Comment	Answer
	So, it depends where you are and the line is supposed to open at the end of the decade so essentially as you move more and more to the end of construction, there will be less and less that is actually visible at the surface or outside the stations as it will primarily happening underground and within the stations themselves (ex. Fit out and tracks and rails). The construction you would see on the street would be from this year and reaching its peak in 2024/2025, then slowly declining (in terms of what you see at street level), then RSSOM (Rolling Stock System Operations and Maintenance) will be doing most of their work underground and in stations and along guideways so they will be much less intrusive than the civil-type construction. One of the first pieces of work we are doing is the building of retaining and noise walls, then we would be working in areas that are somewhat enclosed by these new mitigation measures so that will help us have sound levels much lower than without these measures. As we move along the noise and disruption just gets less and less.
It is not clear what is planned for the area north of Fort York where the current Garrison Crossing Bridges are located. Is land being acquired here? For what purpose?	That property on the north side is for the Emergency Egress Building, it actually won't be seen from a park as it's down where the rail corridor is. You should know that, also, we've spent a lot of time working Fort York and the local area to make sure that there is no impact on the Fort York site to the east of Strachan Ave and the existing green knoll to the west of Strachan Ave. There's a lot of work going on in this area, but we are very cognizant of the importance to Fort York and we take a lot of time to work with the interest groups there to make sure that the work there is to the greatest extent possible not visible from Garrison Common and we'll certainly be well to the west of Strachan Ave and north of the Gardiner Expressway.
We are excited for there to finally be on the East West subway in Downtown Toronto. I have two short questions, followed by one long question. I also see a friend from the Government District Association in the meeting, so they may also get these questions as well. First, between which years do you expect construction to take place at Queen and Spadina, followed by King and Bathurst? Secondly, which properties or areas	Your concerns about impacts to the surface transit network and vehicles – Richard and his team have gone to great lengths to develop station construction, which is quite unique, and what it does is avoid those large open cut excavations in the street, which require covering and those are the things that affect the surface transit network, the ability for vehicles to move as well as the businesses and keeping the sidewalks open. What we are doing, is we're taking the areas where we have station entrances, and we are digging straight down to the platform level. Those are usually on two ends of the station, sometime at one end and what we are going to do is we're going to undertake sequential excavation method. It's a mining process, so we'll be underground pulling materials out

Comment	Answer
in and around King and Bathurst have you already acquired by City of Toronto for the station? From the EIAR shared thus far, it is being presented hat there will be minimal impact in terms of noise, air quality, transit and roads in general, but after seeing the delayed timeline of Eglinton LRT and its impact, I'm concerned about the impact to businesses and residents in the downtown area. What plans do you have to ensure the negative visual impact is minimized (perhaps with attractive boarding), accessibility is not diminished, and businesses on Queen and King can operate normally between University and Bathurst during construction?	and then out those holes. All these construction sites are in the properties that we're purchasing in order to build the station entrances. So, that's where we will do all staging, holding of material. We work closely with transportation services at City of Toronto to make sure that any lanes closures are well choreographed with all the other work going on in and about the area at King/Bathurst and Queen/Spadina. I should mention that the keyhole technique, one of the things you saw on Eglinton quite a bit was a lot of decking and temporary structures that hold up traffic as construction goes on underneath. We have not used that technique, other than Queen Station on either side of Yonge Street, there is no disruption of the right-of-way. There are some lane closures right adjacent to each of the keyhole sites, such as the curb lane being closed which is similar to what you'd see for a condo or office building type of thing. These keyholes go down and as Malcolm said that's accessing the major construction of the station is occurring in bedrock, 20-30m underneath the surface of the street so a lot of the disruption of utilities that you saw with Eglinton because it was a different system. Eglinton was an LRT with a lot more at-grade things going on so we've learned from that, and we've taken great pains to make sure we aren't disrupting traffic as much as we can. A lot of the closures we are talking about at Queen and Yonge, King and Queen, Queen and Spadina, and King and Bathurst, were part of a lot of works with the Toronto transportation services and were part of a report that went to city council at the end of last year for those closures. So, they were very concerned about ensuring minimal disruption and we worked with them to make sure that was the case. In terms of the timelines, the timelines for these stations we anticipate starting work on utility relocations and other minor work this year during summer and fall, particularly around Queen and Yonge over to York, then we will be progressing into full scale construction in late 2023 going into 2024. As we said the station construction will probably last through 2027, after that time it will mainly be underground within the station house itself so very little disruption in terms of the local neighbourhood. The schedule for property acquisition does coincide with the construction schedule in advance of the construction needs. Specific to the areas that were mentioned, we have not acquired those properties from the city. Just a general notice, the ownership of properties is publicly available, the same way as buying and selling houses, online so that information is always publicly available.

Comment	Answer
What is the estimated timeline for the Downtown Entertainment District completion between Osgoode to King and Bathurst?	Starting this year, there will be utility relocations and small works that go on in the Queen/Osgoode area and In Queen over to Yonge and Victoria Street. There may also be minor utility work in the Queen/Spadina and the King/Bathurst area. The major works will start up in the latter part of 2023 and will progress through 2027 for the station construction. After that, in 2028-2029 will be mainly supporting the work below ground inside the completed station boxes and within the tunnel itself, so there would be very little disruption on the surface level just some deliverables and those kinds of things happening from time to time or people coming in and out of the station for testing.
Riverside-Leslieville is facing early works construction beginning as early as September. What will happen to our parks during construction on the corridor? Jimmie Simpson Park, McCleary Park, Bruce MacKay Park, Tiverton Parkette. Will they remain open and how will you ensure the safety of children in playgrounds and others using sports facilities?	The long-term plans for the parks is that we're going to be increasing the park space through the Joint Corridor area. Jimmy Simpson is going to get better, McCleary playground is going to get larger, the Carlaw off-leash dog park will get bigger. Overall, there will be approximately 2600m^2 of additional park space that will be delivered as a result of the Ontario Line project. During construction, Richard and his team have gone to great lengths to create staging and access regime where they are always accessing the construction in the Joint Corridor from the major streets (Dundas, Queen, Eastern, etc.). It's expected that we will have hoardings set up so that the parks will in effect be open completely during construction and we're working quite closely with the community, as well as the City of Toronto in establishing how we're going to be rolling this type of work out and the timing of it. It should be noted that, by and large, the entirety of the new GO tracks and the two sections of tracks for Ontario Line are entirely within the existing railway corridor, so within the existing fencing out there now it will be within that. So, the first layer of protection would be the existing fences and the only exception of that is are the corner of Queen and De Grassi where there is a slight cantilever from the new station that will occur right at that corner. Other than that, as Malcolm has said we've spent a lot of time on methodology so that we only access these construction sites from major streets. The work we're doing in the T-walls, which is basically if you think of a T and then just lie it on its side. The front face, we can install them entirely from the railway corridor so there is no work that occurs out on the park space other than the subsequent landscaping to bring the park right up to the T-walls. The T-walls would then be stacked up and we fill in behind them, put the drainage and such behind them, then the noise walls on top of that, and there are various other

Comment	Answer
	works that occur within the corridor, such as moving the tracks back and forth in the corridor to accommodate that work, but as Malcolm says it's all within the railway corridor and all behind the fences and the T-walls have been specifically designed so that all that work can be done from the inside so there is no need to go into the existing parks and shouldn't cause concern of disruption or noise in the parks themselves. Once the noise walls are up, further construction would be related to tracks and overhead catenary systems, and those kinds of things, and will take place behind the noise walls so even more mitigation.

Environmental Assessment

Comment	Answer
I have a couple of questions and I just want to comment on MPP Tabuns question and Malcom's response – that idling will happen at TBM launch sites and where they have staging areas. This is problematic around Gerrard Station at Riverdale Plaza because it's in the middle of a residential neighbourhood. This is going to be a massive construction area in the middle of a low-rise residential area, there's a seniors' home and during the day there is a Pape Avenue Junior School. So, idling is definitely an issue that needs to be controlled and we need further information about this site. My question tonight is for the Joint Corridor. I want to say, as I said previously, I've read about 8000 pages now of Environmental Assessment reports on the Ontario Line which includes the business case, the ECR, the EWR and the EIAR. After reading all these pages, I conclude that the Ontario Line in Riverside and Leslieville belongs underground. This kind of rail traffic is unmitigable and though you are going to attempt to do it, the Ontario Line tracks belong underground. There's no question in	As mentioned in the presentation, we've included in the Environmental Impact Assessment Report a conservative assessment of construction noise and vibration. That is based on assumptions around construction equipment, use of that equipment, using this equipment at full power, and so on. Based on that, we have developed what is known as a Zone of Influence. This is an area within which a property could be affected by construction activities and warrants mitigation. That is based on our current conceptual conservative approach to assessing construction noise and vibration in the Environmental Impact Assessment Report. The Appendix you're referring to identifies those locations that we look to mitigate and as part of that, those would be location that we would look to monitor as well. Once our contractors are on board and they've developed their specific means and methods for construction, they will be updating the assessment and identifying which properties would be within a Zone of Influence for potential noise and vibration, as well as anywhere within that zone we'd be looking to undertake a pre-construction survey. So, that would require documenting current conditions of the property, then we'd undertake continuous monitoring for construction. Our approach to monitoring through construction is proactive, so you have alert and action levels, both of which are below any regulatory criteria or criteria for potential issue. The criteria vary based on property. You mentioned heritage properties, we are aware of heritage buildings in these areas, and we have lower thresholds for heritage buildings as we recognize their particular sensitivity. Then after construction, we'd be back to take a post-construction survey and if there was an issue during that time, we'd repair it and fix any problems. What is included in the Environmental Impact Assessment Report is

Comment	Answer
my mind that as I go through the Environmental Impact Assessment Report, there will be severe impacts on Riverside and Leslieville. As I go through the construction appendices maps, construction noise impacted areas, and in these maps, you have assigned along the Joint Corridor many locations that are highlighted in yellow and it says, "identified areas for mitigation". I can see that among them there are many of our built heritage resource properties. What's interesting to me is that not the properties that are selected because I think they're a given, but the properties that were not selected. So, my question is first, what really was the criteria for selecting these properties for mitigation? Because I note that the whole Wardell Street is not included for mitigation but the area around Queen and De Grassi is. So, what was the selection criteria there because there doesn't appear to be heritage and it doesn't appear to be Zone of Influence because they all go through the construction Zone of Influence? Secondly, what exactly does that mean for those homeowners? If their property has been selected for further mitigation (and there are many around the Tiverton area, the Dundas/Logan triangle), are you going to be contacting these homeowners? It says vibration monitoring, are you putting in vibration equipment into their basements? Do they have access to the vibration information?	conservative, is preliminary, it's used to paint a picture of locations that we might be seeking to monitor but that will be updated once our contractors have selected their means and methods and have updated their assessment.

Ontario Line – EIAR Virtual Open House #3 Q&As
Gerrard to Exhibition Stations (March 1, 2022)

Headline	Question	Response
Richmond Street Alignment?	Richmond Street already has very high densities along its length and offers an easier place to develop the line than Queen Street. Why was Richmond not chosen as a route for the Ontario Line?	When developing the business case for the Ontario Line project, there were multiple evaluation criteria when selecting the preferred alignment. These criteria included building strong connections by improving access to transit and economic opportunities. Upon review, it was understood that the Queen Street option allowed for easier connections and transfers with Line 1 at Queen and Osgoode. This would in turn provide additional relief to Line 1 and therefore build strong connections at this location.
Re: Ministry of Environment / Noise Pollution Control 300	Based on the Oct. 21/2013 amendment, which "class area" is Metrolinx using for the above ground section? If Metrolinx is aligning with the new "class 4 area" / 60 dba during the day and 55 dba during the night, as per the Environmental Assessment, then the NPC 300 allows a 10 dba reduction to the established limit for class 4. "In a condition where there is a min. 40 trains passing the point of reception in day time from 7:00 to 23:00, and a min. of 20 trains passing during the night 23:00 to 7:00, then the daytime and nighttime average sound level from rail activity, LESS 10 dba can be added to the limit that otherwise apply. So 60 dba less 10 dba = 50 dba during the day and 55 dba less 10 dba during the night = 45 dba I demand that Metrolinx confirms that they will apply the noise reduction of 10 dba or	NPC-300 is a Ministry of Environment, Conservation and Parks noise guideline. It is applicable to stationary noise impacts (e.g. facilities) and land-use planning. NPC-300 is being applied to the OMSF and Stations, as they are stationary sources of noise. However, NPC-300 is not applicable to rail transit projects – thus consideration for “class 4” is not an applicable application of the MECP guideline. For application of NPC-300 to the applicable OMSF and Stations, Metrolinx is using Class 1 exclusionary limits in their environmental noise assessment, as per Section 5.2.1 of the Draft Noise and Vibration Report. This is substantiated since baseline noise monitoring in the area showed higher background levels than the Class 1 limits. Adoption of NPC-300 Class 4 is only applicable to existing facilities that have encroaching development that would put them out of compliance. Since all development considered around the OMSF and Stations is existing, Class 4 limits had not been considered. Further assessment to the Class 1 limits would be considered more conservative, as they are lower than Class 4.

	provide substantial evidence that this reduction does not apply. Reference: NPC 300 review by HGC Engineering "Ear to the Ground" article by Rob Stevens.	
What are the timelines for design, procurement and construction?	As a member if the local supplier community we are interested in learning a bit more about project timelines as it relates to design, procurement and construction.	Project timelines in relation to procurement can be found here. There will be three separate Public-Private partnership (P3) contracts procured for the Ontario Line to maximize participation and competition from the market and ensure the success of the project. Creating three separate contracts makes the size and risk of the packages more manageable and removes the need for one consortium to consist of multiple, specialized skillsets (e.g., vehicle provider and tunnel contractor) that would make forming integrated project companies more difficult. The Rolling Stock, Systems, Operations and Maintenance (RSSOM) package is a 30-year-term contract to design-build-finance-operate-maintain the entire Ontario Line. The Southern Civil, Stations and Tunnels package is a design-build-finance contract for the southern segment of the Ontario Line, from Exhibition/Ontario Place to the Don Yard portal (west of the Don River). The Northern Civil, Stations and Tunnels package is a design-build-finance contract for the northern segment of the Ontario Line, from Gerrard Station to the Ontario Science Centre. In advance of these contracts, Metrolinx will also break ground on a package of early works that will be traditionally procured. These will include upgrading existing bridges, building new bridges, expanding the rail corridor, installing some station

		infrastructure, and relocating utilities for parts of the line that are shared by the GO rail corridor.
How deep are the tunnels surrounding King/Bathurst?	N/A	Ontario Line tunnels in the King/Bathurst area will run about 30-36 metres below ground level.
When will property interest acquisitions begin?	N/A	We understand that residents and businesses want those details and we will reach out to impacted property owners at the earliest opportunity. If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive written notification from us informing them that this is case. After that, Metrolinx will arrange to meet with the property owner to answer any questions they may have, including how much property is needed and why, how the acquisition process works, and expected timelines. Multiple meetings will take place throughout the property acquisition process to ensure property owners have the information and support they need.
Re: Corktown Station	1. Regarding the tower at the southwest corner of King and Parliament— has the height been lowered? 2. When is it expected that further construction briefing will be shared with the Corktown community? 3. Still waiting to hear the results of the heritage poll taken?	The entrance building for Corktown Station will be built on the southeast corner of King Street East and Berkeley Street. We do not anticipate the station entrance building being exceptionally tall and look forward to sharing design concepts with the community once available. If you are referring to the proposed transit-oriented communities (TOC) development south of Front Street, we kindly encourage you to contact Infrastructure Ontario via engageio.ca. Infrastructure Ontario is leading the TOC program.

Ontario Line – EIAR Virtual Open House #3 Q&As
Gerrard to Exhibition Stations (March 1, 2022)

		We are always available to answer questions about construction plans and welcome questions at OntarioLine@metrolinx.com or 416-202-5100. We are also working to establish Community Liaison Committees across the Ontario Line as we get closer to construction. To stay updated on project milestones and new engagement opportunities, you may wish to sign up for our weekly newsletter (you can unsubscribe at any time). We appreciate the feedback received during the First Parliament Heritage Interpretation and Commemoration consultation, which ended in December. We are currently working with a heritage commemoration expert and look forward to sharing the survey results with the community soon.
TOC on top of OMSF	I would like a definitive answer (YES of NO), will there be any transit-oriented development on top of the operation MSF? Who is responsible for this? When can I see open houses or presentation on it?	Please note that a transit-oriented community (TOC) development has not been announced for the Thorncliffe Park area to date. Infrastructure Ontario leads the TOC program. You can find out more about previously announced TOCs for the Ontario Line and get in touch with Infrastructure Ontario at engageio.ca.
What is being considered north of Fort York	It is not clear what is planned for the area north of Fort York where the current Garrison Crossing Bridges are located. Land is being acquired here? For what purpose?	Plans are to preserve Garrison Crossing, the pedestrian bridge that spans the rail corridors in the area and connects with the future Ordnance Park site. While there may be times when it will be closed due to construction work, Metrolinx is studying ways to minimize impacts and maintain pedestrian and cycling access across the rail corridors for the duration of the project.

		In the short term, a portion of the Ordnance Park site will be needed to support the construction of an emergency exit building. After construction is finished and the equipment is gone, an opportunity to create a new park on the land above the tunnel will be available for City of Toronto programming, in keeping with their existing plans for the site.
Park Lawn Station - Ontario Line	Why wouldn't you extend the line to Etobicoke within the rail corridor to serve Humber Bay Shores area instead of the unnecessary proposed Park Lawn Go Station. It makes much more sense to have a subway access in the area, with the increasing high-rise condos, rather than Go with the nearby Exhibition and Mimico stations anyway. Right now, the only way to go to downtown is a very long slow ride on the 501 streetcar or a bus ride to old mills, line 2 ride followed by line 1 ride, both options can add up to 1 hour to reach downtown.	While not part of the scope of the project, our plans protect for the possibility of expanding both ends of the line in the future to improve transit access and meet demand. Tail tracks, west of Exhibition Station and north of Science Centre Station, will provide space for the storage of vehicles and protect for future expansion.
How much redevelopment will be required along Queen Street	The draft Heritage study identifies several properties to be demolished, and many that are anticipated to have vibration impacts. As Queen St is the first street laid out in Toronto its heritage significance exceeds the buildings along it. Its unique character and building stock support many wonderful small businesses, restaurants and tourism, particularly the section between University Ave and Bathurst St. If the premise is that the Ontario Line will be financed by redevelopment along its corridor, how much	We always strive to reduce or avoid impacts to these kinds of properties because we know how important they are to the fabric of the city, and we know we need to do everything we can to preserve the historic character of our neighbourhoods. Making room for new transit infrastructure in a dense, urban environment does mean that some existing buildings will be impacted, but it's our job to keep those impacts to a minimum. If we can't avoid certain impacts, we work with heritage specialists to see how we can reuse or incorporate heritage features, including exterior facades of buildings, and how we

	redevelopment and in what locations is anticipated?	can commemorate their significance with permanent plaques or signs. Infrastructure Ontario (IO) is currently in the process of developing transit-oriented communities (TOC) proposals across the Ontario Line, including around Queen-Spadina Station. These communities provide significant benefits to their respective regions, including increased retail space, additional residential units, and faster connections to transit. For more information on the TOC, please visit IO's website at engageio.ca.
Economic impact to Queen Street West	Given what we have all seen on Eglinton to previously thriving businesses, what has been postulated to ensure this won't happen to the Queen Street West area.	We're committed to ensuring local businesses remain accessible and successful throughout this important project. We'll work with the business community to provide customized, tailored supports, from making sure store fronts are clear and easy to access, to working together on promotions and shop-local incentives, to helping them relocate to other nearby locations if their properties are needed to support construction. We are also opening community offices along the route, with community engagement staff available during business hours to answer questions, provide updates and help support local businesses and organizations through construction.

		During construction, we will have a 24-hour hotline that will give the community direct access to someone who will listen to their concerns and help address any issues. This will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local businesses.
Osgoode Station	The station location in the lawn of Osgoode Hall is egregious, and the notes in the report clearly identify these impacts. Why is the station not located in the boulevard on University Avenue? According to comments made at the Toronto Preservation Board meeting in January, the whole station could have been located in the redeveloped 250 University Avenue, but this option was rejected by Metrolinx. Why?	We appreciate your feedback regarding the station location at Osgoode Hall. While our preferred approach is always to avoid impacts where possible, we acknowledge that there will be impacts to heritage resources as a result of the Ontario Line project. We understand the Osgoode Hall location has local, provincial and national heritage significance However, construction requirements associated with the future Osgoode Station and required connection with the existing Line 1 infrastructure requires use of this property. Building a subway through such a densely populated urban area is a challenge. The TTC's entrances for the existing Line 1 Osgoode Station do not provide sufficient capacity for the ridership expected when the Ontario Line is in operation. We also looked at various other location options for the Ontario Line Osgoode Station entrance buildings in this area, including 250 University Avenue. Please note that the existing foundation at 250 University does not allow for the station entrance structure to be constructed at this site. The proposed

		locations are the only ones where we can construct the station entrances and meet the necessary safety requirements. We are working closely with the City of Toronto, Osgoode Hall tenants, and other key stakeholders to reduce impacts and mitigate those that are unavoidable through sensitive design and minimization of the staging area and construction footprint.
Concerned re noise and vibration in basement apartments on pape	N/A	We will do everything we can to work with our contractors to ensure communities stay peaceful and quiet both during construction and operations. During construction, we'll continuously monitor noise levels and use tools like equipment silencers and temporary noise barriers to keep things as quiet as possible. Once in operation, Ontario Line trains will be electric, meaning not only will they be clean and fast, but quiet too. We'll also use other sound-reducing tools in certain areas to keep future operations quiet and unobtrusive and to ensure the Ontario Line doesn't result in noise and vibration levels that are significantly different than they are today. Metrolinx has also created immersive sound demonstrations for the Ontario Line to better inform residents what noise level to expect once the line is operational, which you can find at ontariolinesoundstudio.ca.
What are the plans for sound barriers.	What are the plans and designs for sound barriers south of Corktown Common and the Canary District?	Sound barriers are proposed between the future development near 125R Mill Street and TDSB owned lands to the east (south of Mill Street, roughly between Tannery Road and Bayview Avenue). No sound barriers are proposed along the Toronto

		Region and Conservation Authority's Flood Protection Landform, in order to ensure the integrity of this feature.
Riverside-Leslieville Parks	Riverside-Leslieville is facing early works construction beginning as early as September. What will happen to our parks during construction on the corridor? Jimmie Simpson Park, McCleary Park, Bruce MacKay Park, Tiverton Parkette. Will they remain open and how will you ensure the safety of children in playgrounds and others using sports facilities?	Providing ongoing access to beloved community park space is a top priority for us as we deliver this important project. We know that spaces where we can relax and unwind and children can play are vital in communities, and we are committed to working with our community partners to ensure there is continued access to park and playground space as we deliver better, faster and easier transit. If we do need to temporarily occupy some park space to support construction and avoid impacts to nearby homes and businesses, we will work with the city to ensure that it is thoughtfully restored once the project is finished. In fact, McCleary playground, Bruce Mackey Park, Jimmie Simpson Park and Gerrard-Carlaw Parkette and dog park will be larger following Ontario Line construction. During construction, the safety of park spaces will be a top priority and regular communication and safety measures will be in place to keep the community and park visitors safe. We will also work with contractors to preserve surrounding vegetation in areas where we are working. Metrolinx's Vegetation Guideline protocol reflects a landscape science-based approach to restoring greenspace that meets or exceeds bylaws and regulations. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage.

Virtual Open House Summary

Environmental Impact Assessment Report - March 3, 2022

Live Meeting IIII – Environment Impact Assessment Report

Alignment & Station Design

Comment	Answer
Will there be a third set of Ontario Line tracks to allow for maintenance and if not, why not?	Conventionally, we don't build triple lines like that for maintenance, especially with the new track types that we have – fully welded rails – which make for much less track repairs. Track repairs do happen, and it is required in the future we do that during evening shutdowns and so on. Like the TTC, we don't ever want to stop operations, as best we can, but the building of a third set of tracks in order to accommodate those maintenance periods is unwarranted and not something that is cost prohibitive. It's more property, it's more intrusive, there's no consideration for that. That said, when we do a train turnaround operation, if we have to sometimes, we put in a third track there but what we found with our automated train system is that it is not required at our terminus stations (Science Centre and Exhibition). It was talked about a lot when Line 1 capacity was being dealt with and it was a consideration then but once again, it's a prohibitive cost to build that third rail.
I have one question to high level design and the other about the operation and maintenance. Can you confirm that location(s) of any other permanent structures that will remain after construction, above or adjacent to the Ontario Line tunnels, such as intervention points, ventilation shafts, fans, electrical substations, equipment and switch rooms?	What we have shown is the location of the emergency exit buildings, we've shown the location of the major structures (i.e., our stations) and where the entrances are. Integral to those stations, in most instances, is the ventilation grates and the piston effect dissipation from the train operations. All that is being put into the buildings as they exist, so they become quite seamless to the casual people walking around. We don't have many grates in sidewalks anymore, we try to avoid it. When we do have something like that where we need to put in ventilation, we usually put in a small stack. It gets this up a little higher and also means that people walking along the road won't be walking on those grates. That should cover the high level. In regard to tunnel ventilation and so on, those are all built into the station boxes at the location where they're required. Most is underground in the station structures and hardly any of it is in the sidewalk.
Will sound barriers also block sunlight? How much higher will the sound barrier walls be compared to the existing rail corridor in the east end? Will there be a noticeable	The sound barriers and retaining walls are something that we're having very active discussions with the local community about and we're working closely with them to design excellence principles to be able to make sure that what the ambitions and interests are of the community can be reflected

Comment	Answer
decrease in sunlight in parks, gardens, and nearby roads? Will it have a massive feel, compared to the former railway barrier walls and trees, or are there planned mitigation strategies?	in those walls. So, we do have the ability with the noise walls to be transparent and let all light through, or opaque or coloured to let some light through or completely opaque so they would be solid. They all have slightly different properties with respect to noise attenuation, but they are all very similar. There isn't a great deal of gain for changing materiality but there is some work that we're doing, and it'll be conducted over the course of the next 3 months while we actively engage the community and get the design excellence principals buried and nested into the Joint Corridor work that we're going to be tendering in April.
Is there a place for people to see and comment on these different noise wall designs that you just spoke about?	We've done presentations previously and they're available on our website where we talked about what we called the "kit of parts" which are the various things that we can do with the retaining and noise walls to put them together in different ways, in different areas. It's all available on our website from previous meetings.
If the public wants to know where the subway air vent locations are going to be located, especially regarding King/Bathurst and Queen/Spadina areas, is there some place that they can go and find where those air vents will be located for those intersections?	As I said, in most locations and I can say specifically to Queen/Spadina, and King/Bathurst is that the air vents are integral to the station building so there won't be vents in the sidewalk or streets. We do have layouts of our work that's happening, but I don't recall anywhere in the alignment, where we have ventilation vents in a sidewalk. The only place I can think of where we have ventilation like that is at Queen Station, but as I said earlier is that we're building a small projection that will allow the ventilation to go out the top. We worked with the City of Toronto to make sure the sight lines are alright for the old city hall and make sure it fits in as best as possible. It's also relatively small, even if it's there.
Is there a pedestrian/ bike bridge planned for the crossing over the Don River by East Harbour? How is the bridge going to impact the Don River ecosystem?	This is an exciting part of the project, it's a signature bridge, it's going to be beautiful. It's a tied arch bridge and looks similar to the bridge that goes over the Humber River, so it's something that is going to be a nice bookend. Th bridge spans the entire waterway to we are expecting that the ecological impact to the Don River isn't going to be there, the abutments are going to be on land. As for the multi-use path, we're working closely with our East Harbour development team and there is a desire for a multi-use path over the Gardiner that will link between the east and west side of the Don River in this location. That is part of the overall program that is being delivered by the developer and the East Harbour team for that station. So yes, there will be a multi-use path.

Noise & Vibration

Comment	Answer
I would like clarification about the noise level of the trains on the Joint Corridor in the East. If I understood correctly, the electrified trains will be 10 decibels quieter than the current diesel GO trains, which sounds good. But currently, with 150 trains per day, there is considerable time where there are zero decibels of sound. If we go up to 1500 trains per day, even if they are softer, won't there be a net increase in the overall sound for residents who live and work close by? So maybe not a loud train here and there but a more constant hum? For overall quality of life, this is very concerning to me.	We have been hearing a fair amount of interest in this topic. In our assessment we look at noise of a single passing train and the future Ontario Line vehicles will be considerably quieter than vehicles in the corridor today. We also look at all the rail traffic in the future, so we look at the maximum anticipated or planned GO service levels in the corridor, we look at the maximum Ontario Line service levels in the corridor so we're looking at all of those trains in the future. We model all that, we model all that as part of our JC EW report and with a few factors at play. One is the Ontario Line trains are considerably quieter than those in the corridor today. We also have GO electrification, where the majority of GO trains in the corridor will be electrified. We are also committing to noise barriers, which will be at least 5m tall. So, with all those factors considered, our future noise levels will be lower than current noise levels for the majority of locations along the rail corridor. The reductions are up to 10 dBA, but the reduction does vary based on the location so if you're interested in the specific locations in the Joint Corridor, I'd recommend that you review that report, specifically Appendix C of our Joint Corridor Early Works report, which is also part of the draft Environmental Impact Assessment Report as Appendix Q. I'd also recommend taking a look at our immersive sound demonstration, where we're modeling the future service. So, all that future service and it will give you a sense of how quiet the future condition will be. So, in our immersive sound demonstration we've modeled future noise levels for GO and Ontario Line combined near the Joint Corridor in 6 different locations around the Joint Corridor, so I heavily encourage checking that out.
Regarding the last point, I live with a busy road behind my house and that's sort of a constant hum from car traffic, and at other times I know that there's truck traffic because it's louder. I think the point of the question I hear people asking is that the difference between a loud train that comes from time to time (like a diesel), and because of the volume of trains which is kind of a constant hum. Can you please talk about the general noise level that I might be hearing with the Ontario Line?	We also look at that existing ambient environment at all the locations where we model the future noise in the Joint Corridor and with the increased train traffic, but with the quiet Ontario Line trains, with GO electrification, with noise barriers, we're showing that average noise in the majority of locations will be quieter than today. So, we're talking about background noise and part of that is from current rail operations and we're able to drop that down.
Can you describe the efforts that will be made to ensure that trains	Regarding wheel flats, these usually are caused by heavy braking or a similar situation but the OL, with its GOA4 (great

Comment	Answer
that will be operated will not be transmitting noise from flats or other wheel defects that may create noise for adjacent residential properties?	of automation 4), is a completely automated system and it's driverless so the braking and stopping of the vehicles is all controlled so hard braking does not occur. In the event that is does occur, there is equipment on the system to detect a flat and that vehicle would be taken out of service and out into a wheel lathe where it would be corrected. So, it becomes a maintenance issue at that point and early identification of maintenance issues go a long way to making sure the trains are as quiet as they possibly can be.

Construction & Property Impacts

Comment	Answer
Regarding the Exhibition Terminal Station, I have some concerns about the impact on privacy and sunlight that the two 20-storey condo towers will have on 5 Hanna Ave residents and the Liberty Market lofts. The Liberty Market lofts is an 8-storey condo building that has a substantial amount if south facing units that have 17 ft flooring to ceiling glass windows. Two new condo towers within 50m of the Liberty Market Lofts will reduce privacy and sunlight on their units. Have you considered the impacts this would have on current residents? Have you considered orienting the condo towers to the west of the Liberty Market Lofts as to not obstruct and impact current residents?	What we're doing as part of the transit build is that we're building stations, we're building the subway network. There is a second stage of the program, which is transit oriented community (TOC) program, which is what you're talking about here. That is being run by our colleagues at Infrastructure Ontario. They have a very active website that you can go to, it's engageIO.ca and that's where the TOC program is being delivered from. Please, you're welcome to send us an email at ontarioline@metrolinx.com, we'd be happy to put you in touch with the right people to have this conversation but as I said, the transit build and what we're delivering is very separate from this but we'd help put you in touch with the people that could help answer your question.
I'm going to go back to the very beginning of tonight's presentation (i.e., the Gerrard area), I know where that is going to be where to tunnel boring equipment is going to be stationed and you're going to be removing all the dirt from the northern part to that location. So, I'm wondering about all that dirt. How much soil is there going to be? How many trucks a day are going to be leaving that intersection, carrying that dirt? How many months is that	The launching of the Tunnel Boring Machine from that location is an item that is going to take about 2 years in total for us to build and implement. We haven't yet gotten our north contract awarded and ultimately the contractor will determine those durations and will also determine some of the trucking routes and number of trucks, size of trucks, etc. We have estimates and we're working closely with transportation services to make sure that the road capacity is adequate. When we set up these sites, we also have a stockpiling ability. So, if for some reason we don't take materials out of the site, we usually have 2-3 days of filing capability within these sites. All of this works into the ability for us to do a lot of our loading and loading out of the materials during normal daytime

Comment	Answer
going to last? What route are those trucks going to take? Where is the ultimate location of the dirt that will be removed from the north?	operations. And when we aren't, we have very strict noise criteria that are very well defining in out Project output specifications to make sure the adjacent neighbourhoods aren't exposed in the daytime or nighttime to high noises. One of the traffic management key items is that we'll be restricting their movements to major traffic routes in and out of the area. The exact route will depend on the contractor and where the spoil is headed. But, again, we have to work that out with the city of Toronto at the time where we are finalizing these routes. The route will be kept to major traffic routes, to and from the site. Where the material is going is also the responsibility of our project company, the constructor and that hasn't been awarded so where they are going hasn't been defined. Spoiled material management is handled in compliance with Ministry of Environment requirements that apply to spoil removal and management. This has recently been upgraded and quite strict, in terms of where the material can go and where it can be placed and the accounting for the material, so it doesn't get lost.
With the Queen Street closing for nearly 5 years, has the proposed additional work for the Yonge TO been taken into account when referring to the traffic flows, general access, and emergency routes around the buildings in the area, and the hospital is the Yonge and Queen neighbourhood? At the beginning there was a lot of talk about the noise and vibration for the finished product, i.e., when the trains are running, but what about during construction? Particularly, along the Queen Street closure, where the majority of the building of the under stations are going to be done under stations that already exist.	Without a doubt, the closure of Queen Street is a very choreographed exercise working with City of Toronto transportation services. We've taken into account the Yonge Toronto the emergency services, the access to hospitals, all those things are considered. The maintenance of the north/south arteries, Yonge, Pape, are all key to making sure the shutdown works. Ultimately, City of Toronto Transportation Services presented to city council what we had worked up with them and how we modelled it and how we worked together with them, and it was unanimously approved by city council in support of the building of this major infrastructure. In regard to noise and vibration, the Tunnel Boring Machines will be running very deep underneath Queen Street, so the noise and vibration produced by that at that depth are going to be minimal. We advanced these Tunnel Boring Machines about 10-15m per day, so the proximity with respect to any one location is usually just over a day and then the equipment is gone. As for the construction of our stations, we're doing some very unique construction methods here in order to minimize our impact to the streets, to make sure we aren't doing open cuts in the streets and we can make sure that the transportation surface is maintained, all the traffic around our sites is maintained and once again working with City of Toronto transportation services to make sure that the city is still functional. The Queen Street station is the only station that has to be accessed in the street, due to the existing buildings on all

Comment	Answer
	corners. We have two shafts that go down either side of Yonge Street and the Line 1 station, we go well down into the bedrock. When we get to the bottom, they use these machines called road headers, which kind of look like a hedgehog with a spinning metal ball on the end and it essentially eats away at the rock, some 30m under the ground and they create a cavern for the station by working their way through that. It's called Sequential Excavation Method, which was developed in Austria in the sixties, and they basically have a pattern where they gradually excavate in a way such that the stability of the rock is maintained as they work their way down and they do these panels and then move ahead another few metres and then do another set of panels, etc. and they continue to move forward like that. The spoil is then lifted out from the two holes in either end using a bucket with a crane, and it's placed into a dump truck and removed from the site. In that way, we have minimal disruption because the Line 1 station above Queen sits on top of the bedrock and we're about 8m underneath that to the top of the cavern, so we don't ever directly touch the underneath of that TTC station box. Essentially, only our connections are through the sides and into the existing. In fact, there's an old Queen Street streetcar loop that was pre-built as part of that station a long time ago and we're using that as a way to get into the station so it's a new use for an old structure that a lot of people don't even realize is currently there.
This tunnel will run south from Corktown Station, through Parliament Square Park up to an existing apartment building, then cross Parliament St. Will tunnel boring machines be used? How long will that stretch of tunnel take to dig? Will there be permanent vibration and noise once the tunnel finished and the subway runs?	The tunnel south from Corktown, then heads down toward the railway corridor and turns towards the east to come up to the surface. The tunnel itself, the means and methods are up to the contractors/bidders who are currently bidding on the project, could use Tunnel Boring Machine or Sequential Excavation Method. So, either of those are potential solutions that they could propose as part of their bid. Most of that tunnel is in the rock, except for when it just comes into the railway area underneath the GO tracks. There's going to be a portal created in the Don Yard and that's the point where they come out of the rock. So, the tunnel is not that near to the surface until it gets underneath the GO train tracks, but even then, it's probably still 10-12m under the surface. The other part about noise and vibration, my understanding is that essentially with the design of the Ontario Line and the modern trains that we're using and the GOA4 systems and track designs that we use in these tunnels, the word used is imperceptible. As part of the Environmental Impact Assessment Report, we did study operation noise and vibration. Throughout the entire length of tunneled segments we are below perceptible levels.

Comment	Answer
	We're including in our design a variety of mitigation measures to get us there but once the subway is up and running, there won't be noise or vibration as a result from the trains running. That is thanks to modern technology, we've really come quite a long way in the past decades.
Will you agree to a community monitor on-site? How will Metrolinx manage and coordinate the overall disruption that will take place at the Parliament site to ensure the downtown area is safe and livable? What is the mechanism for reporting to residents?	The first thing that we do when we come into a community, is we set up a CLC (community liaison committee) for construction and it's made up of local residents who have an interest in the work we're undertaking. And what we make sure is that we tell them what we're doing and when so there's no surprise. It then gives them and you the opportunity to provide us with feedback and there will also be a 24-hour hotline set up so if there is something that went slightly awry one evening that they could get in touch with us, and we could immediately correct it and that would be monitored 24-hours a day. Community engagement throughout the construction process is key for the successful delivery of the Ontario Line and any of our big projects. So, that will go a long way and then as we're getting closer to opening, all that information will be shared, and it starts to become more exciting as fencing start to come down and the reality of the opening of the line starts. It's a long engagement, and we are prepared for it, and we expect the community to engage with us in that way.

Technology

Comment	Answer
Talking about electrification, when will the electrification of GO occur? GO traffic may be diesel for up to another 15 years. What is the period of time when people will have both the additional Ontario Line traffic and diesel trains? Do you have studies that allow/model for that and the impact of that period of time?	The electrification of the GO system is required in order for the frequency of trains for Ontario Line to be able to operate. It's not an optional thing, it must occur. We have a long delivery for the Ontario Line, we're looking at the end of this decade opening. The electrification is going to be running alongside with us through that build period and carrying on. There is always going to be a mixed fleet. That's the plans for GO, there will be both electric and diesel and we've modelled that, along with the quiet Ontario Line trains. So, electrification is coming, it is lined up to be delivered and it will be happening in lockstep with the delivery of the whole subway program over the next decade and into the next 10 years.

Properties & Acquisitions

Comment	Answer
In today's heated housing market, fair market value based on historic	With respect to fair market value, that is the price of the property based on market conditions at that time. During the

Comment	Answer
sales is not reflective of current prices. How will Metrolinx account for that in your offer to acquire property?	presentation I was referring to accredited appraisers who would be completing reports to estimate that fair market value. They are experts in this field and will certainly be able to address this in that report and we'd be happy to discuss that with you.
In terms of assessing/appraising fair market value – If I want to retain my own appraiser, will Metrolinx reimburse me for it? What is the reasonable cost that you'd cover for that?	Yes, Metrolinx will pay you for the reasonable cost; these costs do vary per appraiser. That is something that is commissioned just like anyone else that is providing a service. Again, fundamentally, we will be reimbursing you for those costs.
If a person's house is expropriated or acquired, how much time do people have to vacate their houses? In this particular market, what happens if they cannot find an alternative housing situation?	Regarding timing of discussions with property owners, fundamentally we always reach out to owners as soon as possible with as much information as possible. The timing of this aligns with when the property is needed for the project. I recall, there's a caller in the zoom room that asked this as well regarding timing of acquisitions. This will be staggered. We've had conversations already in progress right now and they will continue on this year, next, year until 2024. This does mean, typically, taking possession of that property but we are looking at things on a site-by-site basis. So, that's part of those direct conversations we will be having specific to your property. Part of that conversation is that it's a two-way conversation. We want to listen to what your needs are – are you a business, a homeowner, what your situation is, and so on – this includes that aspect of relocation. We are ready and here and available to provide that specialized support.

Environmental Assessment

Comment	Answer
At Moss Park Community Benefits Coalition meeting, we had about 30 people show up. Many Moss Park residents raised certain questions, specifically PCC residents and their concern about pest control. All construction, there is always migration of pests, to certain units so we're wondering what Metrolinx is going to do with regards to that issue and that was also raised by the business community as well? I was reviewing your final Appendix B-5 of the Ontario Line project, and the final report and I was looking for the Moss Park River. There is no	Regarding the pest control, pest issue always come with the demolition of properties and so when we are doing that, we do a very active scan of the environments for pest, as well as materials (i.e., hazardous materials such as asbestos). We do a very thorough substance survey, as well as an animal survey. When we're doing that, we have means and methods to keep the site well prepared and protected. We have all of our hoardings up around the site. We are not expecting a large migration of pests as a result of our work, especially in Moss Park, which is a park area and it's an open cut excavation so we aren't anticipating that there will be a long, protracted pest control problem. We're working quite closely with the city on all our work in this area to make sure that everything is well coordinated. They also have some large construction projects that will be happening in the Mos Park area that are planned.

Comment	Answer
mention of the Moss Park River and I'm wondering If that was an oversight and how can I get information on that? I'm looking to find out if there is any heritage or any designation that was connected to that river, which is a 1.5km tributary to Taddle Creek and I think it also has the Maple Leaf Stream and Mutual Stream. I'm going to post in the chat so we can see this to provide context because it's important that that river is considered in the Environmental Assessment.	In terms of a water course at Moss Park, our understanding is that there was a historic water courses in this area. And, like many historic water courses in this city, it is no longer and it's kind of natural state, and the strong waters that would have passed through that are now passing through the Don River. The appendix that you are looking at relies on information that we gathered from local authorities, like the Ministry of Environment, Conservation and Parks, and the local conservation authority and site visits but if there is any additional information, we are happy to receive it. We can take that feedback and take that into account as well as we are updating our Environmental Impact Assessment Report.

Ontario Line – EIAR Virtual Open House #4 Q&As
Gerrard to Exhibition Stations (March 3, 2022)

Headline	Question	Response
Noise question	I would like clarification about the noise level of the trains on the joint corridor in the East. If I understood correctly, the electrified trains will be 10 decibels quieter than the current diesel GO trains, which sounds good. But currently, with 150 trains per day, there is considerable time where there are zero decibels of sound. If we go up to 1500 trains per day, even if they are softer, won't there be a net increase in the overall sound for residents who live and work close by? So maybe not a loud train here and there but a more constant hum? For overall quality of life, this is very concerning to me.	When studying noise levels, we looked at maximum planned daily GO and Ontario Line service levels, and this was all modeled as part of the Joint Corridor Early Works Report. It is important to note that Ontario Line trains will be significantly quieter than vehicles using the corridor today. There are a few additional factors to keep in mind, such as future GO electrification and the fact that we are installing noise walls at a minimum of 5 metres tall along the joint rail corridor. All of these factors will help mitigate potential increased noise levels in the joint corridor, compared to the levels we hear today. You can hear the expected difference in noise levels in our immersive sound demonstration for the joint corridor here on our website.
How will the function of noise barriers be modelled?	You have provided the immersive sound demonstration of noise levels adjacent to the joint corridor. Will you be able to model the effect and predict possible impacts where the barriers reflect sound and converge on areas that may be some distance away from the corridor? example, a curved noise barrier could concentrate noise at a focal point some distance away?	The Noise and Vibration Assessment from the Early Works Report takes into account sound reflected from barriers on both sides of the corridor towards opposite directions, and these reflective considerations were incorporated into the noise models and the Immersive Sound Demonstration. Furthermore, sound reflection was taken into consideration when recommending the minimum noise barrier heights and assessing residual noise impacts (see Early Works Report for further details).
Bridge over Don River by East Harbour	Is there a pedestrian/ bike bridge planned here too? How is the bridge going to impact the Don River eco system?	This is a signature bridge for this project. It will be a tied-arch bridge, similar to a bridge going over the Humber River at the west end of the city, creating a bookend. The bridge spans the entire river, meaning minimal impact to the Don River. The abutments will be on land. There is a desire to create a multi-use bridge in this

		area which will be part of the overall project to be delivered by the developer and the East Harbour development team.
Will sound barriers also block sunlight?	How much higher will the sound barrier walls be compared to the existing rail corridor in the east end? Will there be a noticeable decrease in sunlight in parks, gardens, and nearby roads? Will it have a massive feel, compared to the former railway barrier walls and trees, or are there planned mitigation strategies?	Sound barriers and retaining walls are a topic of continued discussion with the respective communities to develop principles for design. Options include transparent noise barrier panels, translucent, or opaque panels. The objective is to specify panels that will allow light to pass through and reduce the visual impact of the noise barriers. amount of light through. The consultation with the community will continue over the next few months to noise barrier specifications. Presentations on the retaining wall systems and noise barrier panel specifications have been shared with members of the community. You can find these presentations and learn more under the Joint Corridor Design Excellence Working Group page on our website.
GO electrification	You mentioned that the "vast majority of GO trips will be electric" on the Joint Corridor. When will this happen? What minister is committing to this electrification and what happens if these plans change? According to what I've read, the GO traffic will mostly be diesel for at least another 15 years. How are residents supposed to cope with the sound of the increased number of loud trains until this electrification happens?	Electrification is required to reach the planned level of service for the GO Expansion program. The Ontario Line will be electrified on opening day. The plans for a mixed vehicle fleet were proposed from the outset of the project until the Electrification process is completed, this means both electric and diesel trains initially.
Have replacement shuttle bus routes been planned?	For emergency or planned closures, how exactly will the replacement shuttle buses be routed?	Metrolinx is working closely with TTC to provide the best possible service during service disruptions related to the Ontario Line project. Details for replacement bus services and alternative route

		options will be planned and operated by TTC and confirmed as design progresses.
Cherry Station	Will there be future provisions/planning for a station at Cherry St on the Ontario line?	When looking at the possibility of a station on Cherry Street, one of the important factors we considered was the distance between stations. If we located a station in this area, it would be very close to both Corktown and East Harbour Stations. As a result, the trains may not have enough time or distance to fully accelerate, impacting the overall time savings for travellers. To provide some more details on the planning process, we studied station locations with a focus on increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs. If you want to learn more, you can read the Preliminary Design Business Case (pages 40-42 provide the overview and rationale for west stations and pages 43-45 provide an overview and rationale for downtown stations).
Future Western Extension	How is the western segment of the line being planned for a future extension possibly up Dufferin Street or along the rail corridor to Roncesvalles	While not part of the scope of the project, our plans protect for the possibility of expanding both ends of the line in the future to improve transit access and meet demand. Tail tracks, west of Exhibition Station and north of Science Centre Station, will provide space for the storage of vehicles and protect for future expansion.
Ontario Line Phase 2	How sooner can we see planning for Ontario line Phase 2 north of Eglinton and west of Exhibition. Thanks.	While not part of the scope of this project, our plans protect for the possibility of expanding both ends of the line in the future to improve transit access and meet demand. Tail tracks, west of

		Exhibition Station and north of Science Centre Station, will provide space for the storage of vehicles and protect for future expansion.
How deep are the tunnels running south from Corktown Station?	This tunnel will run south from Corktown Station, through Parliament Square park up to an existing apartment building, then cross Parliament St. Will tunnel boring machines be used? How long will that stretch of tunnel take to dig? Will there be permanent vibration and noise once the tunnel finished and the subway runs?	The tunnel will travel south towards the rail corridor and then turns east to reach the surface. The exact means of accomplishing this are up to the contractors, which is currently still in the bidding process. The entire process will be through rock until the Don Yard, where a portal will be built. The tunnel will not be close to the surface until it reached the existing GO tracks, where it will still be 10-12 metres below ground. As noted in the draft Environmental Impact Assessment Report (EIAR), the noise levels generated during operation will be below perceptible level. A variety of mitigation methods are being put in place to assist reaching the target of imperceptible sound and vibration during Ontario Line normal operation.
How deep are the tunnels surrounding King/Bathurst?	N/A	Ontario Line tunnels in the King/Bathurst area will run about 30-36 metres below ground level.
When will property interest acquisitions begin?	N/A	We understand that residents and businesses want those details and we will reach out to impacted property owners at the earliest opportunity. If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive written notification from us informing them that this is case. After that, Metrolinx will arrange to meet with the property owner to answer any questions they may have, including how much property is needed and why, how the acquisition process works,

		and expected timelines. Multiple meetings will take place throughout the property acquisition process to ensure property owners have the information and support they need.
Expropriation	If I want to retain my own appraiser, what is a "reasonable" cost for which Metrolinx will reimburse payment?	We encourage property owners to contact us directly to discuss obtaining an appraisal. You can reach us directly at 416-202-5100 or OntarioLine@metrolinx.com, and we are happy to investigate further. Please note the cost per appraisal can vary based on multiple factors.
Expropriation	What is the timing that expropriated houses must be vacant by? What if I cannot find alternative housing?	Metrolinx will reach out to affected homeowners as soon as possible with as much information as possible. Some conversations with homeowners are currently ongoing, and these discussions are expected to continue into 2024. Each conversation is handled on a per-case basis, specific to the property in question. Depending on the property (residential, commercial, etc.), Metrolinx will provide specialized support to assist in that transition process.
Expropriation	In today's heated housing market, fair market value based on historical sales is not reflective of current pricing. How will Metrolinx account for that in its offer on acquired properties?	Fair market value is determined by all available factors at the time of the sale. Metrolinx is using accredited independent appraisers to assist in determining the fair market value for any one property and is happy to discuss this matter further with any homeowners.
When will offers be made to homeowners regarding expropriation?	For owners with properties that lie directly on the line, when will Metrolinx approach them about expropriation (re full/partial removal of property and/or subterranean rights), and present them with an offer? And what is the process?	If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive written notification from us informing them that this is case.

		After that, Metrolinx will arrange to meet with the property owner to answer any questions they may have, including how much property is needed and why, how the acquisition process works, and expected timelines. Multiple meetings will take place throughout the property acquisition process to ensure property owner has the information and support they need.
Will Metrolinx agree to a community monitor on the site?	How will Metrolinx manage and coordinate the overall disruption that will take place at the Parliament site to ensure the downtown area is safe and liveable? What is the mechanism for reporting to residents?	Community engagement is key to the successful delivery of any project. When Metrolinx plans to build transit in an area, we establish a Community Liaison Committee (CLC). CLCs are comprised of local residents who have an interest in the project's construction and provide a forum for Metrolinx and the Project Constructor to share details about the work being done to maintain transparency with the community. CLCs also provide an opportunity for the community to share feedback on the project. Closer to the beginning of construction, Metrolinx will also set up 24-hour hotline to get in touch in the event of an emergency or other occurrences outside regular work or business hours.
Where do we find info about subway air vent locations?	What are the locations/addresses of the subway air vents between the stops of King/Bathurst & Queen/Spadina? Or, where can we find this information?	Air vents will be integrated into the station structures. Regarding King/Bathurst and Queen/Spadina specifically, we can confirm that vents will not be constructed in the street. Stacks will be built to release air above street level. Metrolinx has been

		working with the City of Toronto to ensure traffic sight lines are not impacted by these structures.
Station at Osgoode in wrong place	Why is the Osgoode station not located in the boulevard on University Avenue? According to comments made at the Toronto Preservation Board meeting in January, the whole station could have been located in the redeveloped 250 University Avenue. Will Metrolinx reconsider this very poorly planned station location?	We appreciate your suggestion for an alternative Ontario Line Osgoode Station entrance location on University Avenue. Please know that our project teams are aware of the proposed University Park project under the City's TOcore program and studied it as an option for the entrance building location. However, the University Park proposal is still in the conceptual phase, and the timeline for delivering the project is unknown at this time. We also looked at various other location options for the Ontario Line Osgoode Station entrance buildings in this area, including 250 University Avenue. Please note that the existing foundation at 250 University does not allow for the station entrance structure to be constructed at this site. The proposed locations are the only ones where we can construct the station entrances and meet the necessary safety requirements. We understand the Osgoode Hall location has local, provincial and national heritage significance. We are working closely with the City of Toronto, Osgoode Hall tenants, and other key stakeholders to reduce impacts and mitigate those that are unavoidable through sensitive design and minimization of the staging area and construction footprint.

Ontario Line – EIAR Virtual Open House #4 Q&As
Gerrard to Exhibition Stations (March 3, 2022)

Gerrard and Carlaw station	Is the planned station at surface level, in the mall or on the rail bridge?	Gerrard station will be located above ground, on the west side of the rail corridor, with a single station entrance and platform giving customers easy access to trains going in both directions on two tracks. You can find a map of Gerrard Station, including a link to the more detailed project footprint from the Environmental Impact Assessment Report, here on our website.

Newspaper Advertisements

- Toronto Star - February 7, 2022
- Beach Metro - February 8, 2022
- Le Metropolitain - February 10, 2022
- North York Mirror - February 10, 2022
- Ming Pao - February 10, 2022
- Nasha Canada - February 10, 2022
- Sing Tao Daily - February 10, 2022
- Iran Javan - February 10, 2022
- Sol Portugues - February 11, 2022
- The Greek Press - February 11, 2022
- The Philippine Reporter - February 11, 2022
- Akhbaar-e Pakistan - February 11, 2022
- Toronto L'Express - February 12, 2022

Horwath passes NDP leadership review

ROB FERGUSON
QUEEN'S PARK BUREAU

With four months until the June 2 election, the NDP's Andrea Horwath easily passed a leadership review with 85 per cent support Sunday in the wake of controversy over a candidate dropped last week.

The vote had been delayed for months and took place at a virtual convention that was supposed to be held in-person in her hometown of Hamilton, but was moved online because of the unexpected Omicron wave of COVID-19.

"This isn't about me. This is about finally giving everyday Ontarians a government that's going to put them first," Horwath said in a statement after the tally was released.

The mandatory leadership review was the fourth of her tenure since 2009 and her highest support level to date, narrowly beating a result of 84 per cent after the 2018 election that saw the NDP reach 40 seats and become the official Opposition following the collapse of the Liberals.

Horwath said New Democrats are well positioned to defeat Premier Doug Ford over his handling of the pandemic, which she said has resulted in a high death toll in nursing homes, the occupation of downtown Ottawa by protesters, and other fumbles.

"We can get it done," she said in a line used repeatedly during a half-hour speech to 1,100 delegates.

"This is the guy who bought (gasoline pump) stickers that didn't stick ... guy who rolled out licence plates you couldn't read."

Opposition parties have vowed not to support a Ford minority if that's what voters send to Queen's Park. Current polls suggest that is a likely option with the Liberals rebounding. The 338Canada polling simulator updated Feb. 2 suggests the Tories would win 61 seats, the Liberals 33, the NDP 29 and the Greens one if the election was held today.

NDP delegates cast their leadership ballots six days after Horwath was forced to dismiss a recently recruited "star" candidate, former Ajax mayor Steve Parish, for his advocacy in naming a street in the eastern GTA suburb for Nazi naval commander Hans Langdorff.

Although the street name was removed two years ago, Parish opposed the change and that prompted blowback from within Horwath's caucus as well as in the community.

"Naming streets after Nazis is an obvious clear no. There are no excuses," wrote MPP Rima Berns-McGown (Beaches—East York).

At a news conference before the review vote was announced, Horwath maintained the party has a thorough candidate vetting process in place for the spring election.

She acknowledged not acting quickly enough on two 2018 candidates that caused the party trouble on the campaign trail — one who railed against wearing poppies on Remembrance Day as "a ritual of war glorification" and another accused of posting Nazi memes on Facebook.

Neither candidate was dropped and Horwath said a more thorough review should have been conducted.

The NDP's Andrea Horwath easily passed a leadership review Sunday with 85 per cent support.

UYGHURS

'They have an obligation to act'

Rights group's court case argues Canada is ignoring genocide convention

JEREMY NUTTALL
VANCOUVER BUREAU

By not doing more to stop China's genocide of the Uyghurs, Canada is ignoring its obligations as laid out in a United Nations convention, a newly filed Federal Court application alleges.

The Uyghur Rights Advocacy Project filed the application in Montreal last week; spokesperson Mehmet Tohti says it aims to have a judge declare that a genocide is happening in China and also issue "any order or remedy" in response.

"They have an obligation to act," Tohti said of the government, "by staying silent, they are silently contributing to the Chinese government's attempt to normalize the genocide."

Allegations China is committing genocide against Uyghur people, particularly in its northwestern Xinjiang Uyghur Autonomous Region, have been bolstered by credible evidence in recent years. Some estimates say as many as two million people have been detained over time in internment camps where forced labour, torture and sexual abuse are common.

JOSH EDELSON AFP VIA GETTY IMAGES

A protester in San Francisco last week. China's treatment of its Uyghur minority has drawn condemnation around the world.

The Chinese government insists the camps are vocational training centres.

Canada is a signatory to the UN Convention on the Prevention and Punishment of the Crime of Genocide, also known as the Genocide Convention. The convention came into force in 1951 and lays out definitions for what constitutes genocide. It also calls for prevention and punishment for offenders.

In 2020, following a study which heard witness testimony, a Canadian parliamentary subcommittee on human rights released a statement declaring the Chinese Communist Party actions against Uyghurs fit definitions laid out in the convention. Last year, Canada's Parliament also passed a motion declaring the actions of China's government in Xinjiang a genocide. (Members of the cabinet abstained from voting on the non-binding motion.)

Among other arguments, the court application seeks to have a judge declare that China has been committing genocide since at least 2014 and that the government is in breach of its obligations under the convention by not officially declaring it.

If successful, Tohti said, the application could have serious implications for the Canadian government.

If a judge does declare a genocide is underway in Xinjiang, it could trigger Canada to act according to the convention, he said, which specifies signatories prevent and punish those responsible.

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Beach Memories

Ontario golf history was made in the Beach

GENE DOMAGALA

ONE OF the great things *Beach Metro Community News/Ward 9 Community News* has done in its 50-year history is the watchword of all newspapers – Freedom of The Press.

In *Beach Metro Community News*, they have given people of all types of abilities the chance to present their views on all matters.

On this particular issue, I will mention the sport of golf.

There have been many articles written about golf by various people in our local paper in the past 50 years.

I was one person who is and still am interested in history. I was doing one of my first historical tours about 45 or 46 years ago in the Gerrard/Woodbine/Coxwell area, and I had noted in my research that this area had the first golf club in Ontario.

In the area bounded by Coxwell on the west, St. John's Norway on the south, the railroad line on the north and Golfview Avenue (just east of Woodbine Avenue) on the east, this golf club was the third one to be founded in North America and it was called the Toronto Golf Club which was established in 1876.

The other two golf clubs in North America at the time were the Royal Montreal (founded in 1873) and the Royal Quebec Golf Club (founded in 1875).

The Toronto Golf Club was started by a Scotsman by the name of James Lamond Smith. Scotland is, of course, the home of golf.

Smith lived in the Beach area and with others started the Toronto Golf Club in 1876.

It stayed in the area where it was first built for about 35 or 36 years. The club later moved west to the Etobicoke-Mississauga border by Etobicoke Creek where it is still located.

While I was doing my historic walk in the old Toronto Golf Club area, I thought it would be a good idea to put a historic plaque showing where the club had originated.

However, my attempts back then were in vain for a plaque to be placed there.

In the last couple of years, however, some historic like-minded citizens did get a plaque put up in the Toronto Golf Club's honour at the corner of Queen Street East and Kingston Road, in front of Murphy's Law.

But dear readers and avid duffers, that club was not the first for the introduction of golf in its various forms locally for the last 100 years or so.

The first, or one of the first, attempts at a municipal golf course for the ordinary golfers was proposed right here in the Beach area.

It was successful and it was called the Glen Stewart Golf Course. Now it was already in existence as a private course on the grounds of a wealthy land owner in the Beach by the name of A. E. Ames who was at one time president of the Toronto Stock Exchange.

A. E. Ames was an enthusiastic outdoorsman and recreationist who besides having his own private golf course also allowed his properties to be used for races other different sporting events.

The Glen Stewart Golf Course was in existence for several years and was a great inspiration for many other municipal golf course. The Glen Stewart course was bounded by Lee Avenue on the west, Glen Stewart Ravine on the east, Kingston Road on the north, and Williamson Road on the south.

The course had several hundred members on its roster and helped many a person play the game of golf.

Like all good things it had to come to an end, but its legacy lives on in other golf courses in the area by people who still live in the community and even some trophies that have been mentioned in different issues of this newspaper.

You must realize dear readers and golfers, you wouldn't know about historic sports events such as golf courses if it weren't for the *Beach Metro Community News* and its 50 years of serving the community.

Even though other articles have been written on golf, it came to my attention through *Beach Metro Community News'* last edition (Jan. 25), that they were thinking of altering the municipal golf course at Dentonia Park.

Which made me think, let's tell the readers again where this grand old game of golf began in Ontario – in the Beach.

The idea also came to me about golf when I was walking down the street and noticed my neighbours who were shouldering their golf clubs on the way out to a range and I spoke to them. Even though it was snowing, they were out to practice their game.

There will be more on the local history of this and other great games in future editions of Beach Memories.

Hope United Church planning musical month of February with pair of concerts

MUSIC IS on the agenda at Hope United Church this month.

Presented online, both the Music on a Sunday Afternoon and the Jazz Vespers concerts are set to take place at the Danforth Road and Main Street church in February. Music on a Sunday afternoon on Feb. 20 will feature Rob Lamothe in concert. It begins at 2 p.m.

On Saturday, Feb. 26, Hope United presents its Jazz Vespers online concert with the Jason Logue Sextet. The performance starts at 4:30 p.m.

Both concerts can be viewed online at their scheduled time by going to this Zoom link: https://us02web.zoom.us/j/83178461579

For more information on Hope United Church, please go to www.hopeunited.ca

Sunday Fun Day at Legion Branch 11

THE ROYAL Canadian Legion Branch 11 on Dawes Road will be hosting a Sunday Fun Day event this weekend.

It goes from 1 to 7 p.m. at the Legion, which is located at 9 Dawes Rd., on Sunday, Feb. 13.

It will feature dinner at 4 p.m. and entertainment by Al Jordan from 2 to 6 p.m.

Those attending are encouraged to wear red in honour of Valentine's Day. The dinner menu features pasta with homemade meat sauce, Ceasar salad, dinner rolls and butter, and dessert. Cost for Sunday Fun Day is $15 per person, and there are limited tickets available. They can be purchased at the bar. All COVID safety rules will be followed including proof of full vaccination by QR code.

After Sunday Fun Day, residents are welcome to come to Branch 11 to watch the Super Bowl. There will be no charge for admission.

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METROLINX

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METROLINX

Avis – Publication de la version préliminaire du rapport d'évaluation environnementale et portes ouvertes

Projet de la Ligne Ontario

Description du projet

La nouvelle ligne Ontario permettra d'accroître l'offre de services du transport en commun à Toronto et de rendre les déplacements plus rapides et plus faciles. Longue de 15,6 kilomètres, cette ligne de métro s'étendra du Centre des sciences de l'Ontario, situé dans le nord-est de la ville, jusqu'à Exhibition Place au sud-ouest. Avec ses 15 stations, dont 6 stations de correspondance, la ligne Ontario permettra des correspondances avec 3 lignes ferroviaires GO, 2 lignes existantes de métro, le nouveau TLR Eglinton Crosstown et les lignes de tramway (dans 10 des 15 stations). Le projet comporte des voies en surface, surélevées et souterraines, qui seront complètement séparées des voies de circulation afin d'offrir un service rapide et fiable.

Rapport d'évaluation environnementale

Les incidences environnementales de la ligne Ontario sont évaluées en vertu du Règlement de l'Ontario 341/20 : Ontario Line Project, en application de la Loi sur les évaluations environnementales. Conformément à la section 15 du Règlement de l'Ontario 341/20, Metrolinx a préparé la version préliminaire du rapport d'évaluation environnementale, laquelle est maintenant disponible aux fins d'examen.

Le rapport d'évaluation environnementale préliminaire décrit les conditions environnementales existantes dans la zone d'étude du projet, les incidences sur l'environnement, les mesures d'atténuation et de surveillance, le dossier de consultation ainsi que les permis et les approbations nécessaires au projet.

Examen de la version préliminaire du rapport d'évaluation environnementale et processus de consultation

À compter du **7 février 2022**, la version préliminaire du rapport d'évaluation environnementale sera disponible aux fins d'examen sur la page Web du projet de la ligne Ontario (https://www.metrolinx.com/fr/greaterregion/projects/ontario-line.aspx). Du **7 février au 9 mars 2022**, il sera possible de consulter le rapport et de le commenter au moyen d'un formulaire en ligne.

Le public peut aussi participer à des séances d'information virtuelles au cours desquelles des experts présenteront le projet et répondront aux questions en temps réel à l'adresse MetrolinxEngage.com/OntarioLine/Live :

- **22 et 24 février 2022**, de 18 h 30 à 20 h, séance qui mettra l'accent sur la portion du projet située entre les stations Science Center et Gerrard.
- **1er et 3 mars 2022**, de 18 h 30 à 20 h, séance qui mettra l'accent sur la portion du projet située entre les stations Gerrard et Exhibition.

Les personnes désirant formuler des commentaires sur la version préliminaire du rapport d'évaluation environnementale doivent le faire avant la date limite du **9 mars 2022** au moyen du formulaire fourni à cet effet sur le site Web ou par courriel à l'adresse ontarioline@metrolinx.com.

Conformément à la section 17 du Règlement de l'Ontario 341/20, Metrolinx doit mettre en place un processus de résolution des problèmes pour tenter de répondre à toutes les préoccupations soulevées par le public ou les collectivités autochtones durant la période de consultation. À la fin de la période de consultation, Metrolinx intégrera dans la version préliminaire du rapport d'évaluation environnementale une description du processus de résolution des problèmes et les mesures prises pour répondre aux préoccupations soulevées, et y indiquera si la résolution des préoccupations aura une incidence sur l'échéancier du projet. Metrolinx publiera ensuite la version finale du rapport d'évaluation environnementale sur le site Web du projet de la ligne Ontario (www.metrolinx.com/ontarioline) et émettra un avis de publication.

Pour obtenir une copie de la version préliminaire du rapport d'évaluation environnementale, veuillez envoyer un courriel à l'adresse du projet indiquée plus haut.

Personne-ressource de Metrolinx : Mark Clancy (tél. : 416-202-5100, courriel : ontarioline@metrolinx.com)

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130 Adelaide Street West
Toronto (Ontario) M5H 3P5

Tous les renseignements personnels fournis dans une demande, notamment le nom, l'adresse, le numéro de téléphone, l'adresse courriel et l'emplacement de la propriété, sont recueillis, conservés et diffusés par Metrolinx aux fins de consultation et par souci de transparence. Les renseignements sont recueillis en vertu du Règlement de l'Ontario 341/20 en application de la Loi sur les évaluations environnementales ou sont recueillis et conservés en vue de créer un dossier qui sera rendu public, comme le stipule l'article 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels que vous soumettez seront intégrés à un dossier public que le grand public pourra consulter, à moins que vous demandiez à ce qu'ils restent confidentiels. Pour plus d'informations, veuillez envoyer un courriel à ontarioline@metrolinx.com ou téléphoner au 416 874-5900.

Cet avis a été publié pour la première fois le **7 février 2022**.

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NEWS

POLICE SEARCH FOR JEEP AFTER PEDESTRIAN STRUCK

ANDREW PALAMARCHUK
apalamarchuk@toronto.com

Police are searching for a Jeep and its driver after a pedestrian was struck and dragged by the vehicle in North York last Thursday (Feb. 3).

The collision occurred at Jane Street and Driftwood Avenue just before 5 p.m.

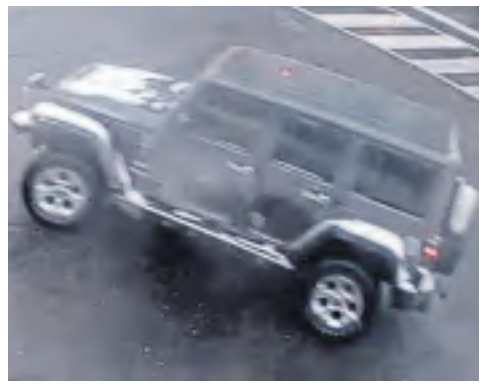
Toronto police said a dark four-door Jeep Wrangler was stopped westbound on Driftwood as a 68-year-old man was crossing southbound, on Jane, in front of the vehicle.

The pedestrian slipped on the road and fell in front of the Jeep, which then turned. The vehicle made contact with the fallen pedestrian and dragged him about 100 metres along the street.

The pedestrian was taken to hospital with serious but non-life-threatening injuries.

Police said they are looking for the Jeep and its driver. The vehicle has a circular symbol attached to the front driver's door and an aftermarket front bumper.

"The driver of the Jeep might be unaware of the collision," police said in a news release.



Toronto Police Service photo

Police released this image of the Jeep Wrangler involved in a collision Feb. 3 at Jane Street and Driftwood Avenue.

HIT-AND-RUN ARREST

An arrest has been made after a pedestrian was killed in a hit-and-run in North York in January.

Toronto police had been searching for the driver of a black BMW with front-end damage after a 52-year-old man was hit at Weston Road and Knob Hill Drive at 11 p.m. on Saturday, Jan. 22.

Police said the man was crossing Weston when he was hit by a northbound, black BMW. The man was taken to hospital, where he died.

The vehicle fled the scene, police said, continuing north on Weston and was seen in the area of Weston and Lawrence Avenue approximately 15 minutes after the pedestrian was hit.

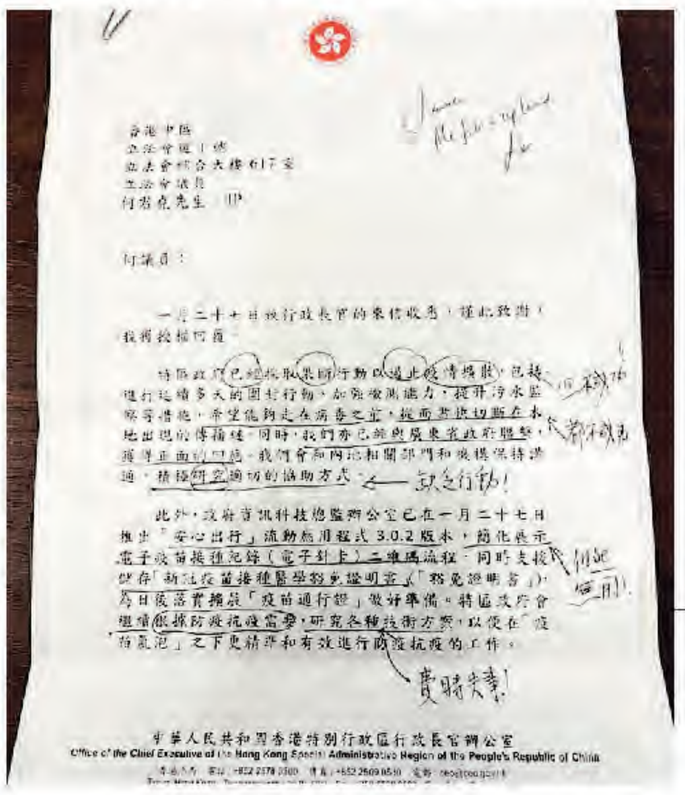
Last Friday, police announced a suspect vehicle was recovered and an arrest was made. A 31-year-old man from Brampton has been charged with careless driving causing death, leaving the scene of an accident causing death, public mischief and failing to comply with a release order.

emily

上月去信促全民強檢

特首辦回信 何君堯批注抗疫不成功

立法會議員何君堯上月27日去信特首林鄭月娥，話收集咗超過2萬名市民聯署支持全民強制檢測，促請政府利用農曆新年假期推行全民強檢，並提出可以向國家衛健委和廣東省政府尋求協助，又建議喺「安心出行」App加設追蹤功能。特首私人秘書劉家麒獲授權上周五（4日）回信，何君堯嗰日喺facebook上載信件內容，仲喺信中寫咗唔少批注。



◀何君堯喺特首私人秘書劉家麒回覆佢嘅信中寫咗啲批注，包括質疑當局抗疫「不成功」。（何君堯facebook圖片）

何君堯質疑當局抗疫唔成功，特首辦回信提到「特區政府已經採取果斷行動以遏止疫情擴散」，何喺旁邊寫上「但不成功！」，又用線間住「希望能夠走在病毒之前，從而盡快切斷在本地出現的傳播鏈」，質疑「都不成功」。信中提到政府已經同廣東省政府聯繫，會積極研究適切協助方式，何君堯就圈起「研究」一詞，寫上「缺乏行動！」。

質疑研各種技術方案「費時失事」

就安心出行加入追蹤功能嘅建議，回信提到當局已經喺程式簡化顯示電子針卡嘅流程，何君堯就批注「仍然無用」。佢又質疑政府話根據疫情需要，研究各種技術方案係「費時失事」。信末話已經將建議轉交相關政策局同部門考慮，何君堯就寫上「口謂（惠）」，質疑只係空講。

獲捐生菜 民記派200戶長者

近日接連有跨境貨車司機確診，影響內地蔬菜供港，市民要捱貴菜。民建聯中西區支部主席楊學明話，區內唔少獨居長者見「天價菜」都唔捨得買，寧願幾日唔食菜，眞係好唔健康。嚟日民建聯聯絡菜欄欄商「生記棧」，獲捐出200公斤生菜，港島西立法會議員陳學鋒等人即刻分批包裝，送畀區內長者。

陳學鋒同Emily講，生記棧本身同民建聯係地區伙伴，嚟日見區內多幢大廈要強制檢測，而且好多係獨居長者，近日仲要四出「撲菜」，於是搵生記棧傾，對方一口答應供菜，捐咗200公斤生菜。

陳學鋒同支部黨友一齊戴手套分菜，每袋有兩三棵，佢話因爲生菜比較易分配，好快手可以分晒一袋袋即日送出去，最後送咗畀大約200戶西營盤均益大廈一期嘅住戶，主要都係獨居長者。

近日菜價飆升，民建聯立法會議員陳學鋒（中）及該黨中西區支部主席楊學明，將菜欄捐出嘅200公斤生菜分批入袋，派畀區內長者。（陳學鋒facebook圖片）

尊子漫畫

反駁房署人員拒上前線指控 公總：葉太言論無損士氣

新民黨主席、行會成員葉劉淑儀日前喺facebook發文，話聽聞房署人員唔願意上前線執行抗疫工作，引來房委會不點名反駁。公務員總工會（公總）嚟日發聲明點名回應葉太，主席馮傳宗同Emily講，葉太嘅帖文引起公務員關注，所以主動聯絡對方澄清傳聞。佢唔擔心葉太嘅言論影響外界對公務員觀感，亦無打擊公務員士氣，認爲事件只係一名公衆人物提出意見，雙方有良性互動。

公總嚟日發聲明，話過去一段時間房署上下攜手抗疫，喺葵涌邨圍封期間，房署員工不但上門派飯、提醒居民檢測，仲協助有需要居民跟進個人需要。公總又引述葉太表示，明白並讚賞公務員同事嘅努力。葉太就同Emily講，公總承認封區初期有混亂，向佢保證日後會前仆後繼上前線，但又話明白房署人員工作量大，促政府抽調較少工作嘅部門協助封區。

另外，有網民嚟日喺葉太facebook留言，批評行政議會要爲兩年抗疫完全失敗問責。葉太就留言話：「我們是開會前才有文件看。政府先宣佈措施才咨（諮）詢行會！」（見圖）立法會前議員鄭松泰就喺fb回應，話葉太「有sense，係時候割蓆喇」。

METROLINX

環境影響評估報告草案公告和線上開放日通知
安大略線專案

本專案
安大略線將為多倫多提供15.6公里嶄新的地鐵服務，使人們更快、更容易到達他們日常需要前往的地方。這條路線將橫跨整座城市，從東北區安大略科學中心(Ontario Science Centre)延伸至西南區展覽館/安省遊樂宮(Exhibition/Ontario Place)。安大略線將有15個新站，包括6個轉乘站，可連接3條安大略公營鐵路線、2條現有地鐵線、新的Eglinton跨城輕軌和10個有軌電車車站。本專案將採用隧道、地面和高架相結合的方式，並且完全與路面交通區隔，將提供便捷可靠的服務。

環境影響評估報告
安大略線環境影響評估係根據安大略條例(Ontario Regulation) 341/20進行評估：《環境評估法》安大略線專案（安大略條例341/20）。Metrolinx已經根據安大略條例341/20第15條規定完成環境影響評估報告草案，現在可供審閱。

環境影響評估報告草案描述了該專案研究區域的現有環境條件、環境影響、減輕和監測措施、蹉商以及安大略線需要的許可和核准。

環境影響評估報告草案審閱和諮詢過程
自**2022**年**2**月**7**日起，民眾可至安大略線專案網頁(www.metrolinx.com/ontarioline)審閱環境影響評估報告草案。您可於**2022**年2月**7**日至**3**月**9**日透過線所附上表單檢視該報告並提出評論。

您也可參與線上開放參觀活動，網址為MetrolinxEngage.com/OntarioLine/Live。屆時您可於線上即時聽取專家意見並提出問題。

- **2022年2月22日及24**日下午6:30至晚間8:00的主題為本專案中自科學中心站(Science Centre Station)至芝蘭站(Gerrard Station)一段。
- **2022年3月1日及3**日下午6:30至晚間8:00的主題為本專案中自芝蘭站至展覽館站一段。

如欲對環境影響評估報告草案提出評論，請於**2022**年**3**月**9**日之前透過線上表單提交或將意見發送至ontarioline@metrolinx.com。

根據安大略條例341/20第17條之規定，Metrolinx必須建立一個議題解決程序，用於解決大眾或原住民於審閱期間提出的疑慮。審閱期結束時，Metrolinx將更新環境影響評估報告草案，即新增議題解決過程描述、Metrolinx為解決疑慮所作的工作、安大略線的施工時間表是否會因解決疑慮而受到影響。Metrolinx將在安大略線專案網頁www.metrolinx.com/ontarioline公佈環境影響評估最終報告，並發佈環境影響評估最終報告的公告通知。

欲索取環境影響評估報告草案副本，請與上述所列安大略線專案電子信箱聯絡。

Metrolinx聯絡窗口 Mark Clancy（電話：416-202-5100，電子信箱：ontarioline@metrolinx.com）

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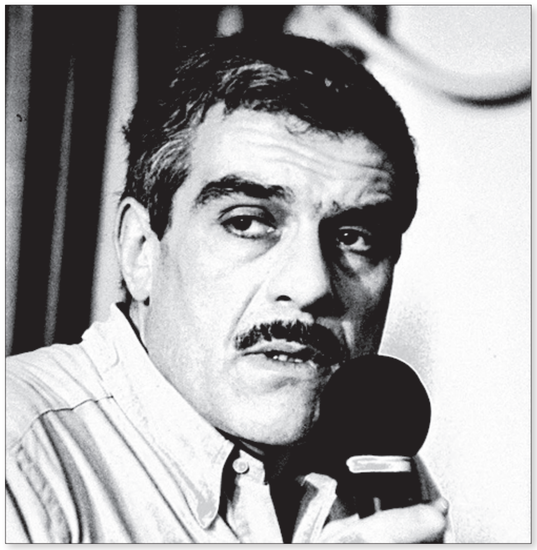
所提供的一切個人資料，包括姓名、地址、電話和住宅位置，均由Metrolinx收集、維護和揭露，以達到透明和諮詢的目的。該資訊係根據《環境保護法》安大略條例341/20授權收集，或根據《資訊自由和隱私保護法》第37條收集和維護，以建檔並供民眾☒閱。除非您要求個資保密，否則您所提供的個資將成為公開紀錄的一部分。如欲索取更多資訊，請寄至ontarioline@metrolinx.com或電洽416-874-5900。

首次公告通知訂於**2022**年**2**月**7**日。

索取更多資訊，請寄至ontarioline@metrolinx.com. Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com

СЛОВО В ЗАЩИТУ РАССКАЗЧИКА

АЛЕКСЕЙ КУРИЛКО
украина



Сразу хочется возразить, что слово «современный» применительно к читателю Довлатова можно тут же вычеркнуть, поскольку Довлатова читают сейчас так же массово, как читали и в начале девяностых, когда его книги только-только просочились из-за рубежа (где его «читали взахлёб» уже лет десять), и уверяю вас, его книги будут массово читаться спустя ещё четверть века как минимум несмотря на то, что действие в его повестях и рассказах происходит в основном в семидесятые-восьмидесятые годы прошлого века «в стране, которой больше нет, с людьми, которых больше нет».

Давайте будем откровенны. Многие ли классики отечественной литературы могли бы похвастаться тем, что их произведения спустя тридцать лет читают взахлёб с таким же интересом, с каким читали в первые годы после публикации?

Итак, первый упрёк в адрес произведений Довлатова состоит в небывалой массовости спроса среди потребителей. Грубо говоря, всё сводится к банальной мысли: раз это нравится всем, значит, это нечто низкопробное, примитивное, антиэлитарное, архискверное, короче, масскульт, как собственно и заявил некий Парамонов… Ну, типа, ширпотреб – это вам не индпошив!

Литературные критики и маститые авторы современной прозы в основной своей массе пренебрежительно отзываются о нашем Рассказчике. (А в хвалебных отзывах допускают унизительные обороты наподобие «если бы не ранняя смерть, я допускаю, он мог бы стать в один ряд с самим Солженицыным»…

Хм! Он, видите ли, «допускает»! Нет, не Довлатова он допускает в ряды великих, нет! Покамест он «допускает» одну только мысль, что Довлатов, если бы не ранняя смерть, мог бы занять среди великих почётное место. Тьфу! (Извините, если попал не в критика.) Каков теоретик, щедрый и великодушный! И небось, аж залюбовался собственной храбростью, благодаря которой позволил себе столь смелое и головокружительное допущение, поскольку оно противоречит той привычной картине, где каждому литератору отведено своё место в соответствии с одобренной спецами табелью о рангах. Лихо как! Как бесстрашно! Да вы, батенька, отчаянный революционЭр! Надо же! В один ряд с Солженицыным! А до этого, позвольте осведомиться, где, по-вашему, стоял Сергей Довлатов? В каком ряду? А Солженицын велик по каким критериям? Нет, я не говорю, что не велик, я просто не понимаю: в каком аспекте Довлатов совершенно не дотягивает до величия Солженицына? Мне возразят: «Как можно их сравнивать?» Извините, но я-то как раз их бы и не сравнивал. Только дети могут задаваться вопросами: кто победит в схватке – бегемот или акула? Кто сильнее – крокодил или тигр? Им бы встретиться для начала. Да и схватки исход будет зависеть от того, где встреча и схватка произойдут.)

Я не хочу опускаться до обвинений в зависти. Тут, возможно, другое. Может, в критиках говорит глубоко советская черта, неискоренимая пока что. Ведь считалось же раньше, что всё массовое – непременно дерьмо (уж извините меня за мой несовершенный французский). Хотя я не исключаю и присущего этим именитым генералам литературы чисто профессионального снобизма. Ни за что на свете (пока им не заплатят) они не признаются, что их утончённый изысканный вкус элитарного происхождения может совпасть с примитивными вкусами неприхотливой публики. Если всем нравится Чаплин, то им исключительно Бастер Китон; презирая вульгарного Бальзака, они нахваливают Пруста, а Окуджаву чтут намного выше Высоцкого. (К слову сказать, никогда не понимал этого противопоставления. Ведь Окуджава с Высоцким вполне равноценные фигуры, в чём-то очень схожие, но по сути совершенно различные. Окуджава лиричен, он печален и тих, и несмотря на относительно спокойную и долгую жизнь, он – скорее грустный Пьеро, тогда как Высоцкий – несмотря на жизнь короткую и в финале полную трагизма, – Арлекин. Именно так, оптимистический Пьеро и трагический Арлекин советской эпохи.)

Критикам нравится быть умнее и прозорливее читателя. Вернее, не быть, а казаться. Это ещё постыднее.

Впрочем, не исключаю, что некоторые из современных критиков не просто самоутверждаются и красуются за счёт общепризнанного писателя, публично избиваемого ими, но и свято верят в глубину и искренность своих негативных суждений.

Вот как писал о Довлатове Дмитрий Быков в начале века: «Литература Довлатова оказалась идеальной литературой среднего вкуса для среднего класса. Так возникла его недолгая, но бурная слава: читатель проголосовал за него карманом». Ничего явно оскорбительного, кроме несколько пренебрежительного тона, по отношению к творчеству Довлатова нет. Строго говоря, выпад направлен не столько против его книг, сколько против читателей. Если вдуматься, этим элегантным пассажем он всего-то и хотел в очередной раз подчеркнуть своё изысканное литературное гурманство, но в результате, обобщив, он всех любителей довлатовской прозы записал в категорию среднего класса с невысокими запросами, обвиняя их… не в полнейшей безвкусице, нет (тогда он ещё не решался на столь радикальную категоричность в негативном отношении к Довлатову и его читателям), а лишь в наличии «среднего вкуса» в «литературоедстве».

Быков это сказал в начале века. Тогда прошло чуть более десяти лет со смерти писателя-рассказчика. Объясняя причины его внезапной славы, Быков был уверен, что внезапная и временная, она и продлится недолго. Прошло ещё пятнадцать лет. Слава Довлатова не меркнет. Не кончается. Проявляет какую-то необъяснимую живучесть. «Недолгая, но бурная слава» – как в советское время «загнивание Запада», помните? Запад поражал воображение даже загнивая, ибо западное загнивание имело уникальное свойство – гниёт, гниёт, да всё никак не сгниёт! Но Дмитрий Быков – тут следует отдать ему должное – в отличие от других прежних критиканов Довлатова, не меняет своего мнения и снисходительного тона. Популярность среди читателей – ни о чём не говорит. Тут я с ним абсолютно солидарен. Но для Быкова любая популярность – верный показатель дурновкусицы. Популярность – показатель со знаком минус. Как будто великие произведения априори не могут иметь громкого успеха у большинства. Но ведь было время, Диккенс был бешено популярен. «Тихий Дон» Шолохова имел оглушительный успех. «Мастер и Маргарита» – до сих пор один из самых популярных романов двадцатого века. Впрочем, «Мастер и Маргарита» Быкову ненавистен, а в «Тихом Доне» ему нравится далеко не всё.

Итак, популярность – недостаток (недостаток чего – неизвестно). Годы? Годы тоже, видимо, ни о чём не говорят. Мол, на смену одним недалёким читателям приходят другие, также не особенно «продвинутые». Ничем иным нельзя объяснить неувядающую популярность литературного наследия Довлатова. Быков верен себе. Раньше, правда, он хотя бы пытался как-то обосновать секрет довлатовской притягательности. «Довлатов, – говорил он, – в какой-то момент получил славу, явно превышавшую его литературные, да и человеческие заслуги. Это случилось, когда все эмигрантские авторы вдруг стали носимы на руках в России, только что сбросившей бремя тоталитаризма. Уехавшие стали выглядеть гениями, оставшиеся в лучшем случае – конформистами, в худшем – предателями».

Хочется возразить. Секундочку, Дмитрий Львович, но в том-то всё и дело, что далеко не все уехавшие пришлись по вкусу читателям постсоветских держав и далеко не все из понравившихся остаются в фаворе до сих пор. Вот в чём штука-то!

Словно предчувствуя, что такой вопрос безусловно возникнет, и желая тем не менее хоть как-то обосновать причину феноменального успеха этого, по его мнению, посредственного автора, Быков писал: «Сергей Довлатов – гений среднего вкуса, который не холоден и не горяч, а ровно настолько тёпл, чтобы всем нравиться. Этот ангел Лаодикийской церкви образца восьмидесятых годов воплощает собою ту идеальную, совершенную в своём роде посредственность,

(продолжение на обороте)

Лично я бы назвал его Настоящим Писателем. Но он упорно настаивал на том, что он – всего лишь Рассказчик. Об этом он как минимум трижды заявлял в своих произведениях. И обосновывал: «Рассказчик говорит о том, как живут люди. Прозаик – о том, как должны жить люди. Писатель – о том, ради чего живут люди».

Его убийственная самоидентификация огорчает: «Я рассказчик, который хотел бы стать писателем». Пусть так, мысленно соглашаюсь я с ним, словно в частной беседе, принимая его приступы скромности за истинное мнение о самом себе. Пусть. Воля, как говорится, ваша!

И то верно! Воля его. Его выбор. Его право.

Моё дело – слово! Кажется, что-то подобное утверждал и сам Рассказчик. Значит, в данном случае «слово» в защиту того, кто отдавался главному делу своей жизни без остатка, со всей серьёзностью, но зачислен теперь в авторы так называемой несерьёзной прозы, прозы юмористической. Автор лёгкого развлекательного чтива. Это было бы ещё ничего! Но в последнее время всё чаще слышишь отовсюду, что и юмор его невысокого качества, низкопробный, анекдотичный… Стало модным писать критические статьи, используя пренебрежительные, а порой и откровенно злобные эпитеты: «писатель-сплетник», «подёнщик от литературы», «трубадур отточенной банальности», «плебейская проза», «псевдодокументальная спекуляция» и – уже прямо классическое – «литературный пасквилянт»…

Многочисленные читатели, а тем паче почитатели Сергея Довлатова, о котором и пойдёт речь, должно быть, немало удивятся тому, что талантливый автор превосходных книг «Зона», «Чемодан», «Компромисс» и «Заповедник», оказывается, нуждается в чьей-то защите. Как? Почему? Ведь его книги многажды переиздавались как у нас, так и за рубежом. Эти книги, переведённые, к слову сказать, на десятки языков, раскупаются без всякой рекламы и пользуются действительно заслуженной популярностью несмотря на то, что их автор вот уж почитай четверть века как почил. Впору говорить уже не о бешеной популярности, а именно о славе писателя, причём о всемирной славе.

Всё это так. Всё это правильно и справедливо! А в некоторой защите он тем не менее нуждается. В том-то и дело, что «многочисленность» поклонников его творчества, безусловная популярность его книг, юмористическая и сатирическая составляющая его произведений, простота и ясность слога – всё это ему же и ставится в упрёк. Абсурд? (Так он всегда замечал немалую долю абсурда в реальной жизни.) В широкой славе усматривают нечто постыдное. В глазах «серьёзных» критиков и литературоведов слава Довлатова обусловлена не его «сомнительным дарованием», а невысоким интеллектуальным уровнем современной читающей публики. Примитивный уровень запросов современного читателя полностью удовлетворяет предложенное не менее примитивное «чтиво» посредственного литератора. Вот чем объясняется вся эта шумиха вокруг «творений» Довлатова.

Ладно бы ещё, если бы так думали и писали только озлобленные дураки, но порой об этом пишут его умные авторитетные коллеги и даже так называемые друзья.

Уведомление о публикации предварительного отчета по оценке воздействия на окружающую среду и о проведении виртуального дня открытых дверей
Проект линии Онтарио

METROLINX

Проект
Благодаря линии Онтарио протяженность метро в Торонто увеличится на 15,6 км, что позволит пассажирам ежедневно добираться до нужных пунктов назначения быстрее и проще. Линия будет проложена через весь город – от Научного центра провинции Онтарио (Ontario Science Centre) на северо-востоке до Exhibition Place и Ontario Place на юго-западе. На линии Онтарио будет 15 новых станций, в том числе шесть пересадочных, соединенных с тремя железнодорожными линиями GO, двумя существующими линиями метро и новой линией LRT Eglinton Crosstown, и 10 станций пересадки на трамвайные линии. Проект, сочетающий подземные, наземные и надземные сегменты, будет полностью отделен от другого транспорта для обеспечения быстрого и надежного сообщения.

Отчет по оценке воздействия на окружающую среду
Воздействие линии Онтарио на окружающую среду оценивается в соответствии с Постановлением Онтарио 341/20 относительно проекта линии Онтарио (O. Reg. 341/20) согласно Закону об оценке состояния окружающей среды. В соответствии с разделом 15 постановления O. Reg. 341/20 агентство Metrolinx подготовило предварительный отчет по оценке воздействия на окружающую среду, который теперь доступен для ознакомления.

В предварительном отчете по оценке воздействия на окружающую среду описаны существующие экологические условия в изучаемом районе, воздействие на окружающую среду, меры по снижению уровня загрязнения и контролю за ситуацией. В нем также содержатся рекомендации, необходимые разрешения и утверждения для линии Онтарио.

Процедура ознакомления с предварительным отчетом по оценке воздействия на окружающую среду и его обсуждения
С **7 февраля 2022 г.** предварительный отчет по оценке воздействия на окружающую среду будет доступен для ознакомления на странице проекта линии Онтарио (www.metrolinx.com/ontarioline). Изучить и прокомментировать отчет можно будет с **7 февраля по 9 марта 2022 г.** с помощью приведенной онлайн-формы.

Можно также принять участие в дне открытых дверей на сайте MetrolinxEngage.com/OntarioLine/Live, чтобы послушать экспертов, работающих над проектом, и задать свои вопросы об отчете в реальном времени.

- **22 февраля и 24 февраля 2022** г. с 18:30 до 20:00: обсуждение участка проекта от станции Science Centre до станции Gerrard
- **1 марта и 3 марта 2022** г. с 18:30 до 20:00: обсуждение участка проекта от станции Gerrard до станции Exhibition

Оставить комментарии к предварительному отчету по оценке воздействия на окружающую среду можно до **9 марта 2022 г.**, заполнив форму на веб-странице или отправив их на электронный адрес ontarioline@metrolinx.com.

Согласно разделу 17 постановления O. Reg. 341/20 агентство Metrolinx должно учредить процедуру решения вопросов, чтобы постараться устранить беспокойство со стороны общественности или коренных народов на этапе ознакомления. В конце этапа ознакомления Metrolinx обновит предварительный отчет по оценке воздействия на окружающую среду, добавив описание процедуры решения вопросов и мер, принятых агентством для устранения беспокойства, а также указав, повлияют ли принимаемые меры на сроки реализации проекта линии Онтарио. После этого Metrolinx опубликует окончательный отчет по оценке воздействия на окружающую среду на странице проекта линии Онтарио www.metrolinx.com/ontarioline и обнародует уведомление о публикации окончательного отчета по оценке воздействия на окружающую среду.

Чтобы получить копию предварительного отчета по оценке воздействия на окружающую среду, напишите на адрес электронной почты проекта линии Онтарио, указанный выше.

Вы также можете связаться с представителем Metrolinx Марком Клэнси (Mark Clancy) по телефону 416-202-5100, электронной почте ontarioline@metrolinx.com или следующему адресу:

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

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Настоящее уведомление было впервые опубликовано **7 февраля 2022 г.** Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com

紐約全州公共場所私營企業今起施行

不等聯邦指引先行鬆綁 再有4州將解除口罩令

本報訊

隨著新冠 Omicron 變種引發的疫情逐步消退，再有 4 州將放寬防疫規定。紐約州、羅德島、麻省、伊利諾州 9 日宣布，最遲會在 3 月底解除口罩令，其他州也表示會加入行列。連串決定顯示民間的抗疫疲勞心態越發明顯，州長被迫回應民意，但各州舉動也令聯邦政府陷入兩難，暫時只能按兵不動。

綜合《華爾街日報》及《紐約時報》報道，除了9日定下解除口罩令時間表的4個州份外，加州、新澤西、俄勒岡、德拉瓦以及康州都已在本周較早前公布同類決定。由於這9個州份在上屆大選中全部支持拜登，此前也一直嚴守聯邦建議，要求民眾在室內及學校配戴口罩，因此現象反映了即使在民主黨陣營，口罩令也開始不得民心，州府只能將是否維持命令的權力，下放給地方政府和企業。

其中在紐約州，民主黨籍州長胡楚（Kathy Hochul）宣布，將於今（10日）起結束針對室內公共場所和私營企業的口罩令，民眾進入室內場所時，也不再需要提供完全接種證明，但校園口罩令會否維持仍需觀察。紐約市由於沒有涵蓋全市的口罩令，因此政策不變。加州則從下周開始，全面終結室內口罩令，校園口罩令尚需再議。

羅德島方面，州長有意在3月4日結束校園口罩令，然後將將決定權交給校區。麻省則宣布，校園口罩令將於2月28日結束，但也允許師生職員戴口罩回校。

公共衛生專家對口罩令的廢存仍未達成共識，當中又以校園口罩令爭議最大，雖然疾病防控中心（CDC）建議維持此舉，但也有許多專家表示，在疫情較輕、民眾接種率較高的地區，口罩的效用相當有限。

■隨著疫情逐步消退，紐約州、羅德島、麻省、伊利諾州宣布，最遲會在3月底解除口罩令。 美聯社

連日來隨著病例不斷減少，聯邦政府左右為難的形勢也越來越明顯，預計議題更可能影響年底的中期選舉。官員9日表示正考慮調整政策，但目前建議大部分地區的民眾，進出公共室內環境時繼續配戴口罩。據悉，面對藍色州份紛紛改變立場，白宮正不斷諮詢外部衛生專家的意見，準備為抗疫措施降溫，讓社會過渡至新常態。

白宮發言人普薩基（Jen Psaki）表示，總統拜登制定抗疫政策時，會繼續以科學與數據為本，不涉及政治考慮。

移民局修改使命宣言 「尊重」「歡迎」所有人

公民及移民服務局（USCIS）相隔4年之後，再次修改部門使命宣言（Mission Statement）的內容，放棄特朗普時代的「美國優先」措辭，改而強調「尊重」、「歡迎」各方移民，也形容美國是機會之邦。

綜合CNN和《國會山報》報道，移民局局長賈杜（Ur Mendoza Jaddou）9日發表聲明，表示國家現在、將來都「歡迎來自世界各地的人」，部門會以公平、公正、尊重的原則處理個人、家庭、企業的申請，以便國家兌現接收移民並讓其開創機遇的承諾。

移民局除了審批居留權和入籍歸化申請外，也負責處理聯邦的移民福利事務，具體包括舉辦入籍宣誓儀式、協助驗證就業資格等，這次是部門自2005年以來，公布的第3份使命宣言，內容除了較為簡短外，也和2018年2月的版本形成鮮明對比，反映特朗普和拜登兩朝政府，在移民議題上的立場不同。

2005年的使命宣言形容美國是「移民國家」，但特朗普時代的移民局局長西斯納（Francis Cissna）上任後，表示移民局將致力維持移民制度，有效、公平地仲裁各類移民申請，保護國家和國民的原有價值觀。

2018年的版本由於涉及「維護國家完整」、「保護國土」等文字，引來民主黨和移民權益陣營齊聲譴責。移民律師協會當時批評，特朗普政府企圖淡化「移民對國家的寶貴貢獻」，奧巴馬時期的移民局長羅德里格斯（Le ō n Rodr ī guez）也在報章撰文，形容美國「永遠是移民國家」。

現任總統拜登執政後，在移民問題上的立場再次轉換，官方一再強調移民建設國家功不可沒，也會「歡迎」移民，甚至在政府內部頒布指引，要求官員對外發布文件或講話時，不再使用「非法外國人」（illegal alien）等包含貶意的說法。在9日的聲明中移民局長賈杜同時表示，部門在新冠疫情期間已經積壓大量簽證申請個案，呼籲聯邦政府增撥資源，加快審批速度，不但讓移民實現夢想來美，也讓國家藉此吸納新血，變得更加強大，既保護有需要的人群，也實踐國家對外開放的理想。 本報訊

民主黨州紛放寬防疫 白宮終考慮調整政策

多個民主黨執政州份先後放寬甚至停止口罩令後，白宮在各方壓力之下，首次表示會聽取專家意見，並考慮調整現有的防疫政策。

綜合《紐約時報》、美聯社及ABC報道，白宮發言人普薩基（Jen Psaki）9日在記者會上表示，總統拜登的決策並無問題，政府有責任根據科學數據和專家建議制定防疫政策，外界指責拜登過於謹慎、與地方政府脫節的說法並不正確。普薩基同時表示，理解民眾對戴口罩已經生厭，亦明白政策需要留有彈性，她重申聯邦政府不受政治左右，純粹參考科學數據作出判斷，現階段她依然呼籲民眾，繼續遵守疾控中心（CDC）的防疫指引。

白宮防疫統籌專員齊恩斯（Jeff Zients）也補充說，聯邦政府十分重視各方意見，過去幾個星期一直與州長、公共衛生專家、醫生和地方衛生官員合作，討論新的防疫方向。齊恩斯沒有公布細節，只說有可能放寬措施，以便國家繼續向前發展。

根據CDC的建議，2歲以上人士應在室內公共場所配戴口罩。但連日來多個民主黨執政的州份已經表明，會在短期內放寬或結束口罩令。對於聯邦和州府背道而馳的現象，CDC主任瓦倫斯基（Rochelle Walensky）9日表示，雖然這波疫情開始降溫，但全國住院率、死亡率仍然居高不下，CDC正在更新防疫指引，現在還不是時候在全國範圍取消口罩令。

分析認為，CDC正處於觀望狀態，不透露新指引內容得同時，也沒有阻止州府自行放寬規定。事實上瓦倫斯基亦明言，CDC固然建議民眾配戴口罩，但州府可視當地病例數字等因素，繼而調整政策。

曾單日巴爾的摩衛生專員得華裔專家溫麟衍（Leana Wen）表示，個別州份其實希望遵循CDC建議，可惜聯邦的態度一直模稜兩可，遲遲未定出時間表及具體建議，州府只能獨自頒令，現在的問題不在於州長，而是總統拜登和CDC的錯誤。溫麟衍又說，沒有人期待聯邦政府全面取消口罩令，但官方至少應定下標準，讓民眾知道生活何時回復正常。 本報訊

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環境影響評估報告草案公告和線上開放日通知
安大略線專案

本專案
安大略線將為多倫多提供 15.6 公里嶄新的地鐵服務，使人們更快、更容易到達他們日常需要前往的地方。這條路線將橫跨整座城市，從東北區安大略科學中心 (Ontario Science Centre) 延伸至西南區展覽館/安省遊樂宮 (Exhibition/Ontario Place)。安大略線將有 15 個新站，包括 6 個轉乘站，可連接 3 條安大略公營鐵路線、2 條現有地鐵線、新的 Eglinton 跨城輕軌和 10 個有軌電車車站。本專案將採用隧道、地面和高架相結合的方式，並且完全與路面交通區隔，將提供便捷可靠的服務。

環境影響評估報告
安大略線環境影響評估係根據安大略條例 (Ontario Regulation) 341/20 進行評估：《環境評估法》安大略線專案（安大略條例 341/20）。Metrolinx 已經根據安大略條例 341/20 第 15 條規定完成環境影響評估報告草案，現在可供審閱。

環境影響評估報告草案描述了該專案研究區域的現有環境條件、環境影響、減輕和監測措施、蹉商以及安大略線需要的許可和核准。

環境影響評估報告草案審閱和諮詢過程
自 **2022** 年 **2** 月 **7** 日起，民眾可至安大略線專案網頁 (www.metrolinx.com/ontarioline) 審閱環境影響評估報告草案。您可於 **2022** 年 **2** 月 **7** 日至 **3** 月 **9** 日透過線所附上表單檢視該報告並提出評論。

您也可參與線上開放參觀活動，網址為 MetrolinxEngage.com/OntarioLine/Live。屆時您可於線上即時聽取專家意見並提出問題。

- **2022 年 2 月 22 日及 24** 日下午 6:30 至晚間 8:00 的主題為本專案中自科學中心站 (Science Centre Station) 至芝蘭站 (Gerrard Station) 一段。
- **2022 年 3 月 1 日及 3** 日下午 6:30 至晚間 8:00 的主題為本專案中自芝蘭站至展覽館站一段。

如欲對環境影響評估報告草案提出評論，請於 **2022** 年 **3** 月 **9** 日之前透過線上表單提交或將意見發送至 ontarioline@metrolinx.com。

根據安大略條例 341/20 第 17 條之規定，Metrolinx 必須建立一個議題解決程序，用於解決大眾或原住民於審閱期間提出的疑慮。審閱期結束時，Metrolinx 將更新環境影響評估報告草案，即新增議題解決過程描述、Metrolinx 為解決疑慮所作的工作、安大略線的施工時間表是否會因解決疑慮而受到影響。Metrolinx 將在安大略線專案網頁 www.metrolinx.com/ontarioline 公佈環境影響評估最終報告，並發佈環境影響評估最終報告的公告通知。

欲索取環境影響評估報告草案副本，請與上述所列安大略線專案電子信箱聯絡。

Metrolinx 聯絡窗口 Mark Clancy（電話：416-202-5100，電子信箱：ontarioline@metrolinx.com）

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

所提供的一切個人資料，包括姓名、地址、電話和住宅位置，均由 Metrolinx 收集、維護和揭露，以達到透明和諮詢的目的。該資訊係根據《環境保護法》安大略條例 341/20 授權收集，或根據《資訊自由和隱私保護法》第 37 條收集和維護，以建檔並供民眾查閱。除非您要求個資保密，否則您所提供的個資將成為公開紀錄的一部分。如欲索取更多資訊，請寄至 ontarioline@metrolinx.com 或電洽 416-874-5900。

首次公告通知訂於 **2022** 年 **2** 月 **7** 日。

索取更多資訊，請寄至 ontarioline@metrolinx.com. Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com

安大略線

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اطلاعیه انتشار پیش‌نویس گزارش ارزیابی اثرات زیست محیطی و بازدید عموم از اماکن آن بصورت مجازی

پروژه خط انتاریو

این پروژه

خط انتاریو با ۱۵٫۶ کیلومتر، خدمات جدید مترو را به تورنتو می‌آورد و دسترسی مردم را به جایی که باید هر روز در آن تردد کنند، سریع‌تر و آسان‌تر می‌کند. این خط در سراسر شهر، از مرکز علمی انتاریو در شمال شرقی گرفته تا محل نمایشگاه بین‌المللی انتاریو در جنوب غربی امتداد خواهد داشت. خط انتاریو دارای ۱۵ ایستگاه جدید، از جمله شش ایستگاه ارتباطی بین دیگر خطوط مترو، سه ایستگاه ارتباطی با به سه خط قطار "گو" (GO)، دو ایستگاه ارتباطی با دو خط موجود کنونی مترو، ارتباط با خط متروی روگذر اگلینتون (Eglinton Crosstown LRT) و خطوط تراموا در ۱۰ ایستگاه می‌باشد. این پروژه ترکیبی از مترو در تونل، روی سطح و روی پل خواهد بود بطوریکه بتواند کاملا از ترافیک شهری جدا بوده و خدمات سریع و مطمئنی را ارائه دهد.

گزارش ارزیابی اثرات زیست محیطی

اثرات زیست محیطی خط انتاریو، مطابق با مقررات ۲۰/۳۴۱ انتاریو و به نام پروژه خط انتاریو O. Reg. 341/20 ، تحت قانون ارزیابی زیست محیطی ارزیابی می‌گردد. متروليينكس (Metrolinx) مطابق با بند ۱۵ قانون O. Reg. 341/20، پیش‌نویس گزارش ارزیابی اثرات زیست محیطی را آماده کرده که اکنون برای بررسی قابل دسترسی برای همگان است.

پیش‌نویس گزارش ارزیابی اثرات زیست محیطی شرایط محیطی، موجود در منطقه این پروژه، کلیه اثرات زیست محیطی، اقدامات کاهشی و نظارتی، مشاوره‌ها، مجوزها و تاییدیه‌های مورد نیاز برای خط انتاریو را شرح می‌دهد.

پیش‌نویس گزارش ارزیابی اثرات زیست محیطی بررسی و فرآیند مشاوره

پیش‌نویس گزارش ارزیابی تأثیر زیست محیطی از **۷ فوریه ۲۰۲۲**، برای بررسی در صفحه وب‌سات پروژه خط انتاریو (www.metrolinx.com/ontarioline) در دسترس عموم خواهد بود. از **۷ فوریه** تا **۹ مارس ۲۰۲۲** می‌توانید از طریق فرم آنلاین ارائه شده، گزارش را مشاهده و در مورد آن نظر دهید.

همچنین می‌توانید از اماکن این پروژه بصورت مجازی بازدید کنید. برای بازدید مجازی از این پروژه به آدرس اینترنتی MetrolinxEngage.com/OntarioLine/Live مراجعه کنید و در آنجا می‌توانید بصورت زنده از کارشناسان این پروژه سوالات خود را در مورد گزارشات بپرسید و پاسخ‌هایتان را دریافت نمائید:

- **۲۲ فوریه ۲۰۲۲** و **۲۴ فوریه ۲۰۲۲**، از ساعت **۶:۳۰** عصر الی **۸:۰۰** عصر با تمرکز بر روی بخش مرکز علمی انتاریو تا ایستگاه "ژرارد".
- **۱ مارچ ۲۰۲۲** و **۳ مارچ ۲۰۲۲**، از ساعت **۶:۳۰** عصر الی **۸:۰۰** عصر با تمرکز بر روی بخش ایستگاه "ژرارد" تا ایستگاه نمایشگاه بین‌المللی.

کسانی که مایل هستند نظرات خود در مورد پیش‌نویس گزارش ارزیابی اثرات زیست محیطی را ارائه کنند باید این کار را تا **۹ مارس ۲۰۲۲** انجام دهند و برای این کار با استفاده از فرم داخل صفحه وب‌سایت آن‌ها را به ایمیل زیر ارسال نمایند:
ontarioline@metrolinx.com

بند ۱۷ قانون O. Reg. 341/20 از متروليينكس می‌خواهد که یک فرآیند حل و فصل مسائل را ایجاد کند تا هرگونه نگرانی مطرح شده توسط مردم یا محله‌ها، در طول دوره بررسی طرح برطرف گردد. در پایان دوره بررسی، متروليينكس پیش‌نویس گزارش ارزیابی اثرات زیست محیطی را با اضافه کردن شرحی از فرآیند حل مشکلات، و نیز اقداماتی که متروليينكس برای رفع این نگرانی‌های مطرح شده انجام داده و اینکه آیا جدول زمانی اجرای خط انتاریو در نتیجه این رسیدگی‌ها تحت تأثیر قرار می‌گیرد یا خیر را به‌روز کرده و منتشر می‌کند. سپس متروليينكس گزارش ارزیابی نهایی اثرات زیست محیطی را در صفحه وب‌سایت پروژه خط انتاریو به آدرس www.metrolinx.com/ontarioline منتشر خواهد کرد و اعلامیه‌ای را درباره انتشار گزارش نهایی ارزیابی اثرات زیست محیطی، صادر خواهد نمود.

برای به دست آوردن یک کپی از پیش‌نویس گزارش ارزیابی اثرات زیست محیطی، لطفاً با ایمیل پروژه خط انتاریو که در بالا ذکر شده است تماس بگیرید.

برای تماس مستقیم با شخصی به نمایندگی از متروليينكس با مارک کلنسی با تلفن: 416-202-5100 و ایمیل: ontarioline@metrolinx.com و آدرس پُستی زیر می‌توانید تماس حاصل فرمائید:

Metrolinx
130 Adelaide Street West
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تمام اطلاعات شخصی ارسال شده توسط مردم، مانند نام، آدرس، شماره تلفن و مکان ملک آنها به منظور شفافیت و مشورت، توسط متروليينكس جمع‌آوری، نگهداری و منتشر می‌شود. این اطلاعات تحت مجوز O. Reg. 341/20 زیر مجموعه قانون ارزیابی زیست محیطی جمع‌آوری می‌گردد یا به منظور ایجاد سابقه‌ای که در دسترس عموم خواهد بود، توضیحات آن در بند S37 قانون آزادی اطلاعات و حفاظت از حریم خصوصی، توضیح داده شده است. اطلاعات شخصی ارسالی بخشی از یک سابقه عمومی خواهد بود که در دسترس عموم خواهد ماند مگر اینکه بخواهید اطلاعات شخصی شما محرمانه بماند. برای اطلاعات بیشتر، لطفا با ontarioline@metrolinx. com یا تلفن 416-874-5900 تماس بگیرید.

این اعلامیه برای اولین بار در **۷ فوریه ۲۰۲۲** منتشر شده است.

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Aviso da Publicação da Proposta de Relatório de Avaliação do Impacto Ambiental e Casa Aberta Virtual

Projeto da Linha de Ontário

O Projeto

A Linha de Ontário trará mais 15,6 km de serviços de metropolitano a Toronto, tornando mais fácil e rápido para as pessoas chegarem ao seu destino todos os dias. A linha estender-se-á pela cidade, desde o Centro de Ciência de Ontário, a nordeste, ao Exhibition/Ontario Place, a sudoeste. A Linha de Ontário terá 15 novas estações, incluindo seis estações de ligação, ligações a três linhas ferroviárias GO, a duas linhas de metro existentes, ao novo Eglinton Crosstown LRT e a linhas de elétrico em 10 estações. O projeto contará com uma combinação de segmentos com túneis, à superfície e em elevação, e ficará totalmente separado do trânsito para fornecer um serviço rápido e fiável.

Relatório de Avaliação do Impacto Ambiental

Os impactos ambientais da Linha de Ontário estão a ser avaliados de acordo com o Regulamento de Ontário 341/20: Projeto da Linha de Ontário (Regulamento de Ontário 341/20), ao abrigo da Lei de Avaliação Ambiental. De acordo com a secção 15 do Regulamento de Ontário 341/20, a Metrolinx preparou a Proposta de Relatório de Avaliação do Impacto Ambiental que se encontra agora disponível para revisão.

A Proposta de Relatório de Avaliação do Impacto Ambiental descreve as condições ambientais existentes na área de estudo do Projeto, os impactos ambientais, as medidas de mitigação e de monitorização, o processo consultivo, bem como as permissões e aprovações necessárias para a Linha de Ontário.

Revisão e Processo Consultivo da Proposta de Relatório de Avaliação do Impacto Ambiental

Em vigor a partir de **7 de fevereiro de 2022**, a Proposta de Relatório de Avaliação do Impacto Ambiental ficará disponível para revisão na página web do projeto da Linha de Ontário (www.metrolinx.com/ontarioline). Pode consultar e deixar qualquer comentário sobre o relatório de **7 de fevereiro** a **9 de março de 2022** através do formulário online fornecido.

Pode também participar nas casas abertas virtuais, onde poderá obter mais informações dos especialistas do projeto e colocar as suas dúvidas relativamente ao relatório em tempo real, em MetrolinxEngage.com/OntarioLine/Live nos dias:

- **22 e 24 de fevereiro de 2022**, das 18h30 às 20h00, com foco na parte do projeto relativa ao trajeto desde a Estação do Centro de Ciência à Estação Gerrard
- **1 e 3 de março de 2022**, 18h30 às 20h00, com foco na parte do projeto relativa ao trajeto desde a Estação Gerrard à Estação Exhibition

Quem pretender deixar comentários sobre a Proposta de Relatório de Avaliação do Impacto Ambiental, terá de o fazer até **9 de março de 2022** através do formulário na página web ou, em alternativa, enviar para o seguinte e-mail: ontarioline@metrolinx.com.

A secção 17 do Regulamento de Ontário 341/20 exige que a Metrolinx estabeleça um processo de resolução de problemas para tentar resolver quaisquer preocupações colocadas pela população ou pelas Nações Indígenas durante o período de revisão. No fim do período de revisão, a Metrolinx atualizará a Proposta de Relatório de Avaliação do Impacto Ambiental, adicionando uma descrição do processo de resolução de problemas, o que a Metrolinx efetuou para abordar as preocupações e se o cronograma de implementação da Linha de Ontário será afetado como resultado da abordagem a essas mesmas questões. De seguida, a Metrolinx publicará o Relatório Final de Avaliação do Impacto Ambiental na página web do projeto da Linha de Ontário: www.metrolinx.com/ontarioline e emitirá um Aviso de Publicação do Relatório Final de Avaliação do Impacto Ambiental.

Para obter uma cópia da Proposta de Relatório de Avaliação do Impacto Ambiental, entre em contacto com o e-mail do projeto da Linha de Ontário indicado acima.

Mark Clancy
(T: 416-202-5100, E: ontarioline@metrolinx.com) poderá ser contactado em nome da Metrolinx.

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Todas as informações pessoais incluídas num envio (tal como o nome, a morada, o número de telefone e a localização da propriedade) são recolhidas, guardadas e divulgadas pela Metrolinx para efeitos de transparência e consulta. As informações são recolhidas ao abrigo do Regulamento de Ontário 341/20 de acordo com a Lei de Avaliação Ambiental ou são recolhidas e guardadas para efeitos de criação de um registo disponível ao público, conforme descrito na secção 37 da Lei de Liberdade de Informação e Proteção da Privacidade. As informações pessoais que enviar tornar-se-ão parte de um registo público disponível para a população, salvo se solicitar que as suas informações pessoais permaneçam confidenciais. Para mais informações, envie um e-mail para ontarioline@metrolinx.com ou entre em contacto com o 416-874-5900.

Este Aviso foi publicado pela primeira vez a **7 de fevereiro de 2022**. Para mais informações, contacte ontarioline@metrolinx.com

METROLINX

Ανακοίνωση Δημοσίευσης του Σχεδίου Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων και του Virtual Open Houses

Έργο Ontario Line

Το Έργο

Το έργο Ontario Line θα φέρει 15,6 χιλιόμετρα νέων υπηρεσιών μετρό στο Τορόντο, καθιστώντας ταχύτερο και ευκολότερο για τους ανθρώπους να φτάνουν εκεί που πρέπει να είναι κάθε μέρα. Η γραμμή θα εκτείνεται σε όλη την πόλη, από το Ontario Science Centre στα βορειοανατολικά έως το Exhibition/Ontario Place στα νοτιοδυτικά. Η γραμμή Ontario Line θα διαθέτει 15 νέους σταθμούς, συμπεριλαμβανομένων έξι σταθμών μετεπιβίβασης, συνδέσεις με τρεις γραμμές του τρένου GO, δύο υφιστάμενες γραμμές του μετρό, τη νέα γραμμή LRT Eglinton Crosstown και γραμμές τραμ σε 10 σταθμούς. Το έργο θα περιλαμβάνει συνδυασμό τμημάτων με σήραγγες, επιφανειακά και υπερυψωμένα τμήματα και θα είναι πλήρως διαχωρισμένο από την κυκλοφορία, ώστε να παρέχει γρήγορη και αξιόπιστη εξυπηρέτηση.

Έκθεση Εκτίμησης Περιβαλλοντικών Επιπτώσεων

Οι περιβαλλοντικές επιπτώσεις του έργου Ontario Line αξιολογούνται σύμφωνα με τον κανονισμό 341/20 του Οντάριο: Ontario Line Project (O. Reg. 341/20), σύμφωνα με τον Νόμο Περί Περιβαλλοντικής Εκτίμησης. Σύμφωνα με το Άρθρο 15 του O. Reg. 341/20, η Metrolinx έχει εκπονήσει το Σχέδιο Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων που είναι τώρα διαθέσιμο για εξέταση.

Το Σχέδιο Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων περιγράφει τις υφιστάμενες περιβαλλοντικές συνθήκες στην περιοχή μελέτης του Έργου, τις περιβαλλοντικές επιπτώσεις, τα μέτρα μετριασμού και παρακολούθησης, τις διαβουλεύσεις και τις απαιτούμενες άδειες και εγκρίσεις για το έργο Ontario Line.

Διαδικασία Αναθεώρησης και Διαβούλευσης του Σχεδίου Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων

Από τις **7 Φεβρουαρίου 2022**, το Σχέδιο της Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων θα είναι διαθέσιμο για ανασκόπηση στην ιστοσελίδα του έργου Ontario Line (www.metrolinx.com/ontarioline). Μπορείτε να δείτε και να σχολιάσετε την έκθεση από τις **7 Φεβρουαρίου** έως τις **9 Μαρτίου 2022** μέσω της ηλεκτρονικής φόρμας που παρέχεται.

Μπορείτε επίσης να συμμετάσχετε σε εικονικές ανοικτές ημερίδες, όπου μπορείτε να ακούσετε τους εμπειρογνώμονες του έργου και να κάνετε ερωτήσεις σχετικά με την έκθεση σε πραγματικό χρόνο, στη διεύθυνση MetrolinxEngage.com/OntarioLine/Live στις εξής ημερομηνίες:

- **22 Φεβρουαρίου 2022 και 24 Φεβρουαρίου 2022** από τις 6:30 έως τις 8:00 μ.μ., με έμφαση στο τμήμα του έργου από το σταθμό Science Centre Station έως το σταθμό Gerrard Station
- **1 Μαρτίου 2022 και 3 Μαρτίου 2022** από τις 6:30 έως τις 8:00 μ.μ., με έμφαση στο τμήμα του έργου από το σταθμό Gerrard έως το σταθμό Exhibition.

Όσοι επιθυμούν να υποβάλουν παρατηρήσεις σχετικά με το Σχέδιο της Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων πρέπει να το πράξουν έως τις 9 Μαρτίου 2022 και να τις υποβάλουν χρησιμοποιώντας τη φόρμα της ιστοσελίδας ή να τις απευθύνουν στην ακόλουθη διεύθυνση ηλεκτρονικού ταχυδρομείου: ontarioline@metrolinx.com.

Το Άρθρο 17 του Κανονισμού O. Reg. 341/20 απαιτεί από την Metrolinx να καθιερώσει μια διαδικασία επίλυσης ζητημάτων για να προσπαθήσει να επιλύσει τυχόν ανησυχίες που εγείρονται από το κοινό ή τα Αυτόχθονα Έθνη κατά τη διάρκεια της περιόδου αναθεώρησης. Στο τέλος της περιόδου αναθεώρησης, η Metrolinx θα επικαιροποιήσει το Σχέδιο της Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων προσθέτοντας μια περιγραφή της διαδικασίας επίλυσης ζητημάτων, τι έκανε η Metrolinx για να αντιμετωπίσει τυχόν ανησυχίες και αν το χρονοδιάγραμμα υλοποίησης του έργου Ontario Line θα επηρεαστεί ως αποτέλεσμα της αντιμετώπισης των ανησυχιών.
Στη συνέχεια, η Metrolinx θα δημοσιεύσει την Τελική Έκθεση Εκτίμησης Περιβαλλοντικών Επιπτώσεων στην ιστοσελίδα του έργου Ontario Line: www.metrolinx.com/ontarioline και θα εκδώσει Ανακοίνωση για τη Δημοσίευση της Τελικής Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων.
Για να λάβετε αντίγραφο του Σχεδίου της Έκθεσης Εκτίμησης Περιβαλλοντικών Επιπτώσεων, επικοινωνήστε με το email του έργου Ontario Line που αναφέρεται παραπάνω.

Mark Clancy (T: 416-202-5100, E: ontarioline@metrolinx.com)-
Υπεύθυνος επικοινωνίας για θέματα της Metrolinx.

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Τορόντο, Οντάριο M5H 3P5

Όλες οι προσωπικές πληροφορίες που περιλαμβάνονται σε μια υποβολή - όπως το όνομα, η διεύθυνση, ο αριθμός τηλεφώνου και η τοποθεσία του ακινήτου - συλλέγονται, διατηρούνται και αποκαλύπτονται από την Metrolinx για τους σκοπούς της διαφάνειας και της διαβούλευσης. Οι πληροφορίες συλλέγονται βάσει του κανονισμού O. Reg. 341/20 σύμφωνα με τον νόμο Περί Περιβαλλοντικής Εκτίμησης ή συλλέγονται και διατηρούνται με σκοπό τη δημιουργία αρχείου που είναι διαθέσιμο στο ευρύ κοινό, όπως περιγράφεται στο άρθρο 37 του νόμου Περί Ελευθερίας της Πληροφορίας και Προστασίας του Απορρήτου. Οι προσωπικές πληροφορίες που υποβάλλετε θα αποτελέσουν μέρος δημόσιου αρχείου που είναι διαθέσιμο στο ευρύ κοινό, εκτός εάν ζητήσετε να παραμείνουν εμπιστευτικές οι προσωπικές σας πληροφορίες. Για περισσότερες πληροφορίες, επικοινωνήστε με το ontarioline@metrolinx.com ή το 416-874-5900.

Η παρούσα ανακοίνωση δημοσιεύθηκε για πρώτη φορά στις 7 Φεβρουαρίου 2022. Για περισσότερες πληροφορίες επικοινωνήστε μαζί μας ontarioline@metrolinx.com

METROLINX

Notice of Publication of Draft Environmental Impact Assessment Report and Virtual Open House

Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Environmental Impact Assessment Report

Environmental impacts of the Ontario Line are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the Environmental Assessment Act. In accordance with Section 15 of O. Reg. 341/20, Metrolinx has prepared the Draft Environmental Impact Assessment Report that is now available for review.

The Draft Environmental Impact Assessment Report describes existing environmental conditions in the Project study area, environmental impacts, mitigation and monitoring measures, consultation, and required permits and approvals for the Ontario Line.

The Draft Environmental Impact Assessment Report Review and Consultation Process

Effective **February 7, 2022**, the Draft Environmental Impact Assessment Report will be available for review on the Ontario Line project webpage (www.metrolinx.com/ontarioline). You can view and comment on the report from **February 7 to March 9, 2022** via the online form provided.

You can also participate in virtual open houses, where you can hear from project experts and ask questions about the report in real time, at MetrolinxEngage.com/OntarioLine/Live on:

- **February 22, 2022 and February 24, 2022** from 6:30 to 8:00 p.m., with a focus on the portion of the project from Science Centre Station to Gerrard Station
- **March 1, 2022 and March 3, 2022** from 6:30 to 8:00 p.m., with a focus on the portion of the project from Gerrard Station to Exhibition Station

Those who wish to provide comments on the Draft Environmental Impact Assessment Report must do so by **March 9, 2022** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

Section 17 of O. Reg. 341/20 requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous Nations during the review period. At the end of the review period, Metrolinx will update the Draft Environmental Impact Assessment Report by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the Ontario Line implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Environmental Impact Assessment Report on the Ontario Line project webpage: www.metrolinx.com/ontarioline and issue a Notice of Publication of the Final Environmental Impact Assessment Report.

To obtain a copy of the Draft Environmental Impact Assessment Report, please contact the Ontario Line project email listed above.

Mark Clancy
(T: 416-202-5100, E: ontarioline@metrolinx.com)
may be contacted on behalf of Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto, Ontario M5H 3P5

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

This Notice was first published on **February 7, 2022**.
Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com

METROLINX

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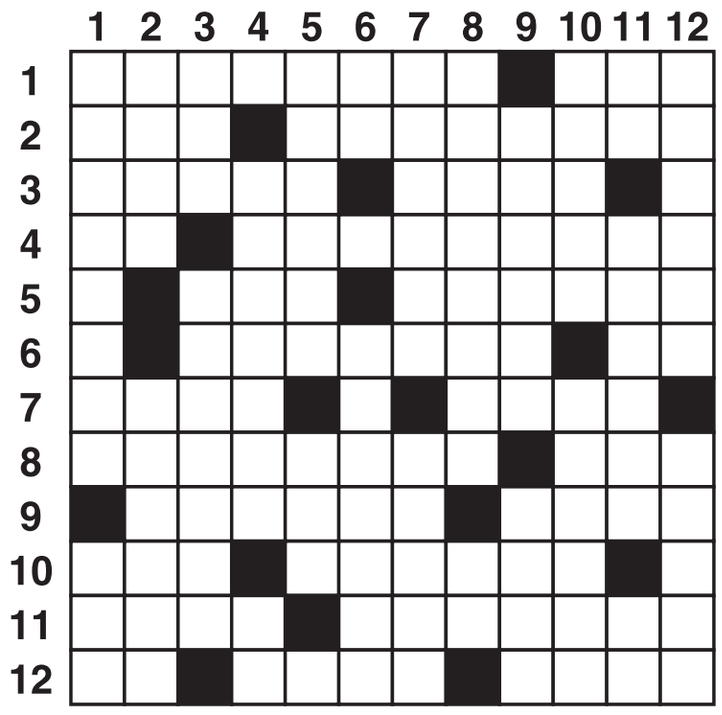


MC257

HORIZONTALEMENT

1 Jeune marginal adoptant un comportement de groupe agressif, souvent xénophobe et raciste - Gibecière.
2 Arbuste du Yémen - Analphabète.
3 Docteur de la loi, dans les pays arabes - Piquant au goût.
4 Bradype - Séduisants.
5 Bouclier - Ebranlé.
6 Démodée - Tour.
7 Prince musulman - Va et vient.
8 Dentier - Pronom personnel.
9 Cordon qui sert à fermer un sac - Rude au toucher.
10 Composition musicale - Insensible.
11 Décoré - Sottise.
12 Sélénium - Acide et aigre - Orientation.

VERTICALEMENT

1 Personne sans abri qui occupe illégalement un logement vacant - Revers.
2 Déesse hindoue de la Mort - Se dit du poisson prêt à frayer.
3 Après la communion - Publication.
4 Baigner longuement dans un liquide - Existes.
5 Rencontre de deux voyelles énoncées sans pause - Dégoûté.
6 Se dit en espagnol - Les hommes y vont.
7 Toile imperméable - Le notaire y travaille.
8 Décider avec autorité - Rigolé.
9 Marquer l'emplacement de - Talus pour protéger des plantes.
10 Prend des notes rapidement - Redit.
11 Titre raccourci - Celui qui s'occupe d'un mineur - Branché.
12 Interrompre - Vin blanc sec.

www.hannequart.com

SOLUTION AU PROCHAIN NUMÉRO

	1	2	3	4	5	6	7	8	9	10	11	12
1	M	U	R	M	U	R	E	■	A	P	T	E
2	A	N	O	U	R	E	■	F	I	E	R	S
3	C	I	L	■	E	M	B	A	L	L	E	■
4	E	V	E	N	T	E	■	I	L	E	U	S
5	D	E	■	O	E	D	E	M	E	■	I	V
6	O	R	D	U	R	E	S	■	U	E	L	E
7	I	S	E	R	E	■	S	E	R	T	■	L
8	N	■	C	R	■	D	A	N	S	A	N	T
9	E	C	R	I	V	A	I	N	■	M	U	E
10	■	A	I	R	E	R	■	U	N	I	E	S
11	L	I	E	■	A	N	C	I	E	N	■	S
12	E	N	R	O	U	E	E	■	Z	E	L	E

SOLUTION DU DERNIER NUMÉRO

Au fond de la conscience d'un tueur en série

PAUL-FRANÇOIS SYLVESTRE

Un psychopathe terrorise le Québec. Une ministre est dans l'eau bouillante. Un chef de police se défend en exigeant davantage de moyens. L'opinion publique se déchaîne. Voilà la toile de fond du premier thriller de Michèle Ouimet, *L'Homme aux chats*.

L'histoire se déroule à Montréal en 2018, mais dans la première moitié du roman, les chapitres sont souvent entrecoupés de flashbacks qui remontent aussi loin que 1980. La métropole est en état de choc. C'est la quatrième femme qu'on retrouve dans une ruelle, morte, sauvagement torturée.

Un tueur perfectionniste

Manifestement, il s'agit de l'œuvre d'un tueur appliqué, minutieux, perfectionniste. Qui obéit à un rituel immuable en disposant les vêtements soigneusement pliés à côté de la victime… Avec un chat étranglé, d'où le titre *L'Homme aux chats*.

Un profileur ressasse de vieilles théories à l'effet que les meurtriers en série sont de grands manipulateurs… Que leur vie est basée sur le mensonge… Qu'ils n'éprouvent pas de remords ni de sentiment de culpabilité, qu'ils sont incapables d'introspection. Que leurs seules émotions sont liées à eux-mêmes, jamais aux autres.

On apprend que les psychopathes forment seulement un pour cent de la population adulte. «Ce sont des narcissiques, ils se croient supérieurs aux autres, très froids, très en contrôle.»

Le héros du roman «se sent tout-puissant, en contrôle de tout : de sa vie, de son œuvre, de ses meurtres et de sa destinée de tueur».

L'enquête piétine

Face au piétinement de l'enquête policière, les journalistes se défoulent à coups de «tabarnak de câlisse d'ostie de gang d'incompétents». Deux d'entre eux, un homme et une femme, rivalisent pour obtenir la une, ils s'épient et se jalousent à qui mieux mieux.

L'instinct de la femme lui souffle que quelque chose de ténébreux se cache derrière la façade lisse de son confrère masculin. Comment ce dernier, «cul-terreux, méprisé, agressé», a -t-il pu devenir le grand journaliste cité à l'Assemblée législative ?

Les vêtements empilés près des victimes n'incluent jamais de petites culottes. L'homme aux chats devient dès lors le maniaque aux petites culottes.

Une seule proie réussit à s'échapper du psychopathe. Après avoir failli être violée, torturée et étranglée, elle affirmera que le cancer ressemble à une partie de plaisir.

Un enfant de l'inceste

On découvre que le meurtrier en série lutte pour surmonter ses peurs d'enfant, qu'il est envahi par des images de violence, de sang et de sexe. Il ne sait pas qui est son père, mais tout porte à croire qu'il s'agit d'un des frères de sa mère. Il serait un enfant fruit de l'inceste.

Le sexe turgescent éclabousse quelques pages du roman. Le meurtrier aime jouer en boucle dans sa tête la scène de sa victime ligotée. «Cette pensée l'excite tellement qu'il éjacule.»

Malgré une vie professionnelle honorable, le psychopathe considère qu'il n'est rien, que du vide, un vide abyssal. «Seuls les meurtres, la torture et le viol peuvent remplir ce vide. […] Seul un nouveau meurtre peut calmer la bête qui rugit en lui.»

Grâce à son écriture directe et impitoyable, Michèle Ouimet nous entraîne dans une plongée vertigineuse au plus profond de la conscience d'un tueur en série.

Michèle Ouimet, L'Homme aux chats, roman, Montréal, Éditions du Boréal, coll. Boréal noir, 2021, 256 pages, 29,95 $.

Portes ouvertes chez Kay Créole à Toronto : famille, aînés, santé, Haïti

Pour le Mois de l'histoire des Noirs et la Journée de la famille

ANNIK CHALIFOUR

L'organisme communautaire torontois Kay Créole d'Entraide et de Services professionnels (KCESP) propose une Journée portes ouvertes virtuelle lundi 21 février de 11h à 17h.

«Pour souligner à la fois le Mois de l'histoire des Noirs et la Journée ontarienne de la famille», précise la présidente-fondatrice de Kay Créole, Marlène Thélusma Rémy.

Cette initiative fait suite à l'assemblée générale annuelle de Kay Créole, tenue ce 23 janvier avec le soutien technique de l'Assemblée de la francophonie de l'Ontario (AFO) et sous la présidence de Carline Zamar, directrice générale du MOFIF.

Kay Créole s'intéresse au développement social ici et en Haïti

Outre Kay Créole et le département de la famille de l'Église de Dieu de la Prophétie, à Toronto, trois ONG participeront à la journée portes ouvertes.

- Le Centre haïtien de Formation, d'Économie sociale et de Développement intégré (CHFESDI), collaborant avec des professionnels haïtiens à l'intérieur et à l'extérieur d'Haïti pour contribuer à la réalisation des 17 objectifs de développement durable fixés par l'ONU. Le CHFESDI est basé à London, Ontario.
- Le Centre haïtien d'Action humanitaire (CEHAH): une ONG haïtienne à but non lucratif basée aux États-Unis, au Canada (Toronto) et en Haïti, visant à apporter sa contribution au changement dans trois domaines: agriculture, éducation et santé.
- Canadian Golden Age Celebration (CGAC): un organisme communautaire torontois voué au bien-être et à l'inclusion sociale des personnes de 50 ans et plus.

Le public est invité à se joindre aux portes ouvertes en s'inscrivant par courriel : kay.creole@yahoo.ca; info@chfesdi.ca; cehahorg@gmail.com; info.canadian-gac@gmail.com.

Le lien Zoom sera envoyé à tous les participants inscrits. «Nous serons également en direct sur la page Facebook de Kay Créole», précise Marlène Thélusma Rémy.

Le panel fournira l'opportunité d'entendre les témoignages de ces panélistes engagés dans le soutien familial, et de partager des ressources pour les familles en ces temps de crise sanitaire

MARLÈNE THÉLUSMA RÉMY

Exposition afro-caribéenne

Lundi 21 février à compter de 11h, Kay Créole présentera une grande exposition virtuelle d'œuvres d'arts, littéraires et historiques afro-caribéennes. Regroupant une variété de sculptures, peintures, livres, masques, coiffures, cartes postales et timbres antiques.

«Une belle tournée artistique pour apprécier l'un des fascinants volets du riche patrimoine culturel afro-caribéen», selon Marlène Thélusma Rémy.

Panel sur la pandémie et le soutien familial

Un panel virtuel suivra à 13h portant sur le thème *La santé est une affaire de famille : restons unis pour tenir le coup en pandémie et voir pour le mieux la vie post-pandémique*, incluant cinq conférenciers :

- Dr Samuel Berton, oncologue d'origine haïtienne.
- Constant Ouapo, directeur général de l'Entité 3.
- La juge de paix Karine Auguste Morin.
- Un représentant de la Coalition pour des communautés de Scarborough en santé du Centre TAIBU.
- Marlène Thélusma Rémy, auteure du livre *La pandémie de COVID-19 et sa leçon de vie*, publié en 2021 aux éditions Baudelaire-Hachette en France, en vente dans toutes les librairies francophones.

«Le panel fournira l'opportunité d'entendre les témoignages de ces panélistes engagés dans le soutien familial, et de partager des ressources pour les familles en ces temps de crise sanitaire», mentionne Marlène Thélusma Rémy.

On peut visionner l'exposition et se joindre au panel par le même lien Zoom envoyé aux personnes inscrites aux portes ouvertes. Publié aussi sur la page Facebook des trois organismes, ou en se connectant directement sur la page Facebook de Kay Créole.

À propos de Kay Créole

Kay Créole d'Entraide et de Services professionnels est incorporé depuis 2007 et est enregistré comme organisation à but non lucratif depuis 2017.

L'organisme a pour mission de contribuer à l'intégration éducative, socioculturelle, artistique et économique des familles immigrantes d'expression française d'origine créole et de contribuer à une meilleure qualité de vie des personnes âgées de cette population.

Depuis 15 ans, KCESP intervient et interagit avec les familles canadiennes et les aîné.e.s d'origine haïtienne (y compris les familles mixtes) de Scarborough, North York et Durham, pour aider à leur cohésion, leur stabilité, leur épanouissement et leur bien-être.

Marche avec des aînés issus de communautés ethnoculturelles organisée par Kay Créole. PHOTO: ANNIK CHALIFOUR

Projet d'agriculture communautaire mené par le CHFESDI. PHOTO: CHFESDI

METROLINX

Avis d'addenda à un rapport de projet environnemental

Projet de prolongement du métro Yonge North

Le projet

En 2009, la Région de York, la York Region Rapid Transit Corporation, la Ville de Toronto et la Toronto Transit Commission ont rédigé un rapport de projet environnemental (RPE) pour le prolongement de la ligne de métro Yonge, en vertu du Règlement de l'Ontario (Règl. de l'Ont.) 231/08, afin de déterminer les effets potentiels et les mesures d'atténuation pour le prolongement de 6,8 kilomètres de la ligne de métro Yonge-University, de la station actuelle Finch au Richmond Hill Centre. Un addenda au RPE de 2009 a été entrepris en 2014 pour évaluer les changements de conception qui comprenaient une installation de stockage des trains (IST) nécessaire pour l'exploitation du métro. Depuis l'achèvement des études de 2009 et 2014, des modifications supplémentaires au prolongement du métro Yonge North (le projet) ont été recensées.

Les changements apportés au projet comprennent un segment à niveau émergeant d'une structure de portail au sud de Langstaff Road East, dans la Ville de Markham, jusqu'à Moonlight Lane, dans la Ville de Richmond Hill, et se déplaçant le long du corridor ferroviaire Bala du CN; une révision du nombre et de l'emplacement des installations auxiliaires telles que les sous-stations de traction et les bâtiments de sortie de secours; deux nouvelles stations (station Bridge et terminal d'autobus connexe, et station High Tech); révision de l'emplacement des stations Steeles, Royal Orchard et Cummer; modification de la station Finch existante; ajout d'un terminal d'autobus à la station Clark; révision de la conception et de l'emplacement du terminal d'autobus de la station Steeles; et modification de l'emplacement et de la conception de l'installation d'entreposage des trains proposée. Les modifications apportées à la méthode de construction comprennent un puits de lancement de tunnelier au sud de Langstaff Road et un puits d'extraction au niveau de la station Finch existante. Grâce à ces changements, le projet s'étendra sur environ 9 km de la station Finch à Moonlight Lane et offrira davantage de connexions au transport en commun.

Un addenda au RPE est entrepris conformément aux articles 15 et 16 du *Règl. de l'Ont. 231/08*, modifié le 30 juin 2020, en vertu de la *Loi sur les évaluations environnementales*, étant donné que tout changement incompatible avec un RPE approuvé antérieurement nécessite une réévaluation des impacts associés au changement et des mesures nécessaires pour atténuer tout impact négatif que le changement pourrait avoir, et la construction ou l'installation n'a pas commencé dans les dix ans suivant l'achèvement du RPE de 2009. Aucune incidence sur le calendrier de mise en œuvre du projet n'est prévue.

Le processus d'examen de l'addenda au RPE

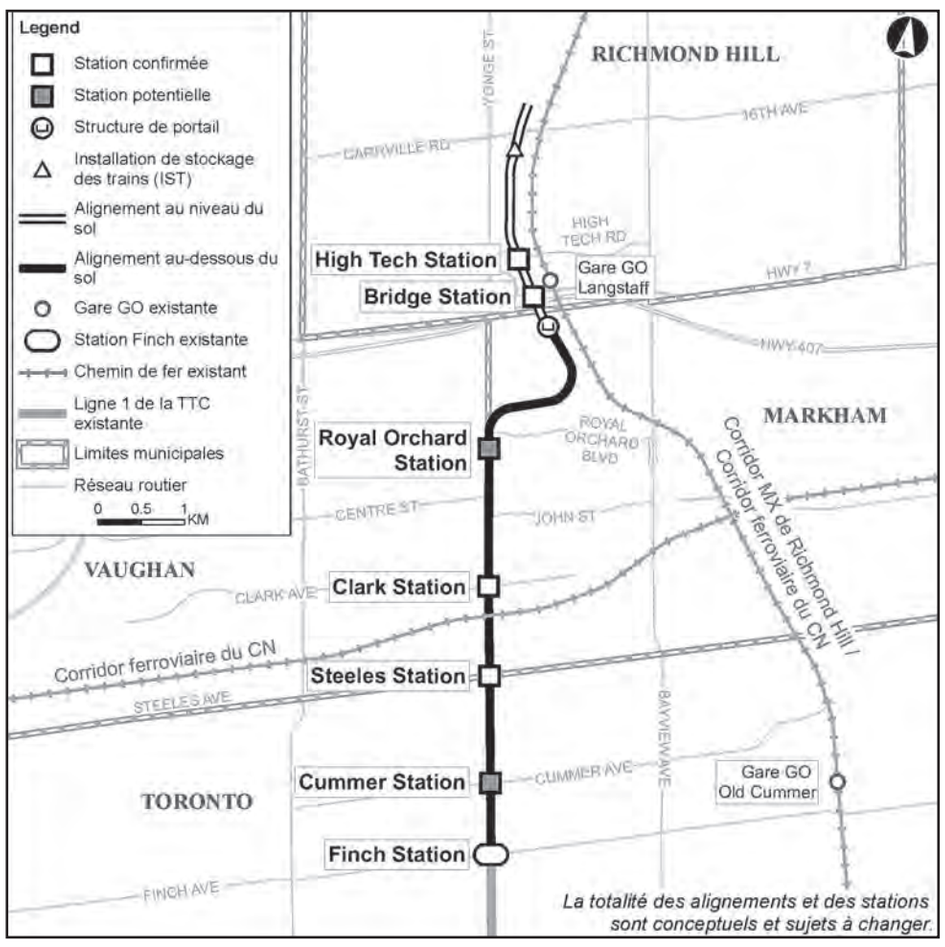
À compter du **10 février 2022**, un addenda au RPE 2009 sera disponible pour consultation sur la page Web du projet (MetrolinxEngage.com/YongeSubwayExt).

Vous pouvez également participer dans notre série de journée portes ouvertes virtuelles à MetrolinxEngage.com/YongeSubwayExt. Vous pourrez y entendre les experts du projet et poser des questions sur le rapport en temps réel. Rejoignez-nous pour le premier événement le 17 février 2022, de 18 h 30 à 20 h.

Les personnes qui souhaitent formuler des commentaires sur l'addenda au RPE doivent le faire au plus tard le **14 mars 2022** en les envoyant à l'adresse de courriel suivante : YongeSubwayExt@metrolinx.com ou en utilisant les formulaires de commentaires en ligne disponibles au : www.metrolinxengage.com/en/yonge-north-subway-extension.

L'article 15 du *Règl. de l'Ont. 231/08*, tel qu'il a été modifié le 30 juin 2020, exige que Metrolinx établisse un processus de résolution des problèmes pour tenter de résoudre toute préoccupation soulevée par le public ou les communautés autochtones pendant la période d'examen. À la fin de la période d'examen, Metrolinx mettra à jour l'addenda au RPE en ajoutant une description du processus de résolution des problèmes, ce que Metrolinx a fait pour répondre aux préoccupations et si l'échéancier du projet sera modifié en raison de la résolution des préoccupations. Metrolinx publiera ensuite l'addenda au RPE mis à jour sur la page Web du projet : MetrolinxEngage.com/YongeSubwayExt et publiera un avis d'addenda au RPE mis à jour.

Dans les 35 jours qui suivront la réception de l'avis d'addenda au RPE mis à jour, le ministre de l'Environnement, de la Protection de la nature et des Parcs pourrait délivrer un avis à Metrolinx autorisant les changements au projet YNSE conformément à l'addenda au RPE mis à jour, sous réserve des conditions énoncées dans l'avis du ministre. Le ministre peut également informer Metrolinx qu'aucun avis ne sera délivré.



Le ministre peut délivrer un avis seulement dans les conditions suivantes :

- le ministre est d'avis que la façon dont Metrolinx a traité une préoccupation soulevée dans le cadre du processus de résolution des problèmes entraînerait un retard déraisonnable dans la mise en œuvre du projet, et les conditions énoncées dans l'avis du ministre modifient la façon dont la préoccupation est traitée dans l'addenda au RPE mis à jour sans entraîner de retard déraisonnable dans la mise en œuvre du projet; ou
- le ministre est d'avis que le changement pourrait avoir une incidence négative sur les droits existants – ancestraux ou issus de traités – des peuples autochtones du Canada, et que les conditions pourraient prévenir, atténuer ou corriger cette incidence négative.

Tous les renseignements personnels inclus dans une soumission, tels que le nom, l'adresse, le numéro de téléphone et l'emplacement de la propriété, sont recueillis, conservés et divulgués par Metrolinx à des fins de transparence et de consultation. Ces renseignements sont recueillis en vertu du Règl. de l'Ont. 231/08, tel que modifié le 30 juin 2020, pris en application de la Loi sur les évaluations environnementales ou sont recueillis et conservés en vue de créer un dossier qui sera mis à la disposition du grand public, comme le décrit l'article 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels feront partie d'un dossier public qui sera à la disposition du grand public, sauf si vous demandez qu'ils soient tenus confidentiels. Pour obtenir de plus amples renseignements, veuillez écrire à YongeSubwayExt@metrolinx.com ou téléphoner au 416 202-7000.

Cet avis a été publié pour la première fois le **10 février 2022.**

Pour obtenir de plus amples renseignements, veuillez écrire à YongeSubwayExt@metrolinx.com.

Notices

Notice of Publication of Draft Environmental Impact Assessment Report and Virtual Open Houses - Ontario Line Project Public Mailout

METROLINX

Notice of Publication of Draft Environmental Impact Assessment Report and Virtual Open Houses

Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Environmental Impact Assessment Report

Environmental impacts of the Ontario Line are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the Environmental Assessment Act. In accordance with Section 15 of O. Reg. 341/20, Metrolinx has prepared the Draft Environmental Impact Assessment Report that is now available for review.

The Draft Environmental Impact Assessment Report describes existing environmental conditions in the Project study area, environmental impacts, mitigation and monitoring measures, consultation, and required permits and approvals for the Ontario Line.

The Draft Environmental Impact Assessment Report Review and Consultation Process

Effective **February 7, 2022**, the Draft Environmental Impact Assessment Report will be available for review on the Ontario Line project webpage (www.metrolinx.com/ontarioline). You can view and comment on the report from **February 7 to March 9, 2022** via the online form provided.

You can also participate in virtual open houses, where you can hear from project experts and ask questions about the report in real time, at MetrolinxEngage.com/OntarioLine/Live on:

- **February 22, 2022 and February 24, 2022** from 6:30 to 8:00 p.m., with a focus on the portion of the project from Science Centre Station to Gerrard Station
- **March 1, 2022 and March 3, 2022** from 6:30 to 8:00 p.m., with a focus on the portion of the project from Gerrard Station to Exhibition Station

Those who wish to provide comments on the Draft Environmental Impact Assessment Report must do so by **March 9, 2022** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

Section 17 of O. Reg. 341/20 requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous Nations during the review period. At the end of the review period, Metrolinx will update the Draft Environmental Impact Assessment Report by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the Ontario Line implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Environmental Impact Assessment Report on the Ontario Line project webpage: www.metrolinx.com/ontarioline and issue a Notice of Publication of the Final Environmental Impact Assessment Report.

To obtain a copy of the Draft Environmental Impact Assessment Report, please contact the Ontario Line project email listed above.

Mark Clancy
(T: 416-202-5100, E: ontarioline@metrolinx.com)
may be contacted on behalf of Metrolinx.

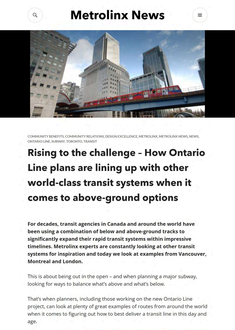
Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

This Notice was first published on **February 7, 2022**.
Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com

Appendix B3. Blog Posts, Website Content and E-Newsletters

Blog Posts



COMMUNITY BENEFITS, COMMUNITY RELATIONS, DESIGN EXCELLENCE, DE, METROLINX, METROLINX NEWS, NEWS
DECEMBER 1, 2020 | 5 MINUTE READ

Rising to the challenge – How Ontario Line plans are lining up with other world-class transit systems when it comes to above-ground options

For decades, transit agencies in Canada and around the world have been using a combination of below and above-ground tracks to significantly expand their rapid transit systems within impressive timelines. Metrolinx experts are constantly looking at other transit systems for inspiration and today we look at examples from Vancouver, Montreal and London.

This is about being out in the open – and when planning a major subway, looking for ways to balance what's above and what's below.

That's when planners, including those working on the new Ontario Line project, can look at plenty of great examples of routes from around the world when it comes to figuring out how to best deliver a transit line in this day and age.

Most of Vancouver's Canada Line moves above ground, including this section over the Fraser River. (TransLink photo)

When listing the benefits of subways, top-of-mind items include speed, convenience, more connections and avoiding street traffic.

If you've travelled on the TTC Line 1, along Yonge and north of Bloor, you've experienced (and welcomed) the daylight, as an added benefit, going through above-ground sections at Davisville and Rosedale stations. These sections break up the dark, underground ride through the city.

"You get some light above grade, the views you get are much different and there is a non-claustrophobic type environment, a lot of positive user experience attributes that get improved when you are in the open air" said Malvolm MacKay, program sponsor for the Ontario Line.

Line 1 and Line 2 have seven stations each with tracks at or above surface level.

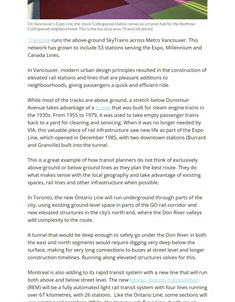
For example, a stretch through the west end of the city rises above the parking lots behind Bloor Street, in and out of Keele station, back underground into the High Park station, exiting above ground and then going under Bloor West Village.

The in-and-out routing was a response to the topography of the neighbourhood north of High Park, which has an dramatic a slope as the name implies. If subway tracks were laid at the same angle as Bloor Street, as the road goes uphill towards the main entrance to High Park and TTC station at the top, they would be too steep for the trains.

"Gradients made it prohibitive to stay underground, approaching High Park," said Michael Tham, deputy technical director for the Ontario Line. "You couldn't dig down enough and it would have been impossible to build at the time because of how deep you would have had to go below High Park."

By Canadian and international standards, the above-ground sections of the TTC subway system are very common. Elevated and at-grade transit lines are nothing new and have been proven around the world as a way to improve transit connections and strengthen communities.

Here in Canada, Vancouver's SkyTrain offers many great examples of elevated stations and guideways that fit nicely into surrounding neighbourhoods. The majority of the system features at-grade or elevated tracks, and it's currently the longest rapid transit system in Canada despite the fact that construction only started in the 1980s.



On Vancouver's Expo Line, the skytrain Collingwood station serves as a transit hub for the Renfrew Collingwood neighborhood. This is the bus drop-area. (TransLink photo)

[TransLink](#) runs the above-ground SkyTrains across Metro Vancouver. This network has grown to include 53 stations serving the Expo, Millennium and Canada Lines.

In Vancouver, modern urban design principles resulted in the construction of elevated rail stations and lines that are pleasant additions to neighbourhoods, giving passengers a quick and efficient ride.

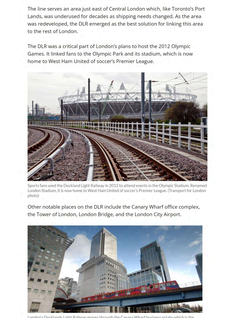
While most of the tracks are above ground, a stretch below Dunsmuir Avenue takes advantage of a [tunnel](#) that was built for steam engine trains in the 1930s. From 1955 to 1979, it was used to take empty passenger trains back to a yard for cleaning and servicing. When it was no longer needed by WA, this valuable piece of rail infrastructure saw new life as part of the Expo Line, which opened in December 1985, with two downtown stations (Burrard and Granville) built into the tunnel.

This is a great example of how transit planners do not think of exclusively above ground or below ground lines as they plan the best route. They do what makes sense with the local geography and take advantage of existing spaces, rail lines and other infrastructure when possible.

In Toronto, the new Ontario Line will run underground through parts of the city, using existing underground space in parts of the GO rail corridor and new elevated structures in the city's north end, where the Don River valleys add complexity to the route.

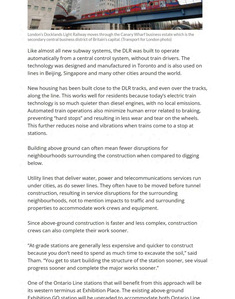
A tunnel that would be deep enough to safely go under the Don River in both the east and north segments would require digging very deep below the surface, making for very long connections to buses at street level and longer construction timelines. Running along elevated structures solves for this.

Montreal is also adding to its rapid transit system with a new line that will run both above and below street level. The new [Réseau express métropolitain](#) (REM) will be a fully automated light-rail transit system with four lines running over 67 kilometres, with 26 stations. Like the Ontario Line, some sections will use existing rail corridors. While, like Vancouver's Expo Line, it will use an existing tunnel, most of the rest REM will be elevated.



Montreal's new REM line will run mostly above ground. Here is a rendering of its Panama Station. (Réseau express métropolitain image)

REM is the largest public transit project undertaken in Québec in the last 50 years. The first trains are expected to start running in 2021.

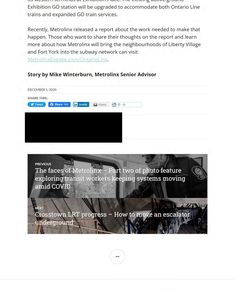


Montreal's new REM line will be designed to operate above-ground through Canadian winters with stations like this one in Brossard. (Réseau express métropolitain image)

Around the world, transit agencies have been adding above-ground lines to their networks for decades.

This is true in London, England, despite the "Underground" moniker, most of the network has always run over surface tracks. Since 1980, London has massively expanded its subway system, adding about 80 kilometres of new tracks on five lines. Only about half of the new lines and extensions are in tunnels. More than a quarter are alongside existing commuter rail lines, much like stretches of the Ontario Line which will use the GO rail corridor. Most of the remainder are elevated, with some new surface tracks.

London's [Docklands Light Railway](#) (DLR) is a highly popular and reliable transit system railway that began in the 1980s. It now has nearly 40 kilometres of track, most of which is above ground.



The Docklands Light Railway runs in all sorts of London weather, including snow. (Transport for London photo)

The line serves an area just east of Central London which, like Toronto's Port Lands, was underused for decades as shipping needs changed. As the area was redeveloped, the DLR emerged as the best solution for linking this area to the rest of London.

The DLR was a critical part of London's plans to host the 2012 Olympic Games. It linked fans to the Olympic Park and its stadium, which is now home to West Ham United of soccer's Premier League.

Canary Wharf and The Docklands Light Railway in 2012 – a shared events in the Olympic Stadium, Woodford London Stadium, it is now home to West Ham United of soccer's Premier League. (Transport for London photo)

Other notable places on the DLR include the Canary Wharf office complex, the Tower of London, London Bridge, and the London City Airport.

London's Docklands Light Railway moves through the Canary Wharf business estate which is the secondary central business district of Britain's capital. (Transport for London photo)

Like almost all new subway systems, the DLR was built to operate automatically from a central control system, without train drivers. The technology was designed and manufactured in Toronto and is also used on lines in Beijing, Singapore and many other cities around the world.

New housing has been built close to the DLR tracks, and even over the tracks, along the line. This works well for residents because today's electric train technology is so much quieter than diesel engines, with no local emissions. Automated train operations also minimize human error related to braking, preventing "hard stops" and resulting in less wear and tear on the wheels. This further reduces noise and vibrations when trains come to a stop at stations.

Building above ground can often mean fewer disruptions for neighbourhoods surrounding the construction when compared to digging below.

Utility lines that deliver water, power and telecommunications services run under cities, as do sewer lines. They often have to be moved before tunnel construction, resulting in service disruptions for the surrounding neighbourhoods, not to mention impacts to traffic and surrounding properties to accommodate work crews and equipment.

Since above-ground construction is faster and less complex, construction crews can also complete their work sooner.

"At-grade stations are generally less expensive and quicker to construct because you don't need to spend as much time to excavate the site," said Tham. "You get to start building the structure of the station sooner, see visual progress sooner and complete the major works sooner."

One of the Ontario Line stations that will benefit from this approach will be its western terminus at Exhibition Place. The existing above-ground Exhibition GO station will be upgraded to accommodate both Ontario Line trains and expanded GO train services.

Recently, Metrolinx released a report about the work needed to make that happen. Those who want to share their thoughts on the report and learn more about how Metrolinx will bring the neighbourhoods of Liberty Village and Fort York into the subway network can visit [EngageLinx.ca/OntarioLine](#).

Story by Mike Winterburn, Metrolinx Senior Advisor

DECEMBER 1, 2020

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FEATURED
The faces of Metrolinx – Part two of photo feature exploring transit workers keeping systems moving amid COVID
"Countown LRT progress – How to make an escalator underground
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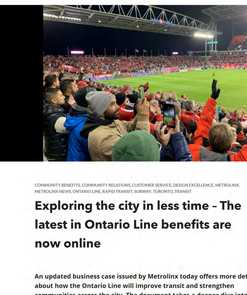


COMMUNITY BENEFITS, COMMUNITY RELATIONS, CUSTOMER SERVICE, DESIGN EXCELLENCE, METROLINX, METROLINX NEWS, ONTARIO LINE, RAPID TRANSIT, SUBWAY, TORONTO, TRANSIT

Exploring the city in less time – The latest in Ontario Line benefits are now online

An updated business case issued by Metrolinx today offers more details about how the Ontario Line will improve transit and strengthen communities across the city. The document takes a deeper dive into how the project will cut commute times for transit users and drivers alike thanks to more detailed plans and designs that give an even better understanding of the project's benefits.

The people of Toronto can be confident that major transit relief is on the way after Metrolinx and Infrastructure Ontario reached two major milestones for the Ontario Line project today.

First, shortlisted bidders have been invited to respond to two requests for proposals for major packages of work on the project. One package includes building the stations and tunnels for the southern part of the line from Exhibition Station to just west of the Don River, and another includes delivering the trains as well as the systems, operations and maintenance requirements for the whole line.

At the same time, Metrolinx has released the Preliminary Design Business Case for the project – you can find a link to the summary, just below – which shows that every $1 spent on the project will result in $1.05 in benefits to the region.

The updated analysis provides a clearer picture of how the Ontario Line will benefit riders, communities and the region as a whole thanks to feedback received through consultations and additional planning and design work that have taken place since the release of the Initial Business Case last year.

Soccer fans going to BMO Field will find the Ontario Line reduces travel time by as much as 40 minutes, depending on which starting point brings them to Exhibition Station. (Mike Winterburn)

With all this progress on making the Ontario Line vision a reality, now is a good time to think more about what life will be like once the line is in service.

The business case outlines a vision for a new subway line with fast, frequent service on trains that will reach a top speed of 80 km/h. Automated train technology will ensure that an emission-free, electric train will arrive safely at each station every 90 seconds during rush hour.

The Ontario Line will also give people easy connections to three GO train lines, Line 1 and Line 2 TTC subway service, the under-construction Eglinton Crosstown LRT, and dozens of the TTC's streetcar and bus routes.

With 15 stations spread across nearly 16 kilometres, the Ontario Line will bring the subway to more neighbourhoods, opening up the city for people who want to enjoy everything that Toronto has to offer.

Let's picture Exhibition Station at the west end of the line. Putting a stop here means a range of entertainment options will be a quick subway ride away, benefitting people who live directly along the new line and those who will connect to it at one of its six interchange stations. For example, soccer fans coming from Scarborough on Line 2 will get to their games more directly and with less crowding by avoiding the busy Bloor-Yonge Station as well as an extra transfer at Union Station.

Special events like the CNE, One of a Kind Craft Show, Honda Indy and Royal Agricultural Winter Fair will be far more accessible to more people. Once the Ontario Line is complete, a family going to the CNE from Don Mills will find it takes just 30 minutes to get from the Science Centre, where a new Ontario Line station will be located, all the way to Exhibition Station. Today, that same trip would take about an hour and ten minutes and you would have to take three separate vehicles. For many families, saving that extra time and effort will be the deciding factor in enjoying a fun day at the Ex or downtown.

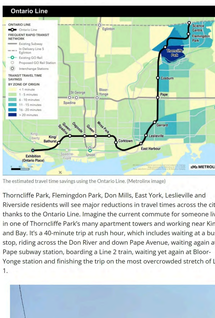
Moving from GO Exhibition in the opposite direction, the Ontario Line will give Liberty Village residents a new alternative to the crowded King streetcar line.

With another subway route going under the downtown core, getting through the most congested part of the city will not be the same challenge it is today. Suddenly more dining, shopping and entertainment opportunities will be easier for people to get to as more neighbourhoods become accessible by subway.

If you live in Riverside and want to try a new restaurant at Queen and Spadina, your subway trip will be about 15 minutes compared to today's 34-minute streetcar ride.

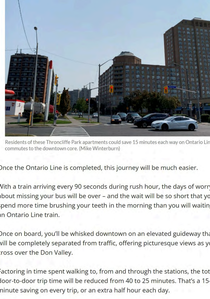
Likewise, someone at Cosburn and Pape, heading for a night out on King Street West will find the travel time cut in half, from nearly 42 minutes to just 22 minutes.

Rush-hour travel time savings will be most improved in parts of the city that are not currently served by rapid transit.



The estimated travel time savings using the Ontario Line. (Metrolinx image)

Thorncliffe Park, Flemingdon Park, Don Mills, East York, Leslieville and Riverside residents will see major reductions in travel times across the city thanks to the Ontario Line. Imagine the current commute for someone living in one of Thorncliffe Park's many apartment towers and working near King and Bay. It's a 40-minute trip at rush hour, which includes waiting at a bus stop, riding across the Don River and down Pape Avenue, waiting again at the Pape subway station, boarding a Line 2 train, waiting yet again at Bloor-Yonge station and finishing the trip on the most overcrowded stretch of Line 1..



Residents of these Thorncliffe Park apartments could save 15 minutes each way on Ontario Line commutes to the downtown core. (Mike Winterburn)

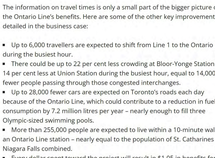
Once the Ontario Line is completed, this journey will be much easier.

With a train arriving every 90 seconds during rush hour, the days of worrying about missing your bus will be over – and the wait will be so short that you'll spend more time brushing your teeth in the morning than you will waiting for an Ontario Line train.

Once on board, you'll be whisked downtown on an elevated guideway that will be completely separated from traffic, offering picturesque views as you cross over the Don Valley.

Factoring in time spent walking to, from and through the stations, the total door-to-door trip time will be reduced from 40 to 25 minutes. That's a 15-minute saving on every trip, or an extra half hour each day.

You can choose to use that extra time to sleep in, have an extra coffee before leaving, or get a head start at the office. It all adds up to giving you more time to focus on the things that matter most to you.



The information on travel times is only a small part of the bigger picture of the Ontario Line's benefits. Here are some of the other key improvements detailed in the business case:

- Up to 6,000 travellers are expected to shift from Line 1 to the Ontario Line during the busiest hour.
- There could be up to 22 per cent less crowding at Bloor-Yonge Station and 14 per cent less at Union Station during the busiest hour, equal to 14,000 fewer people passing through those congested interchanges.
- Up to 28,000 fewer cars are expected on Toronto's roads each day because of the Ontario Line, which could contribute to a reduction in fuel consumption by 7.2 million litres per year – nearly enough to fill three Olympic-sized swimming pools.
- More than 255,000 people are expected to live within a 10-minute walk of an Ontario Line station – nearly equal to the population of St. Catharines and Niagara Falls combined.
- Every dollar spent toward the project will result in $1.05 in benefits for the region thanks to an increase in benefits compared to costs.

You can delve into all the details of the Preliminary Design Business Case by following this link.

Visit Metrolinx.com/OntarioLine to sign up for regular project updates and stay up to date on the project.

Story by Mike Winterburn, Metrolinx senior advisor

DECEMBER 17, 2020

#PRELIMINARY DESIGN BUSINESS CASE

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The most common question from Leslieville and Riverside - Why can't Metrolinx run the Ontario Line underground?

Metrolinx explains why running the Ontario Line in the existing rail corridor is not only the right approach for the community but also for an effective transit network.

Underground doesn't mean less impact.

And it doesn't mean being invisible.

Residents of Toronto's Riverside and Leslieville communities have been asking Metrolinx if it's possible to build a tunnel entrance east of the Don River, allowing Ontario Line trains to move under the GO train tracks, rather than building above ground in the existing rail corridor where GO and VIA trains run today.

But Metrolinx experts have found building an underground tunnel east of the Don River would be extremely disruptive to the communities and would erase many important customer benefits along the way.

Reducing construction disruptions

Before a subway line could be dug under the existing GO tracks, a portal would need to be built between Eastern Avenue and Queen Street. A portal is a large reinforced concrete structure that holds the earth in place to provide an opening for trains going in and out of the underground tunnel.

They're big. Very big.

At the request of the community, Metrolinx experts have found that building a portal in this area would cause significant and lengthy community disruptions for Riverside and Leslieville, from soil excavation, utility relocation, concrete pouring, and many other construction activities. Traffic detours would be inevitable.

"Tunneling under a city isn't an invisible solution to building needed transit," said Phil Verster, Metrolinx President and CEO. "There's a perception that digging below ground means less disruption but that is not necessarily the case. In fact, it's not even feasible in certain locations."

It would also require the acquisition of numerous homes along McGee and Saulter Streets and have significant impacts on the property currently home to Saulter Street Brewery, most of the parks in the area, and other small businesses and community organizations nearby.

A portal is a reinforced concrete opening that creates a transition between above ground tracks and underground tunnels. Burying the Ontario Line under the GO rail corridor would force Metrolinx to build a portal in the Riverside community, like this one on the Eglinton Crosstown, resulting in the permanent closure of either Eastern Avenue or Queen Street. Laying tracks in the existing GO rail corridor prevents the disruption. (Metrolinx image)

Steep concerns

Trains need to safely move from above ground to below. The maximum track grade, or steepness, of a track that is diving underground is 4.5 per cent. At this grade, a portal would need to be built in the area of Eastern Avenue and extend as far as Queen Street. Significant excavation to lower the levels of land would be needed to build a portal and retaining walls for the shallow tunnel structure. This would result in a permanent closure of Eastern Avenue or Queen Street, disrupting existing traffic and transit services. Worse, there would not be enough room for a station in Riverside.

To avoid that closure and still build a station, the streets and the existing bridges that run above them would need to be raised by at least two metres. Even then, there would not be sufficient space for a customer concourse in the station at Queen and De Grassi – only platforms.

To provide enough room for an underground station at Queen Street, the roadway and bridge would need to be raised at least two metres, resulting in major construction impacts for the community, especially the neighbouring Jimmie Simpson Recreation Centre and Park, and local street traffic. (Metrolinx image using Google Maps)

Eliminating the station would greatly reduce customer benefits – especially for people living in the immediate vicinity – and the much-needed relief for the 501 streetcar will be lost. The additional costs of this approach will exceed $800 million.

To avoid raising the road and the rail bridge would require a track incline steeper than what most subway vehicles in the world can manage.

Designing for the community

Metrolinx listened to concerns as part of its ongoing work to refine plans to better serve communities and protect public spaces. A key benefit of an above ground approach is the Ontario Line will fit almost entirely within the existing GO rail corridor that already runs through the community and bridges above Queen Street East and other nearby roads. Fitting work largely within that rail corridor will drastically reduce the community impacts of construction compared to tunneling underground.

Tracks will run beside the Jimmie Simpson Recreation Centre, which will stay open, and minimize disruption for businesses and homes during construction.

Metrolinx already had plans to upgrade and electrify the corridor under its GO Expansion program, so factoring the Ontario Line construction into that work also minimizes disruption. In particular, the above-ground alignment avoids at least five major excavations and dozens of utility disruptions that would have been needed in other areas of the local community, resulting in shorter construction times and far fewer impacts on homes and businesses.

Electrified track also means quieter, cleaner train service.

A network approach to deliver faster transfer connections

In a growing, evolving and modern city such as Toronto, people want to travel for very different purposes, everything from daily commutes to leisure trips. To encourage them to leave their cars at home, public transit lines must be designed as part of a network that offers easy transfers to convenient connections.

For the Ontario Line, easy transfers will be especially important at East Harbour, the site of a new station just east of the Don River and north of Lake Shore Boulevard, in an area poised for growth. It will offer connections to and from TTC surface routes and GO trains (similar to connections at Exhibition station, but with even more passenger volume). Metrolinx expects 8,000 passengers will transfer between GO trains and the Ontario Line here each rush hour – with many more connecting from TTC routes through Riverside.

Quick and easy transfers will encourage people to use East Harbour to bypass Union Station. As more people use the Ontario Line, crowding at Union could go down by as much as 14 per cent – or 14,000 fewer people – during the busiest hour. This is a key benefit for the 200,000 passengers that pass through Canada's busiest transit hub each day. And it's a benefit that comes from designing the Ontario Line as a key connector – linking to the Eglinton Crosstown, TTC's Line 1 and 2 subways, and GO's Lakeshore East and West lines – within the broader transit network.

Some have suggested this station could be built underground with tracks going under the Don River. In addition to the serious environmental concerns around sensitive wetlands, tunnelling under the Don is not practical.

If the Ontario Line were tunneled through East Harbour, Riverside and Leslieville, all three stations south of the Danforth would need to be nearly 40 metres deep to go under the Don River and maintain a similar depth under Gerrard Street to avoid large sewer mains. That would be as deep as a nine-storey building is tall, requiring three separate escalators to get to the trains and adding four to five minutes to customers' journeys – discouraging people from using the Ontario Line.

A station along the existing tracks above Queen Street East will make for faster commutes than one in such a deep tunnel and reduce transfer times for people connecting to and from streetcars on Queen.

This network approach and the environmental concerns are among the reasons why a subway in a deep tunnel under the Don River is not a good solution.

Delivering transit relief faster

Toronto residents have been demanding more transit choices for many years. Time is critical as a new line is needed to reduce crowding on the TTC's Line 1 subway.

Using the existing corridor and putting the subway next to the GO tracks helps to deliver this new line on time. Tunneling through this area would delay completion between 15 and 24 months – also adding to the length of time the neighbourhood would be disrupted by construction.

The Ontario Line is more than twice as long as the old Relief Line South proposal and it is forecasted to be completed in a similar timeframe. While the latter had been discussed for years, it was still in the planning phase and the project budget and schedule had not been finalized, leaving it far from "shovel ready."

A historic link

The rail line in this neighbourhood has a history that goes back to the 1850s and a Grand Trunk Railway station was built on the corner of Queen and De Grassi in 1896, with a heritage plaque now serving as a reminder.

The community has grown alongside an active rail line for more than a century-and-a-half. Now, it's time to consider the future, and finally provide a public transit line for the neighbourhood.

What else is being done to support communities living alongside the Joint Rail Corridor?

Spaces where residents can relax and children can play are vital in communities. Homes, backyards and parks are important to our communities – now more than ever. As Metrolinx finalizes the design, the team is striving to minimize the impacts of construction and work with residents and community groups to keep them informed, engaged and involved as the plans evolve and work begins. If it becomes necessary to temporarily occupy some park spaces to support construction, and in so doing avoid impacts to nearby homes and businesses, Metrolinx will work with the city to ensure these are thoughtfully restored once the project is finished. Public consultation on the improvements planned for the rail corridor and any related mitigations will occur when the draft Early Works Report for the Lakeshore East Joint Rail Corridor is released later this year.

Providing ongoing access to parks will be a top priority for Metrolinx as the transit agency delivers this important subway project. Metrolinx will work with neighbours along the Ontario Line route to ensure access to park and playground spaces during construction.

To stay up-to-date on all things Ontario Line, visit Metrolinx.com/OntarioLine and sign up for our newsletters.

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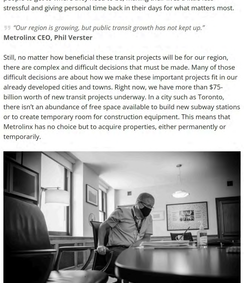
Metrolinx CEO Phil Verster: ‘Transforming transit – a balance of preservation and progress’

As progress on building new transit shifts into a higher gear, CEO Phil Verster explains how Metrolinx puts people at the centre of planning and design decisions so our projects build up our communities for a better future, while respecting what makes them special today.

When we think of what makes the Greater Toronto Area (GTA) such an exceptional place to call home, it’s impossible to overlook the personality and history of its vibrant, welcoming neighbourhoods. It’s one of the many reasons why I instantly loved this city when I moved here from Great Britain three years ago.

Transit was the reason that I made that move. What we are experiencing here in the GTA is one of the most exciting infrastructure transformations happening around the world. As we now deliver the largest transit program ever in Canada, we have a rare opportunity to create even stronger connections between our communities.



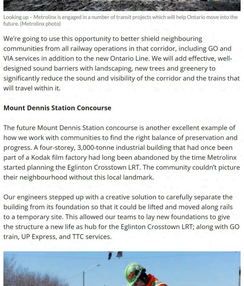
Building projects within established Toronto communities, means working to be a good neighbour. (Metrolinx photo)

Within ten years, we will have added more than 40 kilometres of new subway lines, almost 50 kilometres of new light rail transit lines, more than 200 kilometres of new GO train tracks and upwards of 100 new stations and stops to help people move throughout the GTA, Hamilton and Niagara Region. These tracks, stations and connections are needed to support the nearly 10 million people who are expected to live here by 2041. The improvements we make today will ensure a healthy region in the future.

Each and every project we’re working on will make it faster and easier for people to get to where they need to be, making their lives a little less stressful and giving personal time back in their days for what matters most.

> *“Our region is growing, but public transit growth has not kept up.”*
> **Metrolinx CEO, Phil Verster**

Still, no matter how beneficial these transit projects will be for our region, there are complex and difficult decisions that must be made. Many of those difficult decisions are about how we make these important projects fit in our already developed cities and towns. Right now, we have more than $75-billion worth of new transit projects underway. In a city such as Toronto, there isn’t an abundance of free space available to build new subway stations or to create temporary room for construction equipment. This means that Metrolinx has no choice but to acquire properties, either permanently or temporarily.



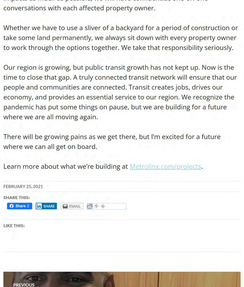
Metrolinx President and CEO, Phil Verster, speaks to members of his senior management team virtually from inside his office at Union Station. (Matt Llewellyn photo)

We meticulously work through decisions when it comes to acquiring property, and that’s why it takes time to confirm what’s needed. We understand that our decisions will affect people’s lives. Even at the early design stage, our goal is always to affect the fewest number of people and come up with as many pragmatic solutions as possible.

The Heart of Toronto

For example, the Ontario Line, where we must build critical new transit through the heart of the city and through thriving, busy communities. I’ve likened this project to performing surgery on an athlete, while they’re running a race. It’s why we’re designing the Ontario Line to travel through Riverdale and Leslieville using existing GO railway corridors that have served Toronto for decades.

By building on land that already belongs to us, where transit already operates, we can limit the number of properties we need and ensure that important community destinations stay in operation throughout construction and beyond. Using this space also enables us to avoid creating several major excavation sites, as well as dozens of hydro, natural gas, and water disruptions for our neighbours.



Looking up – Metrolinx is engaged in a number of transit projects which will help Ontario move into the future. (Metrolinx photo)

We’re going to use this opportunity to better shield neighbouring communities from all railway operations in that corridor, including GO and VIA services in addition to the new Ontario Line. We will add effective, well-designed sound barriers with landscaping, new trees and greenery to significantly reduce the sound and visibility of the corridor and the trains that will travel within it.

Mount Dennis Station Concourse

The future Mount Dennis Station concourse is another excellent example of how we work with communities to find the right balance of preservation and progress. A four-storey, 3,000-tonne industrial building that had once been part of a Kodak film factory had long been abandoned by the time Metrolinx started planning the Eglinton Crosstown LRT. The community couldn’t picture their neighbourhood without this local landmark.

Our engineers stepped up with a creative solution to carefully separate the building from its foundation so that it could be lifted and moved along rails to a temporary site. This allowed our teams to lay new foundations to give the structure a new life as hub for the Eglinton Crosstown LRT; along with GO train, UP Express, and TTC services.

“A truly connected transit network will ensure that our people and communities are connected,” writes Metrolinx CEO, Phil Verster. (Metrolinx photo)

Preserving and Elevating History

We’re also collaborating with the community to raise the profile of the site in downtown Toronto where Canada’s first parliament buildings used to stand. With the original buildings long gone, this site is now mostly occupied by a parking lot. We want to make sure that any history hidden under the surface is preserved and showcased as part of the Ontario Line design. Archaeologists will carefully explore the site before construction begins so that important artifacts can be documented and conserved. It’s also an opportunity for us work with Indigenous communities to better understand the important histories and rights of the peoples that have lived in this area for centuries. Commemorating the rich history of this site and any uncovered artifacts while delivering a much-needed transit connection will be a win-win.

Properties

Despite our best efforts, we will still need to acquire properties that are already occupied. As we refine our plans, we will explore how we might adjust infrastructure placement to lessen property impacts for the people and communities we serve. When we’re confident that we’ve minimized impacts as much as possible, we will have confidential, one-on-one conversations with each affected property owner.

Whether we have to use a sliver of a backyard for a period of construction or take some land permanently, we always sit down with every property owner to work through the options together. We take that responsibility seriously.

Our region is growing, but public transit growth has not kept up. Now is the time to close that gap. A truly connected transit network will ensure that our people and communities are connected. Transit creates jobs, drives our economy, and provides an essential service to our region. We recognize the pandemic has put some things on pause, but we are building for a future where we are all moving again.

There will be growing pains as we get there, but I’m excited for a future where we can all get on board.

Learn more about what we’re building at Metrolinx.com/projects.

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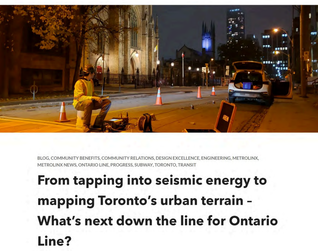

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From tapping into seismic energy to mapping Toronto's urban terrain – What's next down the line for Ontario Line?

With the recent completion of one in a series of environmental reports, Metrolinx is another step closer to starting construction for the Ontario Line. Read more about the progress that's in store – including one surprising tactic – as teams continue to flesh out plans for this critical project.

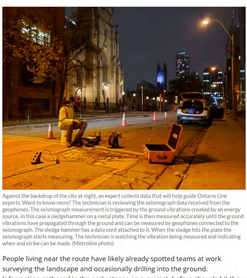
You can't get to where you're going in transit, without both a schedule as well as a map of the route. This feature is a bit of both when it comes to the next steps for the Ontario Line subway project – including the use of vehicles that dangle sensors, as occasionally a hammer is struck, to test the earth below.

The Ontario Line will add 15.6- kilometres of new subway service to Toronto's growing rapid transit network and take people from one end of the city to the other in 30 minutes or less, with quick connections to dozens of bus, streetcar, subway and GO train routes along the way.

The project continues to gain momentum.

Getting shovels in the ground

This summer, the first shovels will break ground for the Ontario Line – specifically, the early works planned for Exhibition Station.

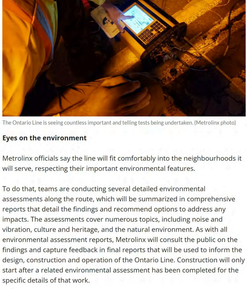


A GO train moves past Exhibition GO Station. The stop will be an important destination for the Ontario Line. (Metrolinx photo)

Ontario Line trains will run above ground at Exhibition Station, which currently accommodates GO, VIA and freight rail services. Since GO Expansion plans call for more GO train services at Exhibition Station, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both projects are properly coordinated and completed quickly. Upgrades include a new station entrance, a new platform for the Ontario Line, an extension of existing passenger tunnels, and additional access to platforms

This ground breaking follows the completion of a dedicated environmental report for the work that was completed in February and will start once a construction team is chosen at the close of the 'Early Works Tender in Market' period this summer.

Keeping an ear to the ground



Against the backdrop of the city at night, an expert collects data that will help guide Ontario Line experts. Want to know more? The technician is reviewing the seismograph data received from the geophones. The seismograph measurement is triggered by the ground vibrations created by an energy source, in this case a sledgehammer on a metal plate. Time is then measured accurately until the ground vibrations have propagated through the ground and can be measured by geophones connected to the seismograph. The sledge hammer has a data card attached to it. When the sledge hits the plate the seismograph starts measuring. The technician is watching the vibration being measured and indicating when and strike can be made. (Metrolinx photo)

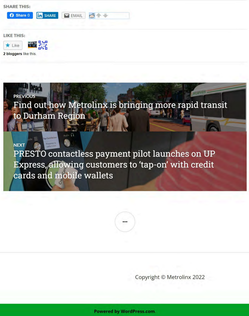
People living near the route have likely already spotted teams at work surveying the landscape and occasionally drilling into the ground. Information gathered in the early stages on a project, before shovels hit the ground for construction, is a critical part of the project. A variety of investigations and surveys are used to collect information on things like street-level conditions, underground geology, and property boundaries.

Take geophysical surveying, for example, where a vehicle slowly moves down the road, with wires connected to sensors that dangle below, dragging on the surface. Occasionally, the vehicle stops, and a hammer is struck. This generates a signal that induces seismic energy waves through the ground. As the waves are reflected back to the sensors, recordings create a map of the underground – with the absolute minimum disruption of life at surface level.

That surveying wizardry is in full effect along the Ontario Line.

Topographic surveys are also underway, collecting information on existing objects on or near the surface, like buildings, streets, manholes, walkways, retaining walls, utility poles and trees, as well as differences in elevation.

All of these studies will continue along the Ontario Line route this year to inform ongoing environmental assessments and, ultimately, to help finalize design and construction plans before shovels hit the ground.



The Ontario Line is seeing countless important and telling tests being undertaken. (Metrolinx photo)

Eyes on the environment

Metrolinx officials say the line will fit comfortably into the neighbourhoods it will serve, respecting their important environmental features.

To do that, teams are conducting several detailed environmental assessments along the route, which will be summarized in comprehensive reports that detail the findings and recommend options to address any impacts. The assessments cover numerous topics, including noise and vibration, culture and heritage, and the natural environment. As with all environmental assessment reports, Metrolinx will consult the public on the findings and capture feedback in final reports that will be used to inform the design, construction and operation of the Ontario Line. Construction will only start after a related environmental assessment has been completed for the specific details of that work.

The assessment process started with the release of the draft Environmental Conditions Report in September 2020. It presented a series of studies that explored the existing environmental conditions along the route and its surrounding areas, along with an initial understanding of potential impacts and possible solutions. Several more detailed reports will be released in 2021 and 2022 to support sound planning, design and construction work for this critical transit project, including early works reports covering areas of the alignment where Ontario Line tolling will happen in the existing GO corridor, such as the Lakeshore East Joint Corridor.

Keeping you informed and engaged

Against the backdrop of the city at night, an expert collects data that will help guide Ontario Line experts. (Metrolinx photo)

Get A Closer Look At The Timeline DOWNLOAD

The Ontario Line will be built with communities in mind and, in order to do that, Metrolinx continues to seek feedback and answer questions.

In early 2020, Metrolinx hosted in-person open houses before COVID-19 restrictions pushed most engagements to an online format. On the revamped Metrolinx Engage webpage, neighbourhood updates and environmental reports have been posted to keep the conversation going.

With more than 200,000 visits to online spaces, teams will be hosting an array of virtual engagements in 2021, including a round of online open houses starting this spring.

Metrolinx's dedicated community relations team continues to be available by phone and email to listen to community feedback, provide the latest updates and answer questions. Visit here for all the latest project details and to sign up to receive updates as Metrolinx breaks new ground with this long-awaited transit project.

Story by Sara Wilbur, Metrolinx senior advisor, Subways.

MARCH 10, 2021

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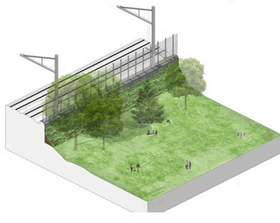

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Environmental assessment for the Ontario Line – A thorough review

As the Ontario Line proceeds through its environmental assessment (EA) process, experts are looking at potential effects on the environment, investigating and suggesting ways to limit them, and considering feedback from residents before a single shovel hits the ground for any proposed work. EAs are a critical step in all major infrastructure projects and the Ontario Line is certainly no exception. This process gives local residents a voice, as the new line is planned and designed to fit into the communities it will serve.

New rail lines change their surroundings.

While additional transit options are always a welcome change, the infrastructure and the operations that support them take some getting used to. That's why – before shovels can go into the ground – plans are designed to keep community impacts to a minimum while striving to offer maximum benefits.

The environmental assessment (EA) process provides a foundation for this important work.

"The EA process ensures that any potential environmental, economic, social and cultural effects that may occur during the lifetime of a major project are thoroughly assessed," said Carrie Sheaffer, Metrolinx Senior Manager, Environmental Programs and Assessment. "It ensures that regulators and public bodies review and consider thorough assessments before construction can begin on an infrastructure project."

This creates an opportunity for the public to get involved.

"A big part of the EA process is the consultation," Sheaffer said. "Engaging and obtaining feedback from ministries, Indigenous communities and members of the general public is integral to the process with requirements clearly spelled out in our EA regulations."

"Residents are consulted throughout and given opportunities to comment. That feedback is very important, we carefully consider it and appropriately address the comments we receive."

> *"Our team will figure out what works best to mitigate noise and vibration while also fitting seamlessly into the project."*
> **Carrie Sheaffer, Metrolinx Senior Manager, Environmental Programs and Assessment**

Metrolinx News has already reported on how feedback from the first round of open house meetings in early 2020 is being applied to the Ontario Line design.

WHAT AN EA INCLUDES

The EA process reviews a broad range of impacts.

"Typically, you look at the natural environment as one aspect and there is also the built environment," said Maria Zintchenko, Metrolinx Project Manager for Ontario Line EAs. "It also includes factors such as community amenities, traffic patterns, cultural heritage, archaeology, infrastructure and utilities.

"You get a comprehensive view of how a project fits into that environment, what the impacts are, and how to lessen those impacts. This makes for an all-inclusive assessment."

There are unique challenges to consider before building transit lines in a densely populated city like Toronto.

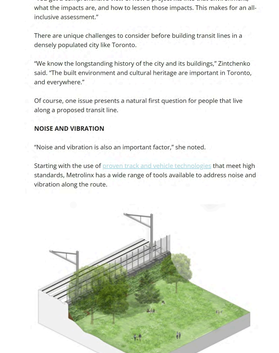
"We know the longstanding history of the city and its buildings," Zintchenko said. "The built environment and cultural heritage are important in Toronto, and everywhere."

Of course, one issue presents a natural first question for people that live along a proposed transit line.

NOISE AND VIBRATION

"Noise and vibration is also an important factor," she noted.

Starting with the use of proven track and vehicle technologies that meet high standards, Metrolinx has a wide range of tools available to address noise and vibration along the route.



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)

Metrolinx has determined that noise walls will be installed along the existing GO rail corridor through Riverside and Leslieville area. Metrolinx has already begun studying projected noise and vibration levels along the Ontario Line. Early study results show that a noise wall in this area will not only be effective in significantly reducing noise from the Ontario Line, GO Transit and VIA Rail trains, but will reduce noise below what it is today at many locations along the corridor.

Wherever possible, noise walls will be surrounded by trees, plants and attractive landscaping to enhance the appearance of the space for the community. This approach will soften the appearance of noise walls that will shield the area from the new Ontario Line as well as existing GO and VIA services.

Final noise wall designs will be subject to future studies as well as robust consultations with the City of Toronto and local community as part of the EA process.

MORE TOOLS IN THE CHEST

Noise walls will not be the only part of the plan.

The toolkit also includes options such as rail dampers, continuously-welded rail, ballast mats, floating slabs, resiliently supported rail ties and highly resilient fasteners. All of these have been proven effective on transit lines around the world.

"Our team will figure out what works best to mitigate noise and vibration while also fitting seamlessly into the project," Sheaffer said.

An EA is required for all large-scale infrastructure projects that could impact their surroundings. For transit projects across the province, they are required to follow a process set out in a regulation in order to proceed. This requirement is set out in the Transit Project Assessment Process (TPAP). Certain projects that have more predictable impacts, and are more readily managed, can follow a streamlined approach. This still protects the environment, and shortens the timeline for commencement, review and approval.

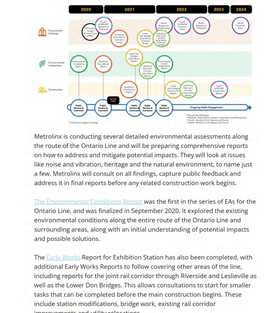
STREAMLINED EA FOR ONTARIO LINE

On June 30, 2020, the Ontario Government approved a regulation that outlines a new, streamlined EA process for the Ontario Line. The regulation will help get this transit line constructed efficiently, economically and transparently while maintaining strict environmental oversight.

"The new regulation for the Ontario Line prescribes a very similar approach to what we are used to seeing in the TPAP, with requirements for similar studies and reports," Sheaffer said.

It largely follows the existing TPAP process, except that it has added flexibility. This allows for more certainty in project planning, reduces the risk of delays, and still ensures strong environmental oversight alongside consultation at various stages of the design and procurement process for the project.

Protection of the environment will remain a priority as Metrolinx works to deliver transit relief.



Metrolinx is conducting several detailed environmental assessments along the route of the Ontario Line and will be preparing comprehensive reports on how to address and mitigate potential impacts. They will look at issues like noise and vibration, heritage and the natural environment, to name just a few. Metrolinx will consult on all findings, capture public feedback and address it in final reports before any related construction work begins.

The Environmental Conditions Report was the first in the series of EAs for the Ontario Line, and was finalized in September 2020. It explored the existing environmental conditions along the entire route of the Ontario Line and surrounding areas, along with an initial understanding of potential impacts and possible solutions.

The Early Works Report for Exhibition Station has also been completed, with additional Early Works Reports to follow covering other areas of the line, including reports for the joint rail corridor through Riverside and Leslieville as well as the Lower Don Bridges. This allows consultations to start for smaller tasks that can be completed before the main construction begins. These include station modifications, bridge work, existing rail corridor improvements and utility relocations.

As these early works reports are prepared, work is underway for a more detailed, overarching Environmental Impact Assessment Report that will provide a full analysis of impacts and mitigation measures.

Keep reading Metrolinx news – and visiting MetrolinxEngage – for details on the next round of public engagement on the Ontario Line, which will include EA consultation and other opportunities to learn about the project and provide feedback.

Story by Mike Winterburn, Metrolinx Senior Advisor

MARCH 16, 2021
JIMMIE SIMPSON PARK, # KNOXE WALLS

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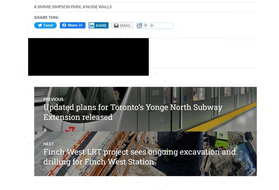

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From Copenhagen to Toronto - Looking at a world-class transit example before Ontario Line construction begins

Transit agencies are constantly comparing notes to uncover learnings: from the most recent subway projects. Copenhagen provides an interesting case study as Metrolinx moves forward with four priority subway projects, including the Ontario Line. In September 2019, Copenhagen opened its new Cityringen line with 17 stations circling through its historic downtown. Putting that many underground stations in a crowded area presented many challenges from both an engineering and public communications perspective.

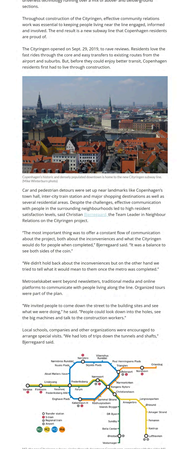
We all look forward to new transit lines that bring speed and convenience to our daily travels, but the construction comes first.

That's why every new subway project has two goals – delivering the best possible transit and minimizing the impact of construction in the communities being built. Cityringen's new line, Copenhagen's most unique challenges to overcome, and how it ultimately, like the city, grew to 17 stations circling through its downtown core.

Transit agencies are always learning from each other; so Metrolinx News reached out to Copenhagen's Metrosselskabet transit agency. Much like the planned Ontario Line, the Copenhagen subway system uses autonomous driverless technology running over a mix of above- and below-ground tunnelling.

Throughout construction of the Cityringen, effective community relations work was essential to keeping people living near the line engaged, informed and involved. The end result is a new subway line that Copenhagen residents are proud of.

The Cityringen opened on Sept. 29, 2019, to rave reviews. Residents love the fast rides through the core and easy transfers to existing routes from the airport and suburbs. But before the successful opening ceremony transit, Copenhagen residents first had to live through construction.



Copenhagen's Metro City station is 40 metres underground. It connects to the new Cityringen stations like Ørsted Plads (pictured).

Can and pedestrian detours were set up near landmarks like Copenhagen's town hall, inter-city train station and major shopping destinations as well as the historic Nyhavn waterfront. Many businesses, offices and residences remained open in the construction zone, including neighbourhoods set to high-resident densities on the Cityringen route. Rent The Team Leader is Neighbour Relations on the Cityringen project.

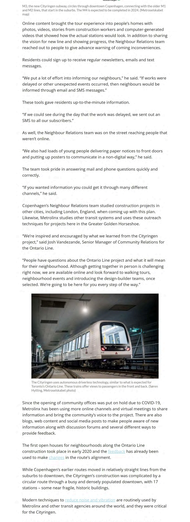
"The most important thing was to offer a constant flow of communication about the project, both about the inconveniences and what the Cityringen would bring to the neighbourhood in the long term," Bjerregaard said. "It was a lesson we see both sides of the coin."

"We didn't hold back about the inconveniences but on the other hand we tried to tell what it would mean to them once the metro was completed."

Metrosselskabet went beyond newsletters, traditional media and online platforms to communicate with people living along the line. Organized tours were part of the plan.

"We invited people to come down the street to the building sites and see what we were doing," he said. "People could look down into the holes, see the big machines and talk to the construction workers."

Local schools, companies and other organizations were encouraged to arrange special visits. "We had lots of trips down the tunnels and shafts," Bjerregaard said.



MAP: the new Cityringen subway, circles through downtown Copenhagen, connecting with the older M1 and M2 lines. Source: Metrosselskabet. Click to view a larger version in a new window.

Online content brought the tour experience into people's homes with photos, videos, stories from construction workers and computer-generated videos that showed how the actual stations would look. In addition to sharing the vision for how the line and stations would look, the Metrosselskabet also reached out to people to give advance warning of coming inconveniences.

Residents could sign up to receive regular newsletters, emails and text messages.

"We put a lot of effort into informing our neighbours," he said. "If works were delayed or other unexpected events occurred, then neighbours would be informed through email and SMS messages."

These tools gave residents up-to-the-minute information.

"If we could see during the day that the work was delayed, we sent out an SMS to all our subscribers."

As well, the Neighbour Relations team was on the street reaching people that weren't online.

"We also had loads of young people delivering paper notices to front doors and putting up posters to maintain contact in a non-digital way," he said.

The team took pride in answering mail and phone questions quickly and correctly.

"If you wanted information you could get it through many different channels," he said.

Copenhagen's Neighbour Relations team studied construction projects in other cities, including London, England, when coming up with this plan. Likewise, Metrolinx studies other transit systems and uses those outreach techniques for projects here in the Greater Golden Horseshoe.

"We're inspired and encouraged by what we learned from the Cityringen project," said Josh Vandecasteele, Senior Manager of Community Relations for the Ontario Line.

"People have questions about the Ontario Line project and what it will mean for their neighbourhood. Although getting together in person is challenging right now, we are available online and look forward to walking tours, neighbourhood events and introducing the design-builder teams, once selected. We're going to be here for you every step of the way."

The Church of Our Saviour (Vor Frelsers Kirke) is one of Copenhagen's most famous landmarks. Its tower is 90 metres tall and has a spiral staircase on the outside. Tower Keeping: Metrosselskabet photo.

Since the opening of community offices was put on hold due to COVID-19, Metrolinx has been using online events and virtual meetings to share information and bring the community's voice to the project. There are also blogs, web content and social media posts to make people aware of new information along with discussion forums and several different ways to provide feedback.

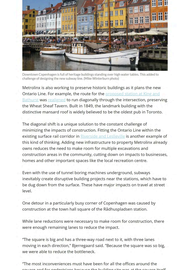
The first open houses for neighbourhoods along the Ontario Line construction took place in early 2020 and the Portland has already been created on the Ontario Line's alignment.

While Copenhagen's earlier routes moved in relatively straight lines from the suburbs to the Cityringen, Copenhagen's construction was complicated by a circular route through a busy and densely populated downtown, with 17 stations – some near-flight, historic buildings.

Modern techniques to minimize noise and vibration are routinely used by Metrolinx and other transit agencies around the world, and they were critical for the Cityringen.

Particular care was taken at Marmorkirken station which is near Frederiks Church (popularly known as the Marble Church) which dates back to 1749. It is the only station where the two tunnels are stacked on top of each other (they are parallel on the rest of the route) to stay further away from the church.

During construction, approximately 1,000 recording devices were used in the area to monitor and control any tremor that within its structure nor its artifacts were disturbed.



Inside the historic Marble Church, approximately 1,000 sensors were placed to monitor vibration and movement during construction of the Cityringen subway. Construction was carefully managed to avoid any nearby Marmorkirken artifacts. (Photo: Metrosselskabet)

The extra precautions were doubly important as the station is near the Royal Palace.

Older houses also required special attention. In the 17th and 18th century, many of the city's oldest houses were built on foundations of wooden piles that were driven into the ground underneath. Construction had to prevent in a way that would not disturb the water tables because if they were lowered, the piles would have rotted.

Downtown Copenhagen is full of heritage buildings standing over high water tables. This added to challenges of digging tunnels near the Royal Palace (Amalienborg Slot).

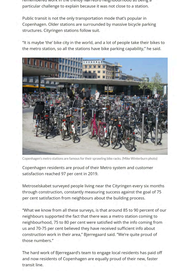
Metrolinx is also working to preserve historic buildings as it plans the new Ontario Line stations at Queen–King and Osgoode.

Ontario Line tunnelling is now not dissimilar to the Cityringen's, preserving the Wheat Sheaf Tavern. Built in 1840, the landmark building with the distinctive mansard roof is widely believed to be the oldest pub in Toronto.

The diagonal shift is a unique solution to the constant challenge of minimizing the impacts of construction. Fitting the Ontario Line within the existing corridor is a challenge that Metrolinx and its partners is another example of this kind of thinking. Adding new infrastructure to property Metrolinx already owns is one way to avoid the need to acquire private properties and minimize disruptions to the community. Cutting down impacts to businesses, homes and other important spaces like the local recreation centre.

Even with the use of tunnel boring machines underground, subways inevitably create disruptive building activity above ground, which is never to be dug down from the surface. These have major impacts on travel at street level.

One detour in a particularly busy corner of Copenhagen was caused by construction at the town hall square of the Rådhuspladsen station.



Construction of the Rådhuspladsen station created delays for pedestrians and drivers in Copenhagen and at the city, near the town square, seen here in April 2019. (Flickr/Morten Lauritsen)

This five-construction crane, 15 m-deep pit near Town Hall Square.

Relocation shifts also require digging from the surface. Bjerregaard remembered walks in the trendy Nørrebro neighbourhood as being a particular challenge to explain because it was not close to a station.

Public transit is not the only transportation mode that's popular in Copenhagen. Older stations are surrounded by massive bicycle parking structures. Cityringen stations follow suit.

"It is maybe 'the' bike city in the world, and a lot of people take their bikes to the metro station, so all the stations have bike parking capability," he said.

Copenhagen's metro stations are famous for their sprawling bike racks. (Mike Winterburn photo)

Copenhagen residents are proud of their Metro system and customer satisfaction tested 97 per cent in 2019.

Metrosselskabet surveyed people living near the Cityringen every six months through construction, constantly measuring success against the goal of 75 per cent satisfaction from neighbours during construction.

"What we knew from all these surveys, is that around 85 to 90 percent of our neighbours supported the fact that there was a metro station coming to neighbourhood, 75 to 80 per cent were satisfied with the info coming from us and 70-75 per cent believed they have received sufficient info about construction work in their area," Bjerregaard said. "We're quite proud of those numbers."

The hard work of Bjerregaard's team to engage local residents has paid off and now residents of Copenhagen are equally proud of their new, faster transit line.

Metrolinx will continue to study best practices from Europe and around the globe as it works to deliver the Ontario Line and other world-class transit projects.

Story by Mike Winterburn, Metrolinx Senior Advisor

MARCH 23, 2021
BY CONVERSATION ENTREPRENEURSHIP THOMAT AGENCY

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How transit corridor lands will shorten construction timelines

Building transit in a large, urban landscape is a big challenge. With the region decades behind on building much-needed subways, getting shovels in the ground and keeping priority transit projects on track is more important than ever. Here's what it means to those living and working near some major transit projects around Toronto.

Building transit quickly and efficiently means using the right tools.

This feature is about one of those important tools – 'transit corridor lands'. Created under the Building Transit Faster Act, 2020,transit corridor lands will help Metrolinx ensure priority subway projects stay on track.

Many who own or occupy these lands will likely experience little to no impacts. For others, it may mean a small change to business as usual.

> ***"The creation of transit corridor lands will ultimately help Metrolinx shorten planning and construction timelines for these projects, meaning fewer community disruptions in the long run"***
>
> **Jason Ryan, Metrolinx vice-president of pre-construction services**

Let's review the landscape first.

Over the next 10 years, Metrolinx will add more than 40 kilometres of new subway lines, almost 50 kilometres of new light rail transit lines, more than 200 kilometres of new GO train tracks and upwards of 100 new stations and stops to help people move throughout Toronto and the Greater Golden Horseshoe Region. These new connections will be crucial in supporting the nearly 10 million people who are expected to live in the region within the next two decades.

The boundaries for the transit corridor lands are set by looking at the existing local infrastructure, the route and design of the transit line, and how each line will be built. (Metrolinx photo)

REDUCING DISRUPTIONS

But before these benefits can be realized, these projects need to be built. When building transit, construction can be disruptive and frustrating, both for those living and working next to construction sites and those who need to travel through them. Preventing delays known to slow down transit construction can help reduce this disruption and ensure that communities enjoy the benefits of rapid transit sooner.

To avoid the types of delays that have bogged down transit projects in the past, areas called transit corridor lands are being created around for four priority transit projects – the Ontario Line, the Eglinton Crosstown West Extension, the Scarborough Subway Extension and the Yonge North Subway Extension.

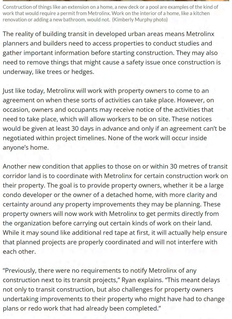
"The creation of transit corridor lands will ultimately help Metrolinx shorten planning and construction timelines for these projects, meaning fewer community disruptions in the long run," explains Jason Ryan, vice-president of pre-construction services at Metrolinx.

"These changes will give us a better understanding of what work might be happening along the transit corridor so that we can avoid unnecessary construction delays and give property owners more certainty about the changes and improvements they want to make to their properties."

The boundaries for the transit corridor lands are set by looking at the existing local infrastructure, the route and design of the transit line, and how each line will be built. A 30-metre buffer area is then set around the lands to allow for any other needs that come up through further design and construction work.

WORKING WITH THOSE NEARBY PROJECTS

People who own or occupy property within the transit corridor lands and the 30-metre buffer areas will receive written notification, which will provide further details about what the transit corridor land designation means for them. Letters will be going out shortly to those along the Eglinton Crosstown West Extension and Scarborough Subway Extension corridors, with notifications to those along the Ontario Line and Yonge North Subway Extension following a little later this year.



Construction of things like an extension on a home, a new deck or a pool are examples of the kind of work that would require a permit from Metrolinx. Work on the interior of a home, like a kitchen renovation or adding a new bathroom, would not. (Kimberly Murphy photo)

The reality of building transit in developed urban areas means Metrolinx planners and builders need to access properties to conduct studies and gather important information before starting construction. They may also need to remove things that might cause a safety issue once construction is underway, like trees or hedges.

Just like today, Metrolinx will work with property owners to come to an agreement on when these sorts of activities can take place. However, on occasion, owners and occupants may receive notice of the activities that need to take place, which will allow workers to be on site. These notices would be given at least 30 days in advance and only if an agreement can't be negotiated within project timelines. None of the work will occur inside anyone's home.

Another new condition that applies to those on or within 30 metres of transit corridor land is to coordinate with Metrolinx for certain construction work on their property. The goal is to provide property owners, whether it be a large condo developer or the owner of a detached home, with more clarity and certainty around any property improvements they may be planning. These property owners will now work with Metrolinx to get permits directly from the organization before carrying out certain kinds of work on their land. While it may sound like additional red tape at first, it will actually help ensure that planned projects are properly coordinated and will not interfere with each other.

"Previously, there were no requirements to notify Metrolinx of any construction next to its transit projects," Ryan explains. "This meant delays not only to transit construction, but also challenges for property owners undertaking improvements to their property who might have had to change plans or redo work that had already been completed."

Construction of things like an extension on a home, a new deck or a pool are examples of the kind of work that would require a permit from Metrolinx. Work on the interior of a home, like a kitchen renovation or adding a new bathroom, would not.

OPENING THE LINES OF COMMUNICATION

Consider the before scenario: You are planning to build an in-ground pool, or an addition on your home. You're not aware that it may actually conflict, or be somehow impacted by, planned construction of a new transit line that will serve your community. You finalize your plans and you start building, only to find out that you may need to pause your work because it poses a design, structural, or safety risk to you or for nearby transit construction.

Now with these new policies, Metrolinx can help property owners avoid this situation because they'll check in with Metrolinx early on in their own planning processes to ensure the designs and manner of construction are compatible, and to see what permits they might need. This important new step will help transit construction stay on schedule, make sure families and neighbourhoods aren't disrupted any longer than they have to be, and give property owners certainty about the improvements they can make. Getting plans approved and properly lined up early on will help people save time and avoid extra work.

LONG-TERM GAINS

Planning and building transit can be long and disruptive, and finding ways to do things better and faster will cut down on the time people have to deal with construction impacts. If you think of it in terms of short-term pain for long-term gain, these changes will ensure any pain is even more short-term so communities can spend more time benefiting from efficient transit.

For more information about owning or living on land near Metrolinx transit projects, attend one of two virtual question and answer sessions that will be held – one on March 30 for the Scarborough Subway Extension and another on March 31 for the Eglinton Crosstown West Extension.

You can find out more about those sessions by visiting Metrolinx.com/ScarboroughSubway or Metrolinx.com/EglintonWest. You can also find more information about property and transit construction at Metrolinx.com/property.

Story by Kimberly Murphy, Metrolinx senior advisor, Subways

MARCH 29, 2021

#BUILDING TRANSIT FASTER ACT, # TRANSIT CORRIDOR LANDS

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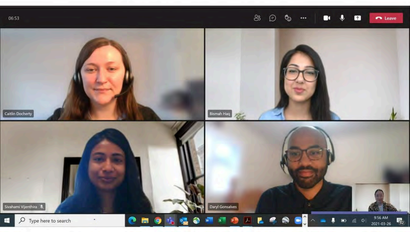


ACCESSIBILITY, COMMUNITY BENEFITS, COMMUNITY RELATIONS, METROLINX, ONTARIO LINE, SUBWAY, TORONTO

How Metrolinx is continuing the conversation around the Ontario Line during a time of social distancing

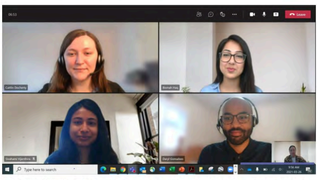
When you have questions about the Ontario Line, Metrolinx is here to help. While COVID-19 has impacted things, the team behind the subway route is still available. Virtual tools are being expanded to keep the conversation going and provide opportunities to share feedback. In the weeks ahead, virtual open houses and engagements will provide more information about the Ontario Line and give you an opportunity to share input.

As surely as transit lines offer rides in both directions, planning for those lines must also include a two-way information exchange.

Those conversations have typically been face-to-face, but like almost everything else in our lives, they have changed since COVID-19. Before the pandemic, very well attended town hall gatherings on the project were held in late January and early February 2020.

The turnout was a clear demonstration of the appetite for more information about the line. These evenings provided opportunities for people to share their ideas directly with Metrolinx staff, whether that was through one-on-one conversations or in the surveys they filled out.

This engagement was mirrored online for participants who couldn't make it to any of the in-person events.



Look familiar? Members of Ontario Line's community relations team gather in an online meeting. (Metrolinx image)

Later in 2020, virtual consultations quickly became the norm in response to social distancing and stay-at-home measures introduced to help deal with the pandemic. In the fall, an extensive round of virtual engagement followed the release of neighbourhood updates for the West, Downtown, East and North segments and was held entirely online. With robust website updates including track and platform details and neighbourhood maps, the Metrolinx Community Relations team collected feedback via email, phone and in video conference meetings.

Well now, amid continuing COVID-19 safety measures, the next neighbourhood meeting will also take place online.

Keep checking Metrolinx.com/OntarioLine for more information on virtual events that will be taking place this spring.

Online meetings have emerged as an important tool for community engagement through a year of lockdowns and social distancing.

In recent years – especially prior to COVID-19 – residents in neighbourhoods surrounding transit construction became accustomed to bumping into the Metrolinx Community Relations team. They were found setting-up information tables in libraries, bringing pop-up displays to condo lobbies, meeting people in coffee shops and at work in community offices.

The places where the conversations happen have changed, but the dialogue has continued.

"We are constantly having conversations with interested members of the public and community groups, so they can learn more about the project and provide feedback," Vandezande says "Wherever possible, our project team incorporates that feedback into our plans.

"Building transit in a city of unique neighbourhoods means we have a lot to learn about the places and people who will be impacted, so now, we just need to get ourselves accustomed to a new mode of connecting with each other."

Looking forward, community offices in neighbourhoods along the line will offer additional locations for discussions between Metrolinx and local community members. Although the openings have been delayed by the pandemic, storefront meeting places remain an important part of the Metrolinx plan.

With geotechnical drilling underway to help the technical team learn more about the ground the tunnels will go through, work crews have been active in several neighbourhoods along the route.

Advance notice about the work is more important than ever before, especially since so many people are working from home during the pandemic. That's why the Metrolinx Community Relations team has ramped up efforts to provide notice about when crews will be working along various parts of the line. While following safety procedures, team members have visited residents who've had questions or concerns.

Since the pandemic has impacted in-person conversations, digital public engagement is now even more critical for the Ontario Line and other projects that are reaching key milestones. Metrolinx has been using this approach for years with its websites and social media channels, and its online presence is growing.

"It's something we've been passionate about as an organization because of the many benefits offered from online engagement, largely around inclusivity and accessibility," said Peter Bailey, the Metrolinx manager for Digital Public Engagement.

Bailey noted three major benefits of the online approach. First, people can choose the most convenient time and place to participate; second, they can take as long as they like to review and consider the materials that most important to them; and third, the feedback is posted publicly so participants are able to benefit from each other's submissions, thinking and ideas.

"We will also keep rolling out live-interactions through virtual meeting tools to ensure we're safely getting to know the community, understanding shared interests with people and building the relationships that are vital to making this project a success," Bailey said.

Environmental reports covering the existing conditions along the line and for early works at Exhibition Station for things like noise and vibration, cultural heritage and traffic, were completed and released for public feedback. Several additional reports will follow, including early works reports for the joint rail corridor through Riverside and Leslieville as well as the Lower Don Bridges and the detailed Environmental Impact Assessment Report that provides a full analysis of the line.

To reach Metrolinx directly regarding the Ontario Line project and construction, call 416-202-5100, send an email to OntarioLine@metrolinx.com or visit Metrolinx.com/OntarioLine to learn more and sign up for e-newsletters delivered to your inbox.

Editor's note – This story was updated on March 31, to reflect a change in a planned open house.

Story by Mike Winterburn, Metrolinx Senior Advisor

MARCH 30, 2021

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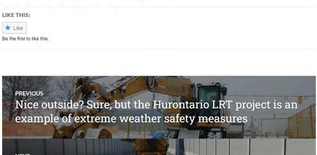
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Refined Ontario Line plans will better serve communities of Riverside, Leslieville

Rearranging Ontario Line tracks within the existing GO rail corridor in Riverside and Leslieville will result in a better customer experience, slim down permanent infrastructure, and protect more park space. Read more for a preview of the updates Metrolinx will be sharing at an upcoming virtual open house for the Ontario Line's East Segment.

In an effort to increase benefits to customers and communities, Metrolinx continues to adjust and refine plans for the Ontario Line – specifically, how tracks will be arranged within the existing rail corridor currently used by GO Transit in the Riverside and Leslieville communities.

Early plans had Ontario Line tracks on either side of the GO tracks within the rail corridor in the above-ground section of the line that runs from Don Yard through to Gerrard. New plans now put Ontario Line tracks beside each other – on the northern side as it moves from the Don Yard across the Don River, and on the western side as it curves north and heads through Leslieville to the portal at Gerrard.

Ultimately, this adjustment will allow Metrolinx to minimize the footprint of the stations, since having an Ontario Line track on either side of the corridor would have required two separate buildings to access each track. Putting the tracks side-by-side will allow for single, streamlined station buildings at Gerrard and Leslieville stations that will serve trains in both directions, making station and platform access easier for customers while reducing the area needed for permanent infrastructure.

PREVIOUSLY STUDIED STRADDLE OPTION
Metrolinx Property Line
Ontario Line
Track
Station Platform
Pedestrian Bridge
Donlands Station
Donlands Station
Donlands Station