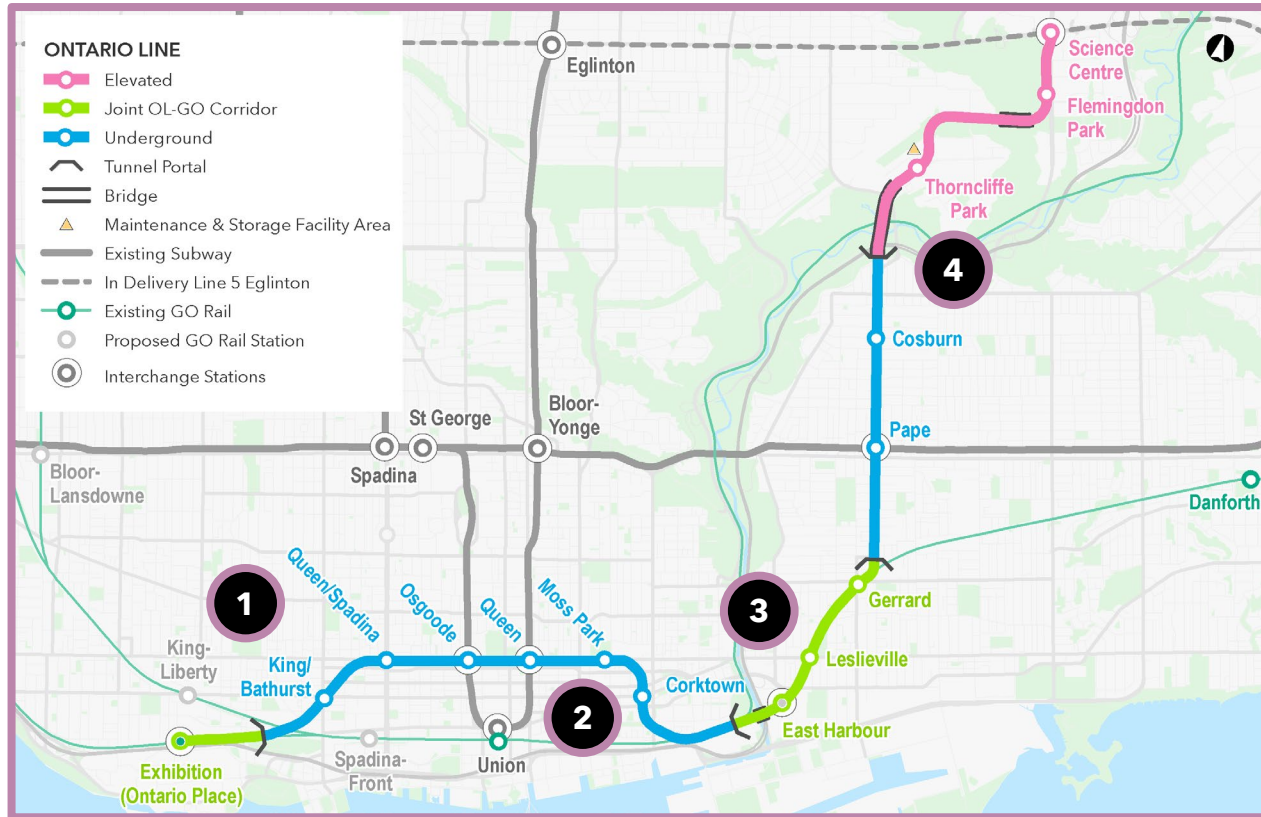


Ontario Line

Thornccliffe Park, Flemington Park and Science Centre

The Ontario Line



1 West
(Exhibition to Queen/Spadina)

2 Downtown
(Osgoode to Don Yard)

3 East
(East Harbour to Pape South)

4 North
(Pape to Science Centre)



15.6 kilometres long



15 stations



As frequent as every 90 seconds during rush hour



388,000 daily boardings



40+ connections to other transit options



255,000 more people within walking distance to transit

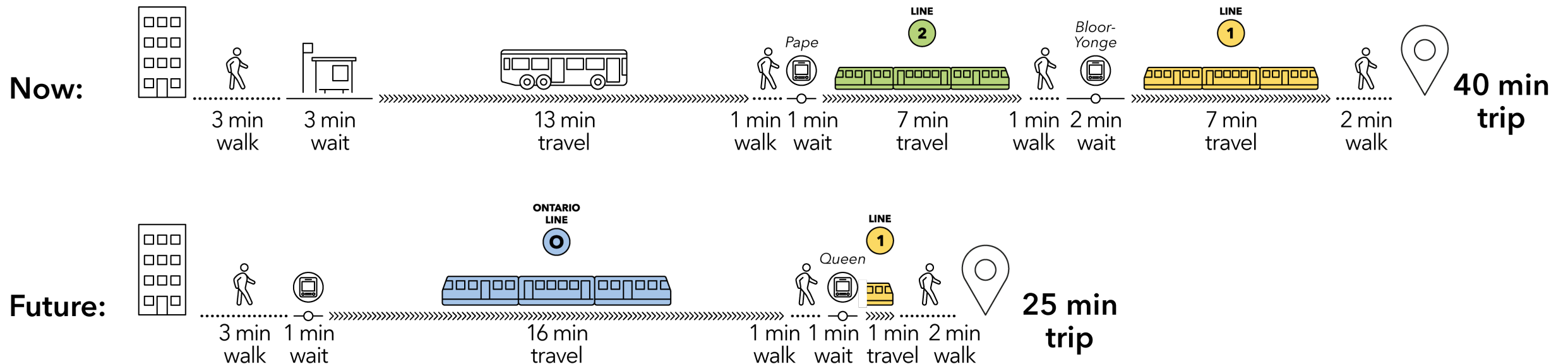


Up to 47,000 more jobs accessible in 45 minutes or less, on average

Faster commutes

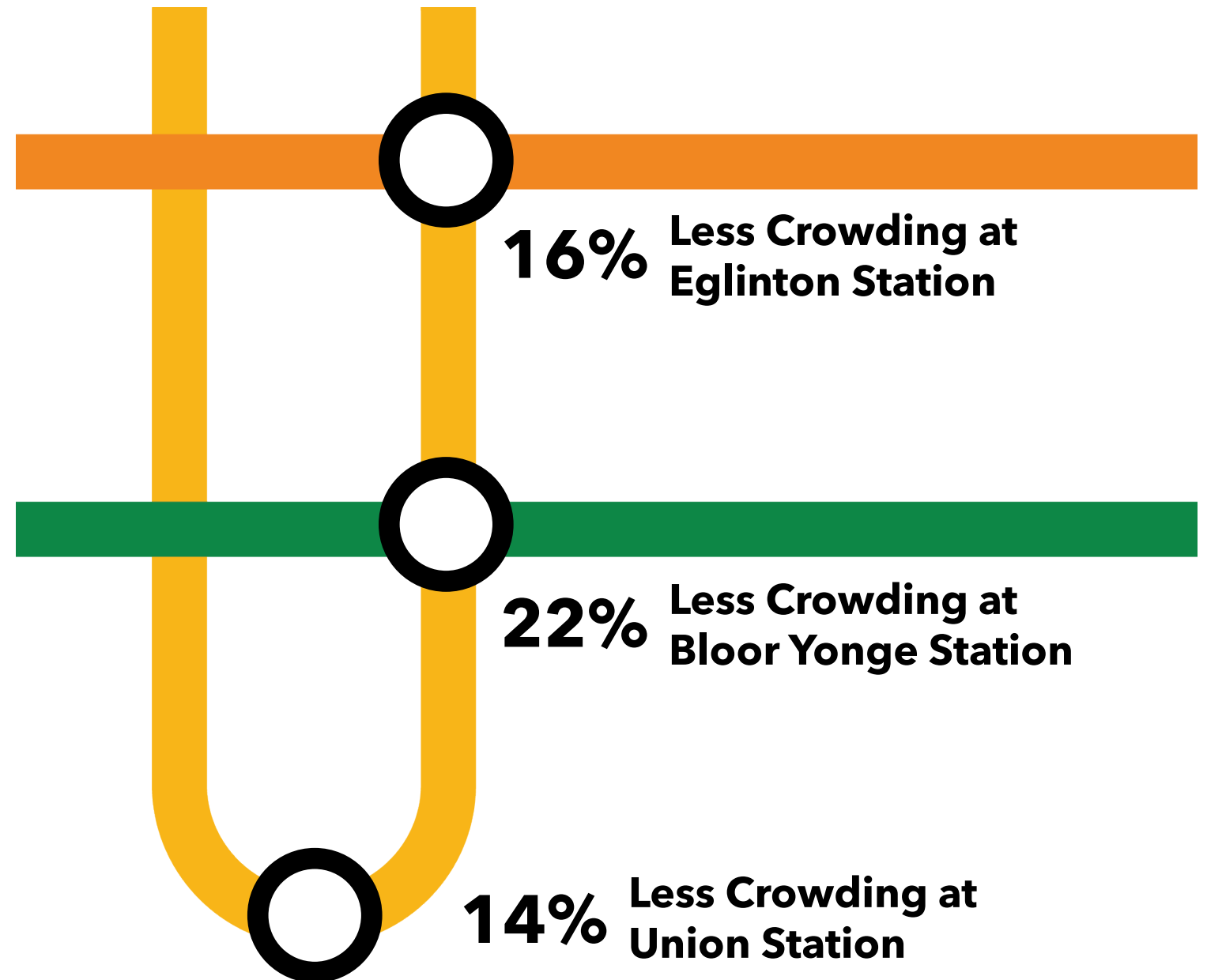
- A trip across the entire Ontario Line will take 30 minutes or less, getting you from the Ontario Science Centre all the way to Exhibition Place in record time.
- From Thorncliffe Park, a commute to the heart of downtown would be 25 minutes instead of the current 40.

Thorncliffe Park to King & Bay intersection:



Less crowding

- The Ontario Line could reduce crowding by as much as 15% on the busiest stretch of the TTC's Line 1.
- It would significantly reduce crowding at numerous stations across the network, including at the key transfer points shown on the right.



Environment

Environmental Conditions Studies



Archaeological Resources



Built Heritage Resources & Cultural Landscapes



Noise & Vibration



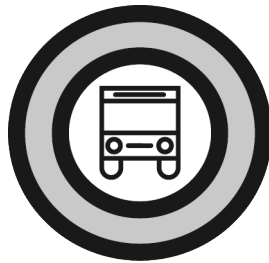
Natural Environment



Socio-Economic & Land Use Characteristics



Air Quality



Traffic & Transportation



Soil & Groundwater

Environmental Reports



Environmental Conditions Report

Impact Assessment



Early Works Reports



Environmental Impact Assessment Report

What are the procurement packages?

Rolling Stock, Systems, Operations and Maintenance (RSSOM)



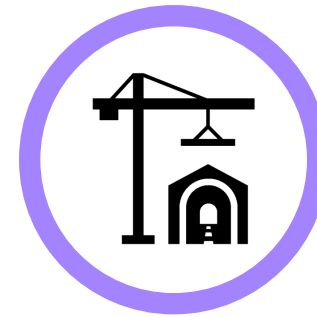
- Design, build, operate and maintain trains
- Design, build, operate and maintain track, communications, train control systems, and maintenance and storage facility
- The TTC will be responsible for day-to-day operations as they relate to customer-facing activities such as fare enforcement and network transit control

Southern Civil, Stations and Tunnel



- One above-ground station integrated with existing GO Transit Exhibition station
- Two underground stations integrated with existing TTC Osgoode and Queen stations
- Four new underground stations (King/Bathurst, Queen/Spadina, Moss Park, Corktown)
- Two portals
- A six-kilometre tunnel

Northern Civil Stations, and Tunnel



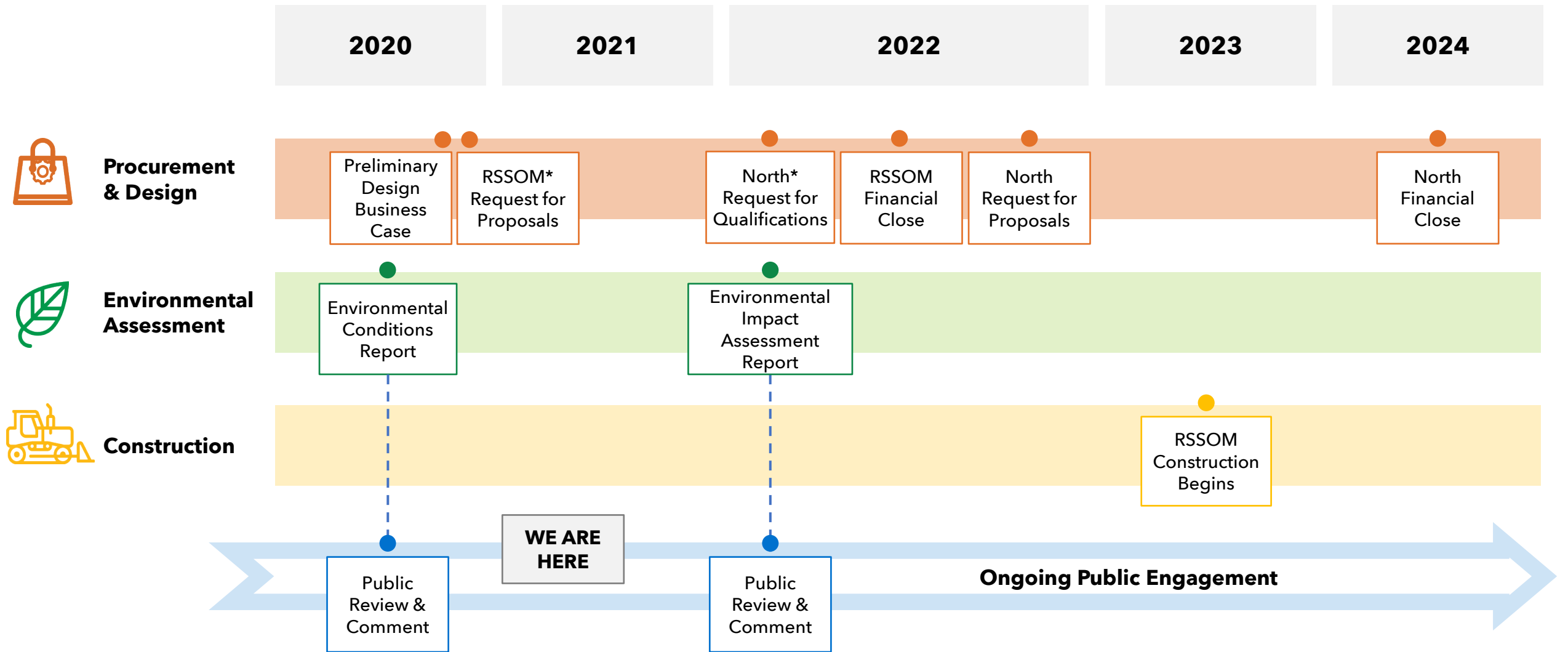
- Seven new stations
- A three-kilometre tunnel
- Two portals
- Bridges
- Elevated guideways

Early Works Contracts



- Bridge, track and other preparatory activities along the joint rail corridor where the Ontario Line will operate next to existing GO Transit rail services, including at Exhibition station

Timeline

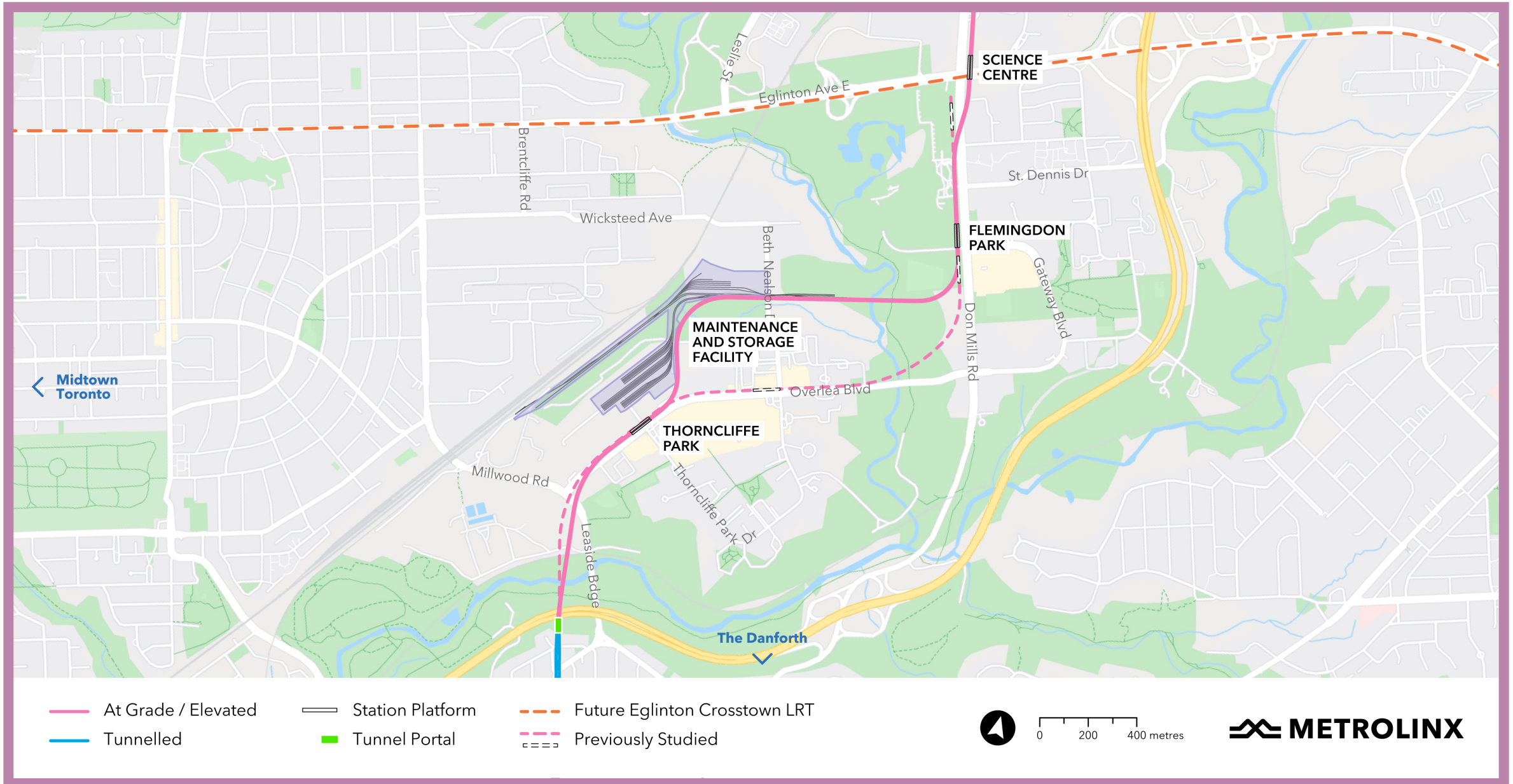


Timelines are subject to change

*Procurement Packages:

- RSSOM - Rolling Stock, Systems, Operations and Maintenance
- North - Northern Civil, Stations and Tunnel

North Segment



Ontario Line Features

- Electric, automated (driverless) trains
- Train doors will automatically open and close in sync with platform edge doors.
- Tracks and stations will be elevated above the street in Thorncliffe Park and Flemingdon Park, similar to elevated transit lines in Vancouver, London, Singapore, and Shanghai.



Example elevated transit lines in Vancouver and London

Why will the Ontario Line use elevated guideways?

- Tunneling deep enough to reach under the Don River would have required the station at Thorncliffe Park to be roughly 70 metres underground.

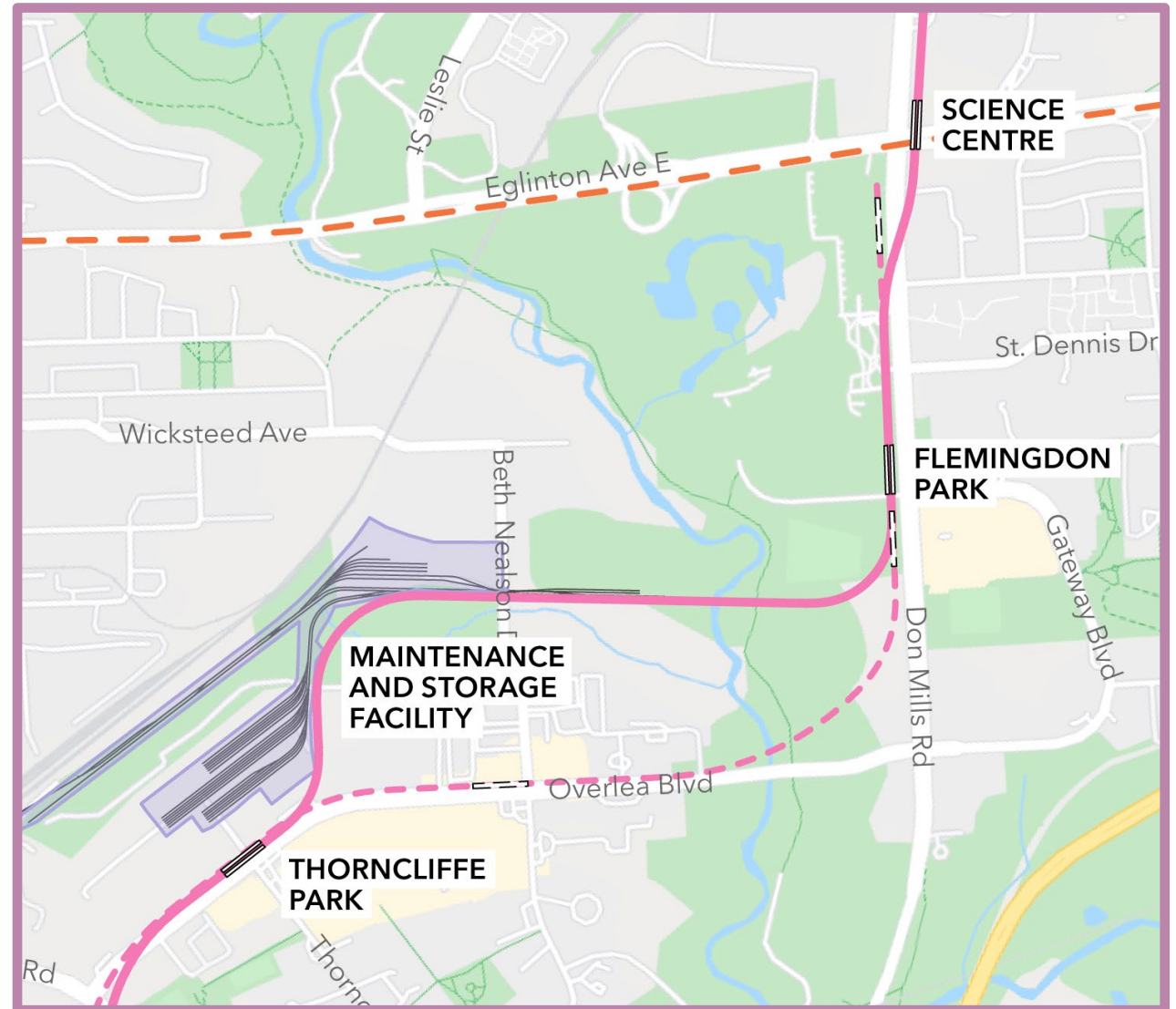
Having above-ground stations in this area will:



✓ Eliminate up to **5 escalators** needed to get from the surface to Ontario Line platforms



✓ Cut up to **8 minutes** of added connection time between surface transit and platforms



Why will the Ontario Line use elevated guideways? (cont'd)

- Tunneling is a disruptive process, requiring multiple excavation sites and construction laydown areas in the community, which would have major impacts on surrounding businesses and residential properties.
- In Thorncliffe Park and Flemingdon Park, wide streets can accommodate elevated guideways while limiting impacts to neighbouring buildings.

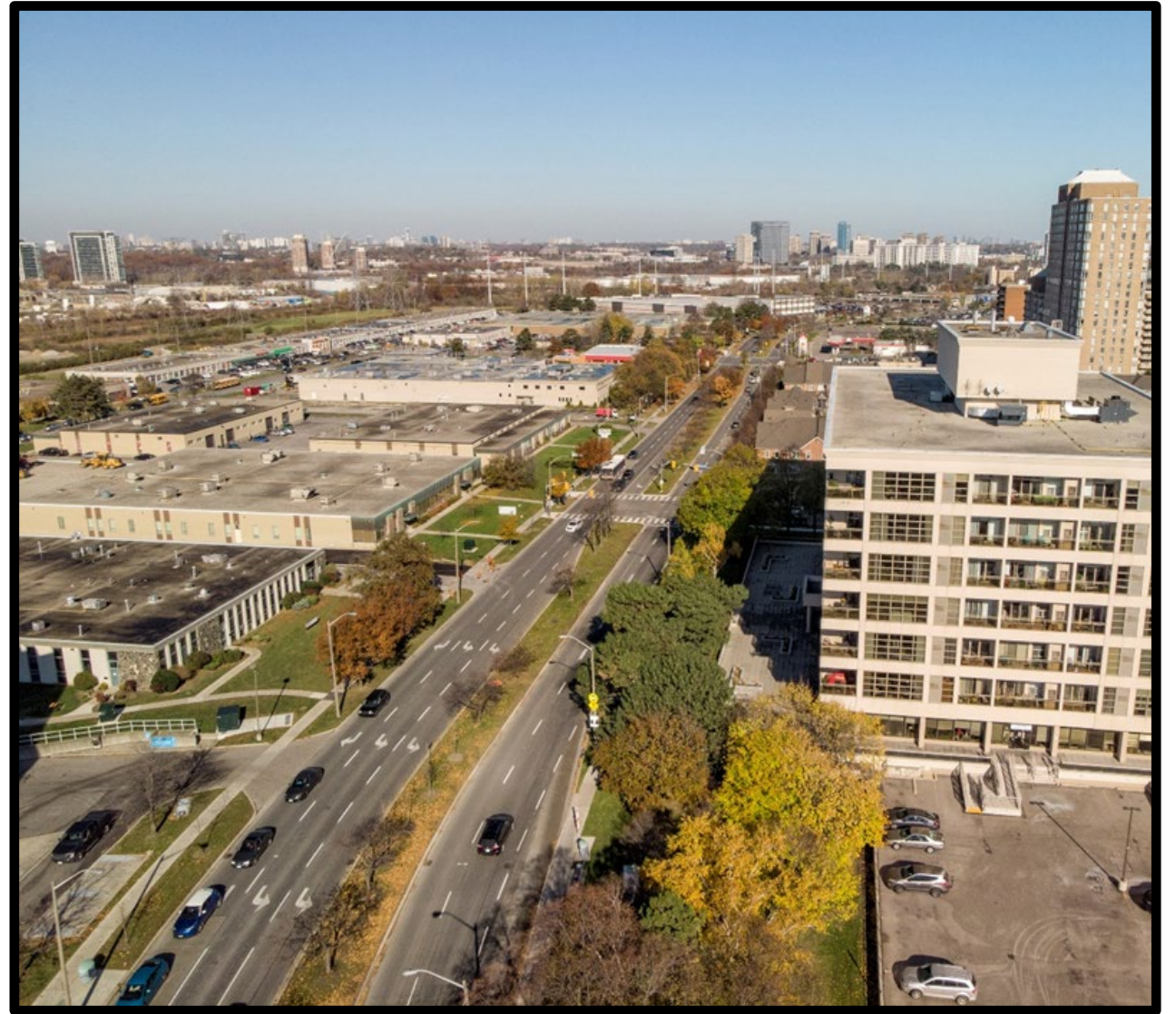
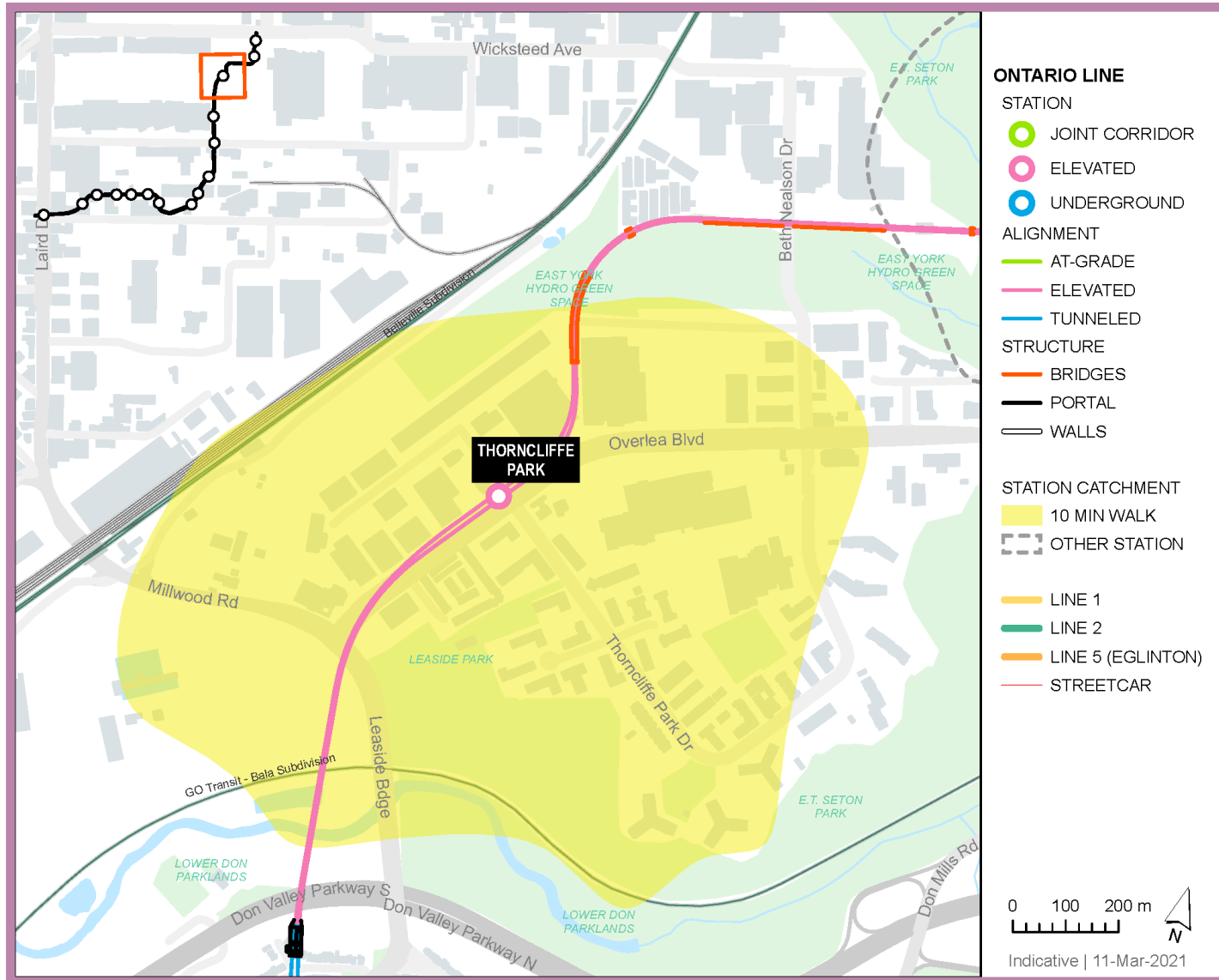


Photo of Overlea Boulevard

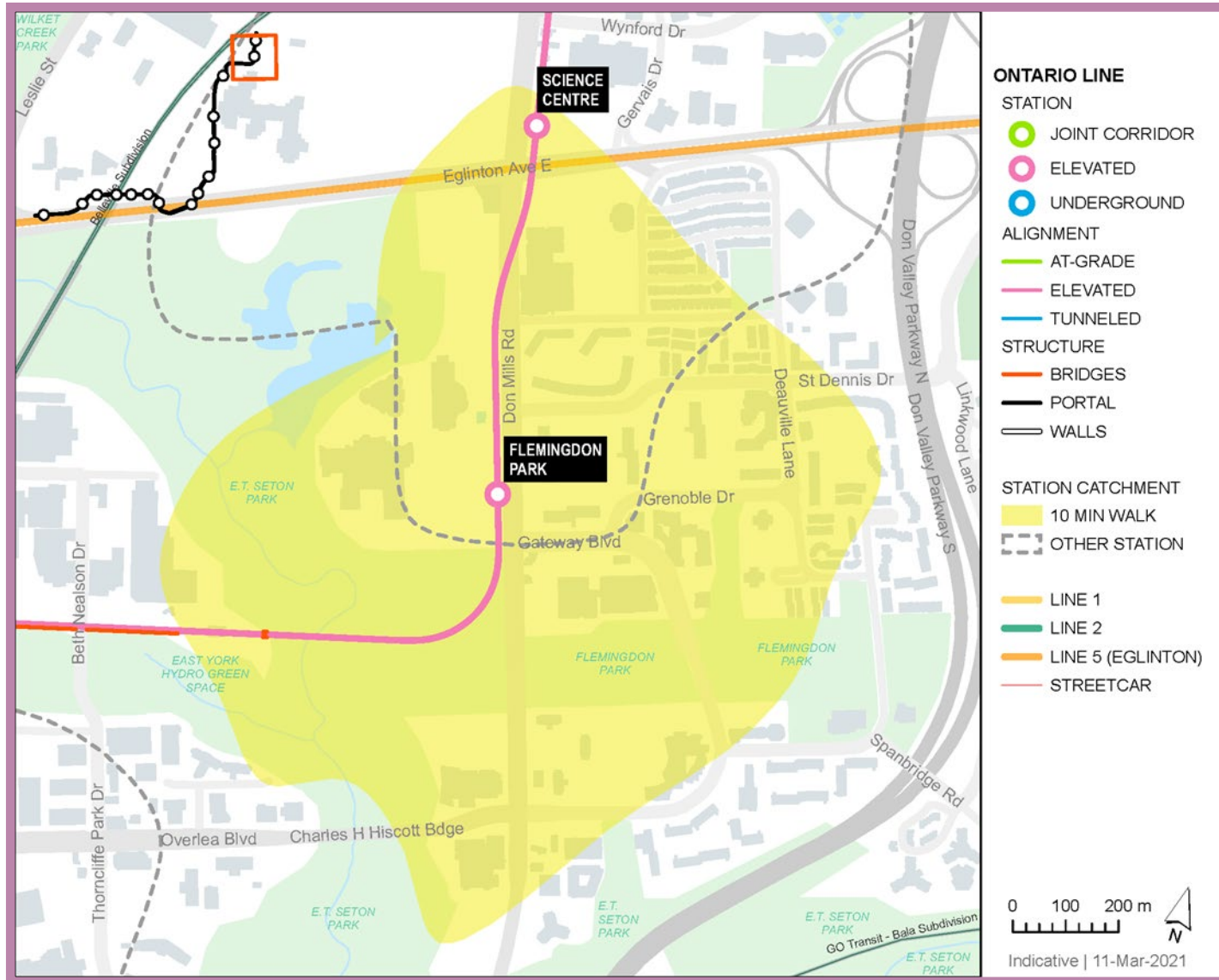
Station location: Thorncliffe Park



Estimated ridership

- 3,100 in total
- 2,100 boardings
- 1,100 alightings

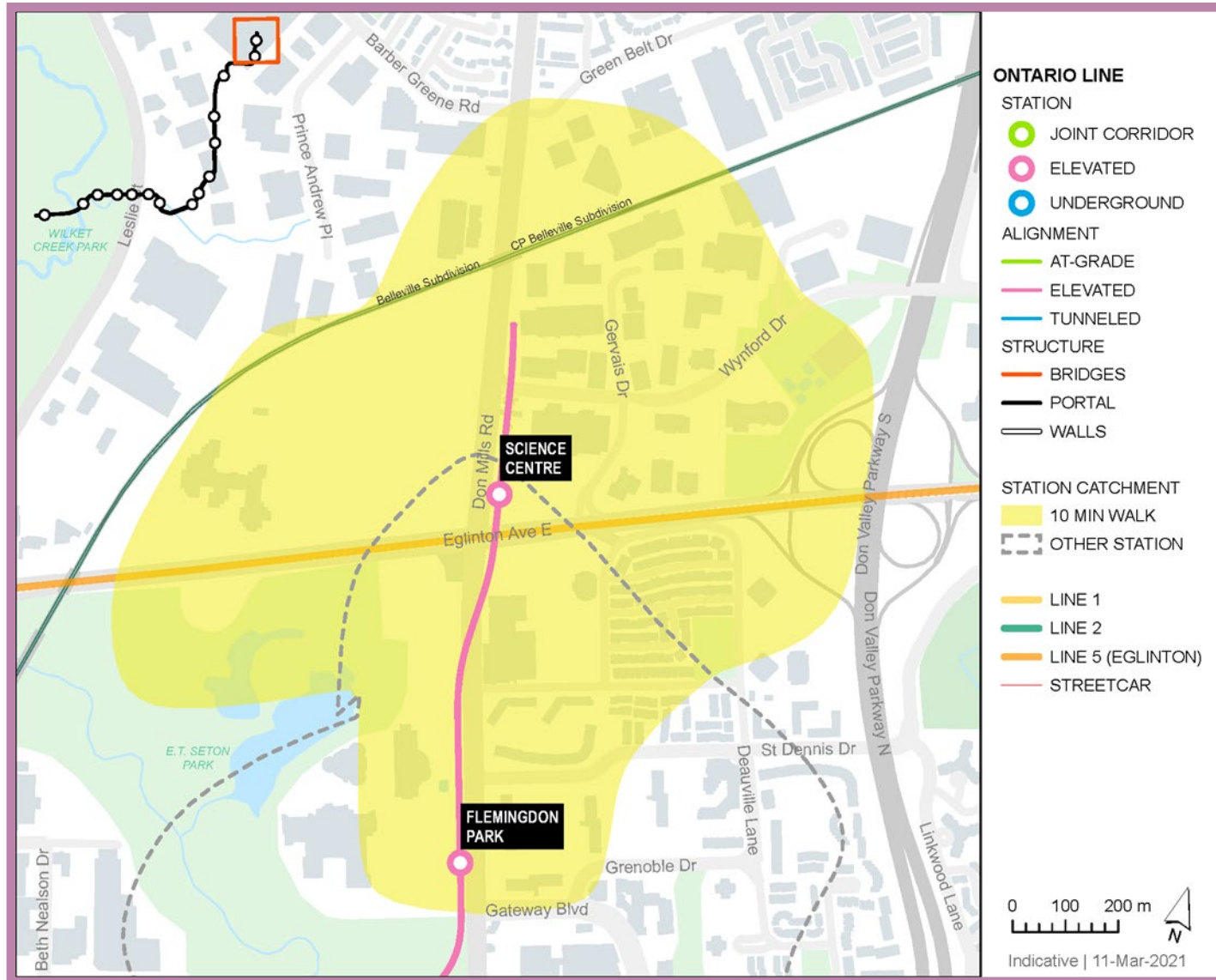
Station location: Flemingdon Park



Estimated ridership

- 2,700 in total
- 1,700 boardings
- 1,100 alightings

Station Science Centre station



Estimated ridership

- 5,800 in total
- 3,600 boardings
- 2,200 alightings

What is a maintenance and storage facility?

- The maintenance and storage facility is where Ontario Line trains will be housed, inspected, cleaned, and maintained.
- The Ontario Line maintenance and storage facility will be located in the southeast corner of the Leaside Business Park.
- Once built, the Ontario Line is expected to support 300 full-time jobs at the maintenance and storage facility.



Representative photo of Eglinton Crosstown maintenance and storage facility (2018)

How was the location chosen?

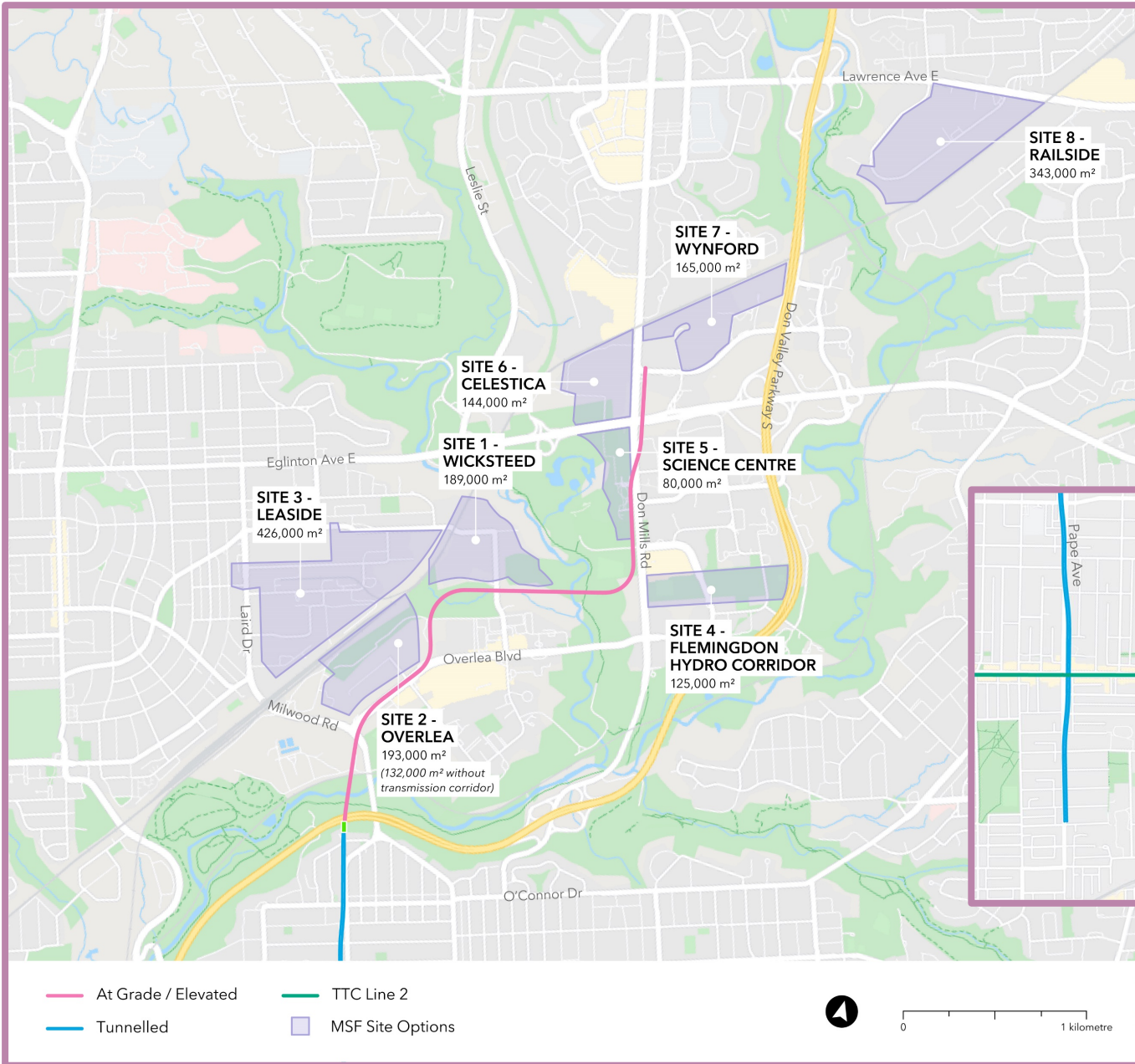
- We studied numerous options in close collaboration with City of Toronto staff, but no vacant land exists in the city to accommodate a maintenance and storage facility. All options required significant property acquisitions and would have impacted many jobs.
- Guiding principles for a review of suitable locations:
 - **Land size:** A site of 140,000 square metres is needed to house and maintain between 200 and 250 trains cars -- about the size of 24 soccer fields.
 - **Location:** How quickly and easily the site can connect to the main Ontario Line tracks in a way that keeps impacts to the local community to a minimum.
 - **Technically feasible:** Land shape, zoning, and ease of land acquisition and assembly.
 - **Minimize community impacts:** Reduce impact on residential, commercial, industrial, religious, environmental and recreational space important to the local community.
 - **Minimize impacts to businesses and community organizations:** Reduce impacts to jobs.

How was the location chosen? (cont'd)

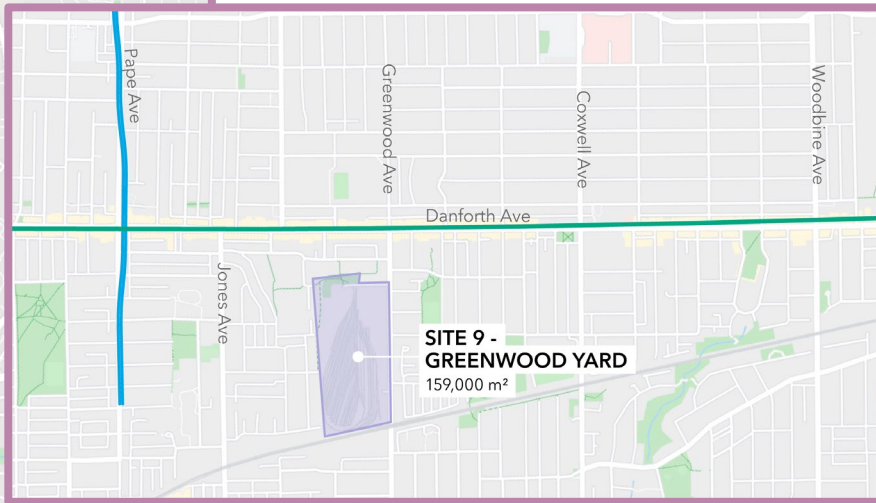
- The site in the southeast portion of the Leaside Business Park was selected because studies showed that it keeps impacts to the local community to a minimum while meeting all the needs for the project, including proper zoning for industrial use.
- We only acquire properties that are absolutely necessary for projects, and we take every effort to minimize the footprint of land required through careful planning and design work. We labour over the decisions we make when it comes to acquiring property, and that's why it takes time to confirm what's needed.

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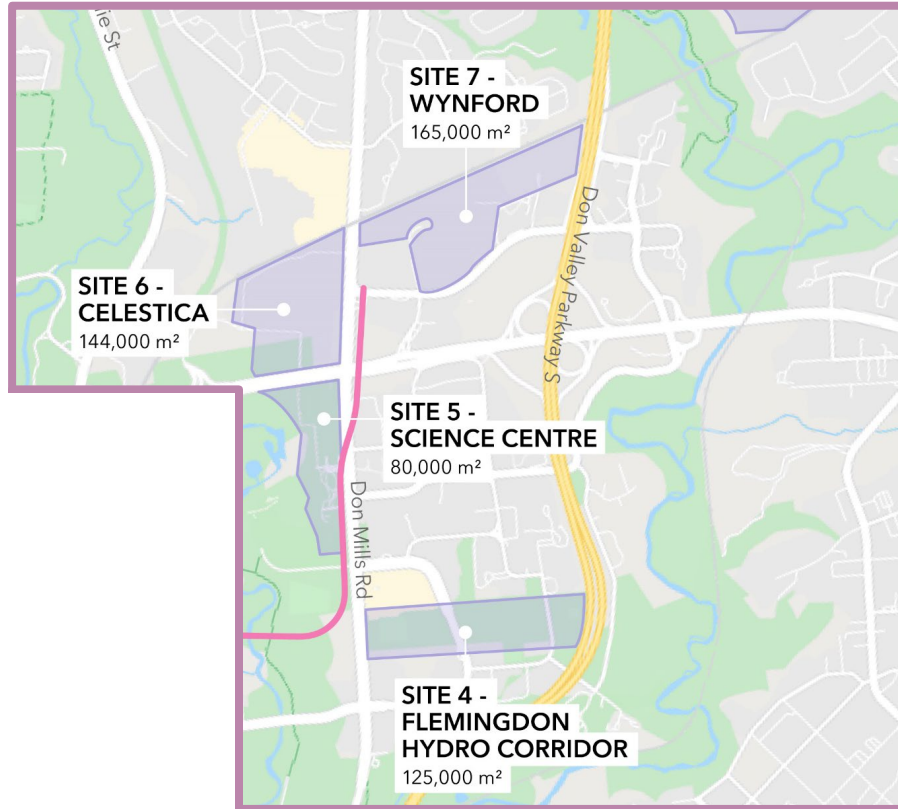
MSF location long list: sites 1 to 9



- Sites 4 to 9 were removed on the basis of the professional judgement of the project's transit specialists

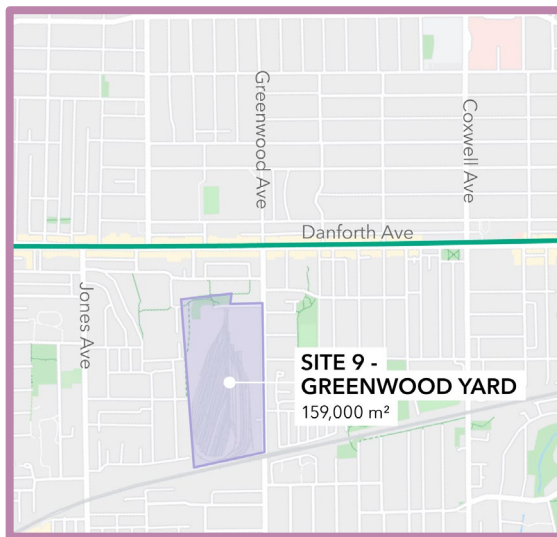


MSF location long list: removal of sites 4 to 7



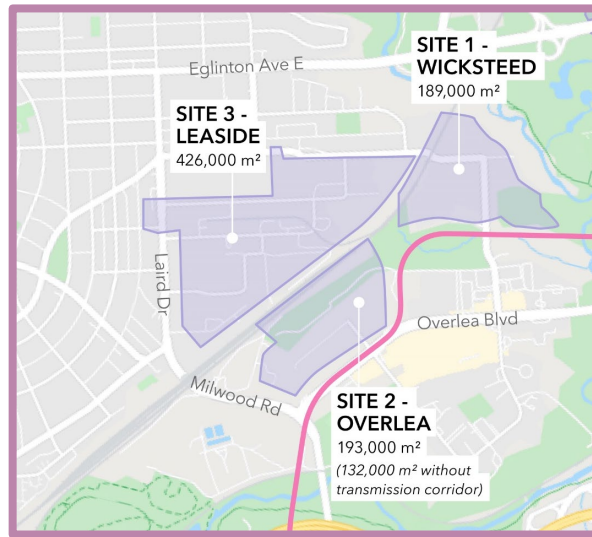
- **SITE 4 - FLEMINGDON HYDRO CORRIDOR:** Insufficiently sized for 200 train cars and bisected by public roadway. Additional land would be required to provide for the required space, negotiation with HONI for potential relocation of the power line towers, road would need to be diverted, public garden (park land) would need to be removed.
- **SITE 5 - SCIENCE CENTRE:** Insufficiently sized for 200 train cars and is located at an important higher order transit node; would not fit the planned neighbourhood. Additional land needed to provide for required space, development plans would need to be re-evaluated, Science Centre parking and operation would be affected.
- **SITE 6 - CELESTICA:** Located at the same higher order transit node and developer planning for the site is advanced. Would need to displace the current developer, re-evaluate development plans, and impact existing and planned high density housing.
- **SITE 7 - WYNFORD:** Farther from the Ontario Line and has high employment that would be disrupted by the MSF. Operational costs would increase due to the distance from the operational line, business/community organization relocation would be required, and additional property would be required.

MSF location long list: removal of sites 8 to 9



- **SITE 8 - RAILSIDE:** Includes places of worship and a community centre; is a high employment area that would require a relocation process and/or compensation; and would require an additional 2km of track to provide access, with potential of additional tunnel portal or bridge structure.
- **SITE 9 - GREENWOOD YARD:** Insufficiently sized for future expansion to 250 train cars; and would require negotiation on cost, impact and change in operation to TTC. Significant additional budget (\$1.5-2 billion) pending the outcome of negotiations with TTC and City of Toronto. Significant schedule impact (2-3 years) and cost escalations due to delay.
 - TTC Western Yard (Obico) must be commissioned prior to start of Greenwood Yard demolition. High operational dependency risk for overall delivery of Ontario Line project.
 - Constructability and property negotiations required to secure HONI lands that may be needed for TTC Western Yard and additional lands for tunnel or above grade connection to site.
 - Operations impact of closure of Greenwood for both TTC (reduces available maintenance time by 1 hour) and for Ontario Line (launch and recovery constrained by connections to mainline).
 - Train delivery required to be by rail from LSE due to constrained site access.

MSF location short list: sites 1 to 3

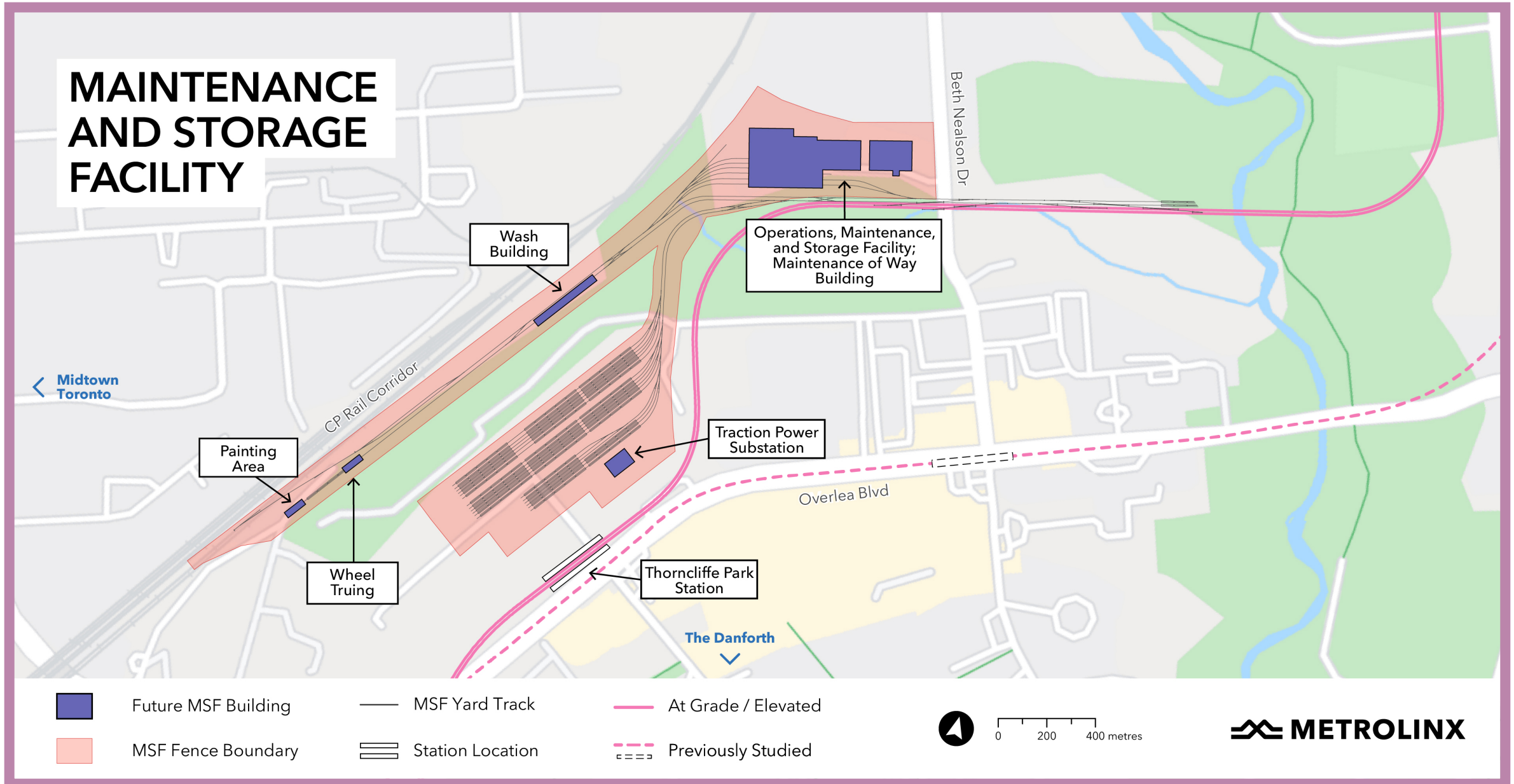


- **SITE 1 - WICKSTEED:** Sufficiently sized for 200 train cars with the capability to accommodate up to 250 train cars. Location has good access to the operational line, relatively lowest potential impact on jobs and the lowest cost based on preliminary analysis.
 - Consultation conducted with 10 industrial business owners regarding impact made it clear that relocation would be challenging; some businesses would likely fold or have to move out of province.
- **SITE 2 - OVERLEA:** Sufficiently sized, as above. Next lowest cost based on preliminary analysis.
 - Consultation conducted with places of worship, community centre, charity operation, and well-established business and community organization owners; consultation conducted with HONI regarding relocation.
- **SITE 3 - LEASIDE:** Sufficiently sized, as above. Third lowest cost based on preliminary analysis.
 - Consultation required with Canada Post distribution centre and local businesses and organizations.
 - Engineering solution required to maintain main rail corridor (over/under) alignment.
 - Road closure and permanent diversion would be required.

Hybrid solution: sites 1 and 2

- The finalized location in the southeast corner of Leaside Business Park is a hybrid of sites 1 and 2 that will have fewer impacts to jobs (estimated at about 550).
- Contact was initially made to affected property owners in Fall 2020 to let them know that their property may be required.
 - Initial meetings helped us understand the operations and needs of each business and community organization to better provide transition supports should their property be confirmed as required for the project.
- Metrolinx has now reached out to affected property owners to begin formal acquisition negotiations.
- Though our preference is to share information with tenant businesses and community organizations as early as possible, we need to respect each owner's contractual relationship with their tenants, which is theirs to manage. Once we can communicate with tenants, we are committed to working with each of them directly.

Maintenance and storage facility location



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Impacted buildings for MSF



What's next for impacted businesses and community organizations?

- We know how important local businesses and community organizations are to the fabric of this city. We will do all we can to ensure they have the supports they need to continue to thrive. Our guiding principle is to minimize impacts to businesses and community organizations, employees and residents as we bring them quick and reliable transit.
- We strive to communicate directly with property owners, businesses and community organizations to collaborate with them on solutions that best meet their needs and the needs of their employees.
 - We will compensate property owners at a price they could expect through a sale at fair market value, and we will cover reasonable administrative costs like legal, appraisal and consulting fees.
 - We will also work with tenant businesses and community organizations to help them relocate, including covering relocation costs, whenever possible.
 - Tenant businesses and community organizations can contact 416-202-5100 or OntarioLine@Metrolinx.com to be connected to a dedicated staff member.

Timelines

Property Discussions

- Now to June 2021: Conversations with property owners and their tenants
- June 2021 to June 2022: Impacted businesses and community organizations relocate, with Metrolinx support where possible
- July 2022: Property transactions finalized

Construction

- Now to 2023: Geotechnical work to analyze conditions before construction begins
- 2023: Construction begins on the maintenance and storage facility
- 2024: Construction begins on the elevated guideway and stations in Thorncliffe Park, Flemingdon Park and at Science Centre

What's next?

- Metrolinx cares about the Thorncliffe Park and Flemingdon Park communities, and we are committed to supporting you through planning and construction.
- We will communicate with you regularly to share potential designs, discuss ways to minimize the impacts of construction and operations, and ensure the new infrastructure integrates well into the fabric of the neighbourhood.
- We will work with our municipal partners to ensure that the community is strengthened through this change.

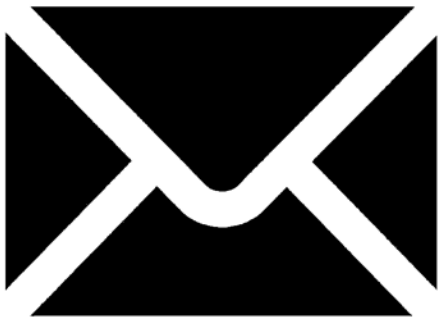
Next steps:

1. Virtual community open houses
2. Ongoing virtual meetings
3. Environmental Impact Assessment Report
 - January 2022: Draft report and opportunity for public feedback
 - April 2022: Final report

Contact us

Your feedback is vital in helping us continue to move the Ontario Line forward in a way that strengthens the community. We are grateful for your input.

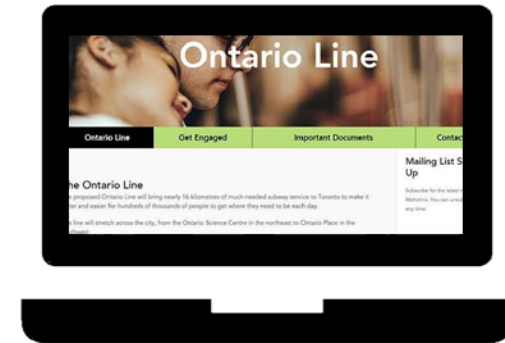
To stay up to date on upcoming virtual open houses and the latest Ontario Line news, sign up for our e-newsletter at [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine).



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