

**LAKESHORE EAST
COMMUNITY ADVISORY COMMITTEE**
Via Teleconference
Wednesday, May 13, 2020- 6:30 to 8:00 p.m.

Committee Members Present

Metrolinx

Siricius Augustin
Houtan Moravej
Andre Marois
Nima Nouri
Malcolm McKay
James Francis
Carrie Sheaffer
Mirjana Osojnicki
Leila Sotoudeh
Franca Di Giovanni
Nicole Panchal
Josh Vandezande
Carmen Rapati

Community Representatives

Debb Bertazzon – Gerrard/Coxwell
Dina Waik – Gerrard/Coxwell
Shelley Kline, Riverdale/Leslieville
Rosemary Waterston, Dundas & Logan Ave/Riverdale South
Rachel Ironstone, Gerrard/Coxwell
Lynne Patterson, Wardell, Riverdale South
Don Booth, Gerrard/Coxwell
Lisa Drew – Merrill Bridge Dog Park, Gerrard/Coxwell
Evelyn Casquetette – Pape/Gerrard

Elected Officials & Staff

MPP Peter Tabuns
Councillor Paula Fletcher
Councillor Brad Bradford
Paul Biekse, Administrative & Constituency Relations, Councillor Brad Bradford's Office
Daryl Finlayson, Policy Advisor, Councillor Paula Fletcher's Office
Nicolas Valverde, Constituency Assistant, Councillor Paula Fletcher's Office

1.0 SAFETY MOMENT

Nicole Panchal provided the Safety Briefing, and gave an example of working outside safely, posture awareness, and being aware of your surroundings for you and your family.

2.0 WELCOME AND INTRODUCTIONS

Josh Vandezande thanked all for joining the meeting and explained a presentation would follow.

A member noted that there have been two construction activities occurring and there was no notice of construction received from Metrolinx.

Josh Vandezande invited elected officials to share some opening comments. MPP Peter Tabuns also noted the construction happening without notification as an issue for the community. Councillor Paula Fletcher noted that her constituents do not want tracks operating at a level above their houses, there are concerns about safety of the Ontario Line and the six tracks, and there is a need for a clear protocol for construction notification. Councillor Brad Bradford had the same sentiments as already noted. A member sincerely thanked the elected officials for their generous support.

Members shared details about two construction activities, one was during the overnight period, there was construction noise, the areas included Aldergrove Avenue, Dundas Street and Logan Avenue. The street was blocked by the contractor. Members also noted construction in December in the area of Queen Street and McGee Street. Members indicated that no construction notice was shared and there was only online information. Nicole Panchal responded by explaining that this was an oversight on Metrolinx' part, and we are working through our internal processes to determine what happened. She acknowledged that these projects are going through the planning phase and preliminary stages and our teams are not yet as aligned as we would like. Metrolinx reinforced with our internal teams the importance of keeping the community informed and sharing construction information with the community in advance. A member asked about the possibility of a 24 hour community hotline to be able to respond to middle of the night concerns.

Action: Metrolinx is working to establish a community hotline for the main project phase. During the interim, our team has regional email addresses, torontoeast@metrolinx.com or ontarioline@metrolinx.com, that we monitor. Please get in touch.

3.0 GO EXPANSION

Nicole introduced the scope of work / delivery packages for the GO Expansion projects. What we used to call RER is now called OnCorridor and OnCorridor includes network wide electrification. All of this is part of our GO Expansion program. OnCorridor includes preparatory work: the LSE West project which includes longer term components such as bridge widenings. Generally, the preparatory work is completed before the main network wide electrification phase. A member asked if LSE West includes Woodbine Bridge and Smalls Creek culvert work. Houtan Moravej, confirmed this.

A member asked for clarification regarding phases 1, 2, 3 and electrification. Mirjana Osojnicky and Nima Nouri explained that the first step or phase 1 for GO Expansion is the early works which is the grading and civil infrastructure work. Phase 2 is the off corridor works such as parking, stations, etc. Phase 3 is the main project, electrification, signaling, On Corr. The OnCorr RFP is in market and will close end of this year. This includes construction for electrification. Construction is to start end of 2021 to beginning of 2022 after the environmental assessment work is complete.

Nicole Panchal stated that for GO Expansion preparatory works , adding a 4th track between Don River and Pape, was part of LSE West package, but now it is part of the Ontario Line Joint Corridor package. We will share more information as it becomes available.

Councillor Paula Fletcher asked for clarification regarding the Environmental Assessments for both GO Expansion and Ontario Line. Mirjana Osojnicky explained that for GO Expansion there were two Environmental Assessments completed: Don Valley to Scarborough TPAP and the Network Wide Electrification TPAP. For the Joint Corridor, there is the two previously mentioned TPAPs, but no further EA for the Joint Corridor. Additional EA work is being done for the Ontario Line. James Francis explained that the EA work for the Ontario Line is currently underway and will be completed prior to construction start.

Nicole Panchal presented the OnCorridor scope of work as described. OnCorridor RFP is in market and will close end of this year. A member explained that she was informed there was no RFP for LSE West, the four bidders were not moving forward and LSE West will be broken into smaller projects. Nicole clarified that LSE West is moving ahead with the Joint Corridor scope of work removed from LSE West project.

A member stated that LSE West will take 3 years. So OnCorr cannot start until after the 3 years of work is completed? Nima Nouri explained that OnCorr is for all five corridors – a network-wide project. Some stretches of the network will be ready for OnCorr to start earlier.

Councillor Paula Fletcher explained that the CAC has an interest in all work from the DVP to Scarborough. For this section, there is the EA for the approved fourth track project. But there is no approved EA for the Ontario Line work. Will the current CAC cover the Ontario Line? Members explained that the CAC has representation from a broad area. The CAC terms of reference is not attached to only one project but any project. Metrolinx committed to a future discussion regarding the terms of reference.

4.0 ONTARIO LINE

Malcolm McKay provided an overview of the Ontario Line. There were five community meetings in February and we had great discussions at these meetings that we can carry forward into our work. The Ontario Line is above ground through the GO Corridor in this area which we are calling the Joint Corridor. Currently, we are completing EA investigations, noise & vibration assessments, and cultural heritage assessments. Procurement activities are being evaluated for the Ontario Line. Andre Marois and Nima Nouri manage the early works for the Joint Corridor. These early works will be completed in advance of the major Ontario Line project. There will be more public meetings in late spring to early summer. We will share the results of the noise and vibration studies. Currently, there is little noise and vibration mitigation along the corridor. But as part of the Ontario Line project, we will improve this mitigation along the entire joint corridor, including on bridges.

A member said that Metrolinx has talked about robust community meetings and engagement. We were told the alignment could change. But is it now a done deal that this section of the Ontario Line is above ground? Are you even studying other options?

Malcom McKay explained that the member's understanding is correct. There are no studies for an underground section in this area. There are strong benefits of using the Metrolinx corridor and the East Harbour Station platform and a strong community and environmental impacts mitigation strategy: continuously welded rail, automatic controlled trains with automatic braking as well as sound walls will mitigate noise and vibration. We are minimizing the width of the corridor, and will use construction methods that will minimize impacts.

A member stated that Jimmy Simpson Centre is very close to the corridor. Will the corridor impact the Centre? Malcom McKay explained that it is anticipated that the project will pass the Centre without impacting it. And we are working to minimize property impacts along the corridor.

A member asked what is going to happen to the bridges? How much work will be done on the bridges along the Joint Corridor? Malcom McKay explained that there is a separate body of work for the six bridges. More information will be available on this in late spring. We are looking at the heritage significance of the bridges, their conditions, if there is a need to rehabilitate the bridges. The new tracks will straddle the current GO tracks.

Josh Vandezande explained that getting public feedback on our projects is important. This feedback is balanced against other factors. Our next round of public meetings may be an online experience due to the ongoing public health situation. We are looking at online formats to make our teams and their expertise available for community members to ask questions. The Riverside Community Office opening is delayed.

Councillor Paula Fletcher asked about the need for a Leslieville Station. Malcom McKay explained that this station is the interchange for the TTC street car. There is a benefit to have a stop at this location.

A member explained that the community does not want the subway above ground and asked why Metrolinx is not considering this at all, suggesting that Metrolinx does not value input received. In response, Malcolm McKay explained that all feedback is taken into consideration and we weigh this against the overall program and satisfy as many stakeholders as possible.

A member asked what will happen to Pape Avenue School? The school is very close to the tracks. Have you gotten in touch with the school? Malcom McKay explained that we are assessing the impacts on the school and we are speaking with the school board.

5.0 ENVIRONMENTAL PROGRAMS: JOINT CORRIDOR

Josh Vandezande asked if members had any questions about the environmental studies timelines on slide 13. A member asked about timing of the EA reports. Josh Vandezande explained that we have been as precise as possible at this time and will keep updating the LSE CAC. Mirjana Osojnicki stated that the draft EA reports for OnCorr should be complete this summer and the report posted a month or two later.

6.0 WRAP UP AND NEXT MEETING

A member asked about the impacts COVID and explained that no one knows what the future looks like and where the centres of industry will be. The member asked how does COVID impact Ontario Line planning? Malcom McKay explained that Metrolinx is discussing this with our real estate professionals at Infrastructure Ontario. They are discussing how a potential recession could impact property values and businesses and the project. We are monitoring the ongoing impacts of a real estate decline on Transit Oriented Communities. The Ontario Line project is more than seven years away and there might be a “new normal” at this time.

In closing, Nicole Panchal stated that Metrolinx will brief Elected Officials before the next round of Ontario Line public meetings. The LSE CAC will receive information before the public meetings.

Action:

- Metrolinx plans to meet with the CAC at regular intervals going forward and again in a month's time. We will share more details on this soon.
- Metrolinx will strive to communicate construction information to the community in advance.
- Metrolinx will share information on the format and content of the next round of public engagement at the next CAC meeting

ACTION LIST

Action Item 1 – Metrolinx is working to establish a community hotline for the main project phase. Our team has a regional email addresses, torontoeast@metrolinx.com and ontarioline@metrolinx.com, that we monitor. Please get in touch.

Action Item 2 – Metrolinx plans to meet with the CAC at regular intervals going forward and again in a month's time. We will share more details on this soon.

Action Item 3 – Metrolinx will strive to communicate construction information to the community in advance.

Action Item 4 – Metrolinx will share information on the format and content of the next round of public engagement at the next CAC meeting