

LSE CAC

Meeting Notes

Wednesday, November 27, 2019,  
6:30 p.m. – 8:30 p.m.  
Ralph Thornton Community Centre  
Multipurpose Room, 765 Queen Street East

Attendees:

Metrolinx staff:

Kelsey Ewart - (A) Director, Community Relations & Communications  
Nicole Panchal - Senior Manager, Community Relations & Communications  
Carmen Rapati - Community Relations & Issues Specialist  
Mirjana Osojnicki - Manager, Environmental Programs & Assessment, Pre-Construction Services  
Houtan Moravej, Project Manager, AFP Early Works  
Siricius Augustin - Senior Manager, AFP Early Works  
Sherry Malek Zadeh - Project Coordinator AFP Early Works  
Duncan Law - Sponsor, Benefits Management & Sponsorship  
Spencer Gibbens - RER Head Sponsor, Planning & Design

CAC:

Shelley Kline  
Shelley Hansen  
Adwoa Buahene  
Don Booth  
Glenn Norris – Guest Thorncliffe Park  
Jason Ash - Guest Thorncliffe Park  
Aditi Zahir  
Lisa Clarke  
Jonathan Whittaker

Elected Officials:

MPP Peter Tabuns  
Councillor Paula Fletcher  
Oliver John, Constituency & Outreach Assistant, Councillor Brad Bradford's Office

1. Safety Briefing

Safety briefing was provided.

2. Introductions

The LSE CAC (CAC) opened the meeting by restating their objective on the CAC Terms of Reference:

"Greetings Everyone:

We wanted to open this meeting by re-stating our purpose as the CAC from our 'Terms of Reference' agreement with Metrolinx:

**Objective of the CAC is to:**

(1) To work cooperatively with Metrolinx to minimize the impact of the Regional Express Rail (RER) project and other Metrolinx projects on the quality of life for the communities participating in the CAC, within the constraints of provincial and municipal laws and Metrolinx mandate.

(2) To work with residents of the areas represented by the members of the CAC in order to (i) communicate plans, dates, recommendations and other information provided by Metrolinx concerning the RER to those residents; and (ii) understand and represent the views and recommendations of the CAC and of other residents of the areas represented by the CAC to Metrolinx.

Our expectation from Metrolinx has always been to,  
"Give careful consideration to all advice provided by the CAC in a timely fashion

- Incorporate wherever possible the advice received from the CAC
- Communicate with the CAC with **clarity, timeliness and transparency**

Our community is very supportive of transit expansion. We are all riders. We are not NIMBY's. We live with transit in our front and back yards everyday. Transit is all around our community. Our main purpose is to mitigate the effects of years of construction in the middle of night– for our community, our children and families. To keep a watchful eye on safety and construction standards; all while trying to keep intact those wonderful neighbourhood attributes, for example, our Jimmie Simpson Community Centre and park, that help make our neighbourhood livable and thriving.

It is our hope that we can forge this Metrolinx/Community relationship with your RER team of engineers and builders, for the betterment of our communities all along the path of the LSE RER project."

Staff from the Metrolinx Sponsor Office (SO) were introduced. The work of a SO is a new concept to North America. The SO ensure that the benefits and reason for a project are protected. The community is at the heart of the work of the SO. If the community recommend the installation of noise barriers, the SO would look at a variety of solutions. The SO talk to the community about what works and does not work and how these ideas factor into the plans. The SO will work with the community to deliver the right solutions.

Go Expansion and the Ontario line are two projects that will be underway at the same time. Environmental studies were completed for GO Expansion and there will be environmental studies for the Ontario Line. There will be no additional environmental studies for GO Expansion that takes into account the new Ontario Line project. Any previous environmental studies that cover the new alignment for the Ontario Line will be part of the environmental studies.

Metrolinx will need to respond back to the CAC with information on the analysis of the cumulative impact of noise for all projects. Noise barriers are used as a potential mitigation method if there is an increase of a certain threshold.

The CAC states that the community wants the Ontario Line to run underground as there is no room for the tracks due to the close proximity of parks and homes. The CAC further stated that above ground subway is a decision based on cutting costs. The CAC is concerned about the volume of trains and the impact of this on the health of the neighbourhood. With a below ground system, what is above ground can still be built or maintained. The CAC supports the Ontario Line project however if it is above ground there will be protests.

An update was requested for seamless noise mitigation. Metrolinx cautioned that noise barriers are not the perfect solution (e.g. graffiti, results in changes to the area). There will be public consultation in 2020 on the updated network-wide noise assessment. Mitigating noise at the source can mean improvements to the infrastructure (e.g. continuously welded track, insulated joints, dampeners on the tracks, ballast mats).

The type of fleet (e.g. electric versus hydrogen) is still being determined. The enabling works is the current phase and can proceed even though the type of fleet is unknown at this time.

The approach on how construction will proceed will be up to the contractor to decide. Work on a bridge is localized right at the bridge. Or there is linear work and is always moving forward. The language that is in the contract is written in general terms such that Metrolinx stipulates what needs to be completed, mitigated, etc. rather than how work is completed, mitigated, etc.

When we move forward with construction, the CAC can become a Community Liaison Committee (CLC). Community Relation's role is to make sure the community is considered during construction. A calendar of all the construction was requested and it will be up to the contractor to determine the schedule and construction methods.

Transit Oriented Development (TOD) is where private development partners with Metrolinx to build transit infrastructure. Solicitation for new stations was completed in 2019. Metrolinx is in discussion with developers and it is our goal to find the right development partner and development scheme. There are a number of sites that are potential TOD sites. Fortunately, the market is good. The City of Toronto will be consulted at each design review. Metrolinx will need to respond back on the question of zoning bylaws and if the province will override the city zoning bylaws.

### 3. Review Environmental Questions

Please see attached.

### 4. Update on LSE West Package (Segment 1)

- Timelines
- Project scope

The RFP release for LSE West package is Q1 2020. Construction is to start in 2021 (timelines can change). The project scope for LSE West package has changed and now includes: 8 kilometers of grading work for a fourth track between Pape Avenue and Kennedy Road, construction of culverts, retaining walls and storm drainage, utility relocation, expansion of three bridges (Woodbine Avenue, Warden Avenue and Danforth Avenue bridges). The Eastern Avenue to Pape Avenue section is now part of the Ontario Line Project. The RFP was adjusted with this new scope change.

LSE West package is at 95% design. RFP close is Q4 2020.

The Ontario Line has an aggressive timeline and it is currently in the early design phase.

### 5. Round table discussion

There are residential properties that lie close to the rail corridor. Night work and construction noise are concerns. It will be up to the contractor to determine the specifics of how construction is done and mitigated.

MetroInx committed to meeting with the CAC in the New Year about the Ontario Line project. There will be Open House meetings, pop ups as well in 2020. The purpose of pop ups are for MetroInx to get a sense of how the public feel about a project, develop a distribution list for project updates, and provide information about upcoming public meetings. The CAC prefers flyers in mailboxes and public meetings with an open microphone. MetroInx advertising, pop ups, and town halls are not effective tools for consulting with the public. Good communication and transparency is the goal.