

June 19, 2021

To: The Metrolinx Board of Directors

Via Email: chair@metrolinx.com

Dear Members of the Metrolinx Board of Directors,

Before your meeting in March I wrote to ask the Metrolinx Board to reconsider the flawed plan to run the Ontario Line on the elevated rail corridor between the Don River and Gerrard Street. I received a reply in April explaining why you support the above-ground option in this area. Since then, Metrolinx staff has radically changed the plan for this section of the Ontario Line. I urge you to carefully review these changes, calculate the additional costs they will require and then reconsider the option of putting this section of the Ontario Line underground.

Three costly changes have been made to the OL plan since March 2021.

1. **ADDING A NEW CONCOURSE:** The original plan had the two Ontario Line tracks straddling the existing GO tracks; the current plan shows both OL tracks on the west side of the corridor. This removes the “advantage and cost saving” of allowing a seamless transfer between the GO and OL systems at East Harbour. This new plan requires a concourse under the tracks – a new and substantial cost.
2. **RAISING THE ENTIRE RAIL CORRIDOR:** On June 18, 2021, Metrolinx staff informed our CAC that the entire rail corridor will have to be raised by .9m to 1.6 m. Doing this work while GO and VIA trains continue to operate along the corridor will obviously be extremely complicated, disruptive and costly.
3. **REPLACING FIVE BRIDGES:** On June 18, 2021 Metrolinx staff informed our CAC that all five of the bridges between East Harbour and Gerrard Street will need to be entirely replaced rather than just be widened. The substantial cost and resulting disruption to surface transportation (including busy streetcar routes) needs to be calculated and added to the OL project cost.

The original plan to run the Ontario Line along the rail corridor was touted as being less disruptive and less expensive than going underground. Given these substantial changes to the plan it is not clear that either of these claims hold. Even more troubling, we are not convinced that all of the flaws in the current plan have been identified yet. Every month new changes to the plan are announced and the projected cost of the Ontario Line increase.

We urge the Metrolinx board to do what Toronto City Council has asked: determine the cost of running this two kilometer section underground along Eastern Avenue and up Carlaw Avenue (as shown in the graphic below). Especially when you consider the health and environmental costs of running 1500 trains

a day (900 OL + 600 GO and VIA trains daily, or a train every 48 seconds) through the limited parkland of a densely populated urban neighbourhood, we are convinced that any additional costs from burying the line will be well worth the extra money.

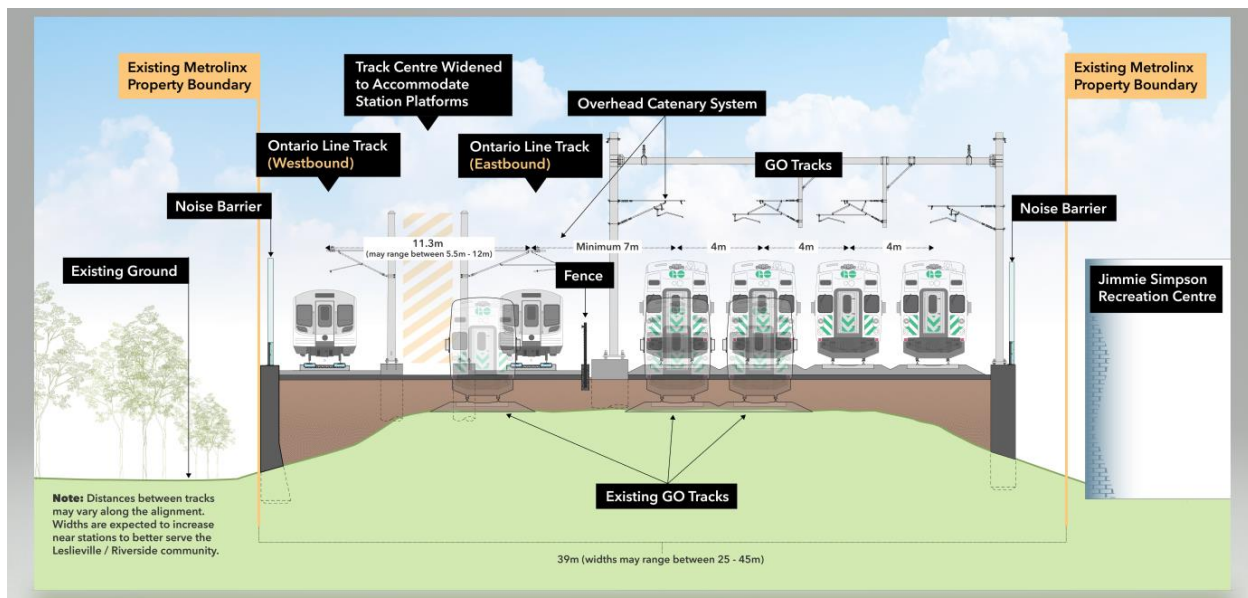
The Ontario Line is the most important transit project to be built in Toronto for decades. Let's get it right. There's no shame in recognizing that a better idea exists and changing the plan before more time and money is wasted. Send the Ontario Line plan back to staff for an important revision: bury the two-kilometer section of the OL between the Don River and Gerrard Street.

Sincerely,

Rosemary Waterston, member
Lakeshore East, Community Advisory Committee (LSE CAC)
Toronto, Ontario
www.LakeShoreEastTrains.com
lse.cac.20@gmail.com

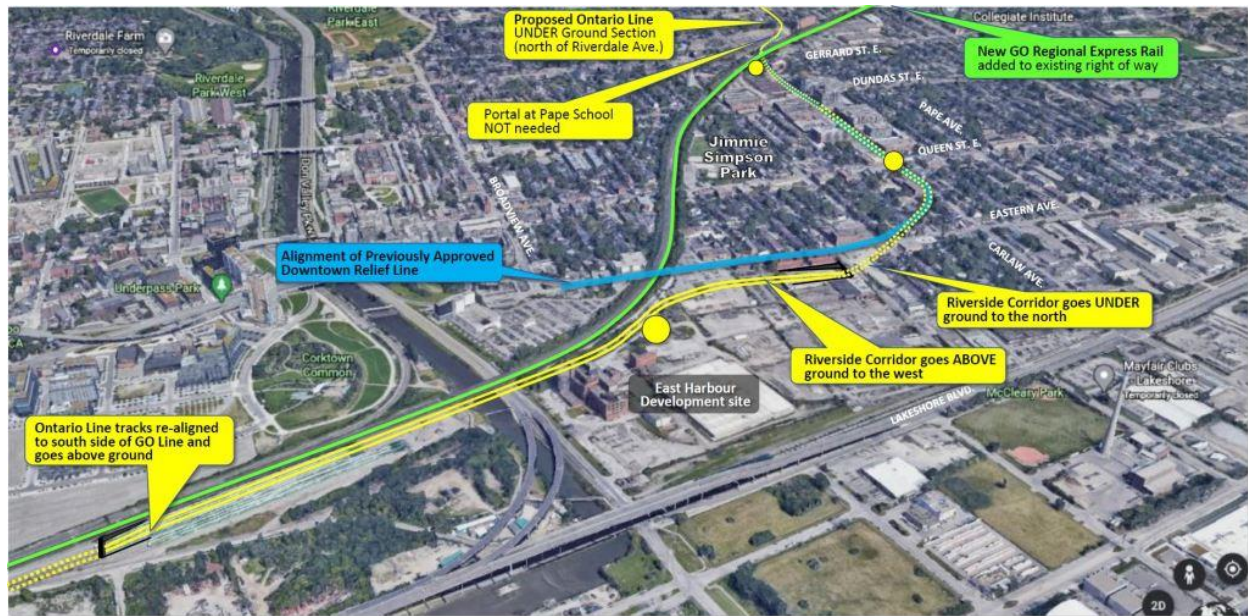
Related graphics:

1. The latest version of the Ontario Line from Metrolinx. Note the current three GO tracks are at a lower elevation than the proposed two OL and four GO tracks. This will require rebuilding the entire rail bed at a higher elevation.



2. The community-endorsed alternative for an underground route along Eastern Avenue and up Carlaw where it would seamlessly connect to the planned underground route from Gerrard Street up Pape Avenue. This plan eliminates the need for a portal behind Pape Avenue Public

School and meets up the Relief Line subway plan along Eastern Avenue, with 2 underground stations at Carlaw/Queen and Gerrard/Pape.



Ontario Line Riverside Corridor (Endorsed by Save Jimmy Simpson and LSE CAC)

- Analysis and consultation complete for section under Carlaw Ave.
- No tunneling under the Don River – considerable cost savings
- Utilizes industrial land not park land

- Proposed Station
- Ontario Line
- GO Regional Express Rail
- Route of Previously Approved Downtown Relief Line