

OL Thorncliffe Park townhall Q&As

Background:

These Q&As were developed in response to questions raised by Thorncliffe Park residents during the Ontario Line Townhall hosted by Councillor Rachel Chernos Lin (Ward 15, Don Valley West) and MPP Stephanie Bowman (Don Valley West) on Tuesday, June 24.

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Public Communications

Q1. I used to receive Ontario Line newsletters and construction notices until the end of 2024 but stopped receiving construction notices all sudden this year. Why?

Thank you for flagging this. We're sorry to hear you've stopped receiving updates. We recently upgraded our email system to improve the subscriber experience and make newsletters easier to read and navigate. During this transition, some subscription preferences may not have carried over.

To make sure you're still subscribed to receive Ontario Line newsletters, please visit: metrolinx.com/en/subscribe-to-emails.

If you'd like to continue receiving construction notices specifically, please email our community engagement team at OntarioLine@metrolinx.com and we'll make sure you're added to the list.

Q2. I previously received Ontario Line newsletters and construction notices up until the end of 2024, but those communications unexpectedly stopped this year. Could you clarify why that occurred? Additionally, are there plans to resume regular updates and construction notices to impacted residents? How to signup for updates?

Thank you for flagging this. Communications have continued, but a recent upgrade to our email platform may have affected your subscription preferences. It's possible your settings didn't carry over during the transition.

To start receiving construction notices again, please email us at OntarioLine@metrolinx.com and let us know which neighbourhood or intersection you'd like updates for.

To subscribe (or re-subscribe) to the Ontario Line newsletter, visit: metrolinx.com/en/subscribe-to-emails.

We're committed to keeping you informed and appreciate you staying connected.

Q3. Why does it feel like there's a lack of planning or attention to the everyday impacts on the 35,000+ residents of Thorncliffe Park and 1 Leaside while more attention seems to be given to less-affected groups or BIAs?

We hear your concerns and appreciate how important it is to prioritize the voices of communities most directly impacted by construction, including Thorncliffe Park and 1 Leaside residents.

Metrolinx and our project partners continue to meet regularly with local residents and community organizations. This year alone, we've attended close to a dozen community events, hosted four community liaison committee meetings and distributed close to 10,000 physical notices to residents. We look forward to connecting to explain upcoming construction alongside its impacts, and remain committed to soliciting feedback while minimizing disruption wherever we can.

If you have questions or suggestions, our Ontario Line community engagement team is here to support you. You can reach us at OntarioLine@metrolinx.com or call 416-202-5100.

Q4. Why aren't there any images of hijabi women on the construction barriers at the west side of Thorncliffe and Overlea (north side)?

Thank you for raising this important point. Designs for the construction hoarding and signage in Thorncliffe Park are still being finalized. While some signage has already gone up, more signage is on the way. We'll absolutely incorporate your feedback as we develop the next phase of signage in the area, with a continued focus on ensuring the visuals reflect the diversity of the Thorncliffe Park community.

Q5. In addition to "directional drilling" remember the power outages caused to the neighbourhood.

Metrolinx can confirm that the October 31, 2024 power outage in Thorncliffe Park was not related to Ontario Line construction.

Eglinton Crosstown

Q6. Crosstown opening date?

We continue to make major progress on the Eglinton Crosstown LRT. All civil infrastructure for the project is now complete, operator driver training is now complete and in June we formally transferred operations of the line to the TTC's command centre at Hillcrest.

We are currently relentlessly stress testing the system to ensure it is safe and reliable on the day it opens.

Q7. Why is this being considered when the Eglinton Crosstown is still at a standstill? What lessons have you learned from that project?

While we recognize the need to open the Eglinton Crosstown as soon as we can, we believe that we can't pause progress on other urgently needed transit projects.

The Ontario Line will reduce crowding throughout the existing transit network thanks to connections to more than 40 other travel options along the way, including TTC's Line 1 and Line 2, three GO Transit rail lines and the Line 5 Eglinton.

Our work on the Eglinton Crosstown LRT has provided us with key learnings about how we approach large-scale transit projects.

For projects like the Ontario Line, major construction is being delivered across several contracts, creating more manageable packages of work the market can deliver on. We de-risk these contracts by carrying out early construction work at multiple sites across project routes before our major contractors come on board.

We are also better coordinating with partners - including the City of Toronto, the TTC, utility companies and developers - to streamline our work, which helps us more effectively mitigate traffic congestion and ensure continued access to transit.

Q8. First, I want to acknowledge the transparency and openness of holding this event. This is the foundation of good government. I am curious what lessons have been learned from recent major infrastructure projects undertaken in the city of Toronto. Should we be concerned that this could be another Eglinton LRT black hole of silence and late delivery?

Thank you for your comment. We agree that transparency and open dialogue are essential, especially in relation to projects that have such impacts on people's lives. We will maintain

open lines of communication throughout the project and apply the lessons learned from building the Eglinton Crosstown.

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For projects like the Ontario Line, major construction is being delivered across several contracts, creating more manageable packages of work the market can deliver on. We de-risk these contracts by carrying out early construction work at multiple sites across project routes before our major contractors come on board.

We are also better coordinating with partners - including the City of Toronto, the TTC, utility companies and developers - to streamline our work, which helps us more effectively mitigate traffic congestion and ensure continued access to transit.

Q9. Once the line is opened, will there still be buses running on Eglinton Ave and will the stops be between MX stations?

Yes, there will be buses running on Eglinton Avenue once the Crosstown is completed. The TTC has shared that service for the 32 Eglinton West will adjust to operate on Eglinton Avenue West between Renforth Station and Mount Dennis Station. The previous unique C and D routes will be eliminated.

Service for the 34 Eglinton (previously named the 34 Eglinton East) will adjust to operate on Eglinton Avenue between Mount Dennis Station and Kennedy Station. This route will service stops between the LRT stations in addition to light rail operations, as well as stop at the intersection of every Line 5 Station except for Mount Dennis, Cedarvale, Eglinton, and Kennedy, where service will loop through the bus terminals. The previous unique B and C routes will be eliminated.

Q10. Sorry may have misunderstood. Is LRT Eglinton cross town targeting 2031 for completion?

No, a 2031 opening date was envisioned as a completion date of the Ontario Line in our last business case. We will re-confirm a target in-service date once all major procurement work is

complete. There are seven major, interconnected contracts as well as other advance work packages that make up this complex project.

Two major contracts for the north section of the project are still in the development phase and not yet fully procured. These include the Pape Tunnel and Underground Stations contract and the Elevated Guideway and Stations contract.

We continue to make major progress on the Eglinton Crosstown LRT. All civil infrastructure for the project is now complete, operator driver training is now complete and in June we formally transferred operations of the line to the TTC's command centre at Hillcrest.

We are currently relentlessly stress testing the system to ensure it is safe and reliable on the day it opens.

We are targeting September for substantial completion.

Construction Schedule

Q11. Realistically, what is the timeline for the Ontario Line to be finished?

We will confirm a target in-service date once all major procurement work is complete. Two major contracts for the north section of the project are still in the development phase and not yet fully procured. These include the Pape Tunnel and Underground Stations contract and the Elevated Guideway and Stations contract.

Q12. You have a terrible track record of budget and timeline management. What would be repercussions when budget explodes and timeline missed by years?

We're taking a different approach to delivering the Ontario Line by breaking the project into smaller, more manageable contracts and working closely with contractors to build in incentives for on-time performance. This structure gives us more control and flexibility to manage risks proactively.

That said, we're operating in a challenging environment. Infrastructure projects around the world are experiencing delays and cost pressures due to post-COVID increases in material, labour and supply chain costs.

We will continue to publicly post all project costs as work continues on this critically important subway line.

Q13. A Metrolinx representative reportedly mentioned—in passing—that there may be 24-hour construction near Millwood and Overlea, which is adjacent to key residential areas, including Leaside Park Drive and nearby townhomes. Could Metrolinx confirm whether 24-hour construction is planned in this area, and how potential noise impacts on residents will be managed?

Thank you for raising this. We understand that 24-hour construction near residential areas is concerning and we want to be transparent about what's planned.

Overnight work is expected when guideway construction crosses Millwood Road. This will involve temporary lane closures to ensure safety during the installation of elevated structures, and the work is scheduled to take place overnight to reduce disruption to daytime traffic and transit users.

If overnight work is required, we will provide advance notice to nearby residents. Noise mitigation measures, such as using quieter equipment, installing noise barriers and limiting high-impact work during late-night hours, will be implemented wherever possible. We will also continue 24/7 noise monitoring to track sound levels in real time and adjust activities as needed to minimize disruption.

We're committed to keeping the community informed and doing everything we can to balance construction progress with the well-being of nearby residents. If you would like to discuss your specific location, please reach out to us at OntarioLine@metrolinx.com or 416-202-5100.

Environmental

Q14. Can they try to minimize the dust and dirt at Millwood & Overlea. What about water cleaning of roads regularly

Thank you for raising this. We understand how frustrating and unpleasant construction dust can be, especially near busy intersections like Millwood and Overlea.

Our contractors are responsible for actively managing dust and are required to use measures such as watering, sweeping and other dust suppression techniques to keep it under control and prevent it from affecting nearby homes and businesses.

We take dust management seriously. If you're noticing excessive dust or areas that aren't being properly maintained, please let us know. We'll follow up with the contractor to make sure proper cleaning and suppression are happening as required.

You can report issues directly to OntarioLine@metrolinx.com or 416-202-5100.

Q15. What sustainability metrics are being used within this project? Thousands of trees and natural places were being destroyed. I saw the environmental assessment and many of the items were not followed, and trees were planted and then removed again within weeks (likely to meet tree planting numbers). I haven't seen anything regarding environmental retributions from this, sustainable materials (i.e. low carbon concrete, materials purchased within 50 km, diverting construction waste, etc), future trees on the new roadway (I didn't see any in the rendering for the new overlea), or any other social and environmental impacts.

Sustainability is a key part of how the Ontario Line is being delivered. The project applies a range of metrics focused on climate resilience, carbon management, waste reduction, energy efficiency, use of sustainable cement and recycled materials, construction water use and securing sustainability certifications for Ontario Line stations and the operations, maintenance and storage facility (OMSF).

You can find more details in the Metrolinx Sustainable Design Standard here: [Sustainable Design Standard \(PDF\)](#)

When it comes to vegetation, for the Ontario Line, Metrolinx follows the [Metrolinx Vegetation Guideline](#), which is based on the Toronto and Region Conservation Authority's standards. For every tree removed, Metrolinx plants as many as 50, depending on the size, health and location of the tree. These replacement ratios are calculated to offset the lost environmental benefits, such as carbon capture and air purification.

As construction progresses, Metrolinx is committed to replanting trees along the Ontario Line alignment and in nearby areas wherever space allows. Where on-site planting isn't possible, the tree replacement requirements will be met through off-site restoration projects within the Don Valley ravine, in partnership with the City of Toronto and TRCA.

Metrolinx is committed to transparency and will continue to provide updates on sustainability practices and environmental restoration efforts as the project advances.

Q16. I was walking in the valley by where the hydro pylons are being put up and I noticed that a tree where I used to enjoy watching wild birds visiting on their migration is now gone. What is Metrolinx doing to repair the environmental damage their project has down?

Thank you for sharing this. We know how meaningful these spaces are for the Thorncliffe Park community.

As part of our commitment to environmental restoration, Metrolinx will be replanting and restoring natural areas impacted by Ontario Line construction, including in the Don Valley. This work will happen in phases, with some plantings beginning as early as fall 2025.

In addition to restoring directly affected areas, we're working in partnership with the City of Toronto and the Toronto and Region Conservation Authority (TRCA) to enhance other parts of the Don Valley system through off-site planting projects. These efforts are planned to continue through 2027, with the goal of creating healthy, diverse habitats for birds and other wildlife.

We're committed to not just replacing what was lost, but to supporting long-term ecological health in the valley.

Q17. Thousands of trees and homes for birds, bugs, fungi, etc have all been destroyed. What is been done currently AND when the project is complete to attempt to repair the damage that's been done?

We understand your concerns about natural habitats and share your commitment to protecting and restoring local ecosystems.

Metrolinx follows a [Vegetation Guideline](#) that prioritizes ecological restoration, not just replanting trees, but rebuilding functioning ecosystems. Restoration plans are designed to provide long-term habitat for a range of species, including birds, pollinators and fungi and are tailored to the existing soil, moisture and light conditions at each site.

In natural areas like the Don Valley, we are planting a diverse mix of 100% native plant species, carefully chosen to support the target habitat types and encourage biodiversity. These efforts are part of a phased restoration program, with some plantings beginning as early as fall 2025 and continuing through to 2027.

In addition to restoring areas directly impacted by construction, Metrolinx is also investing in off-site restoration within the Don Valley in partnership with the City of Toronto and the TRCA, to help expand and reconnect habitat networks.

Our goal is not just to repair damage, but to leave behind stronger, more resilient natural areas than before construction began.

Q18. Can you please publicly share your Sustainable Design and Construction Standards?

Absolutely. The [Metrolinx Sustainable Design Standard \(PDF\)](#) outlines the requirements we follow for environmentally responsible design and construction across our transit projects, since its publication. This includes metrics for energy efficiency, carbon reduction, sustainable materials, water use, waste diversion and more.

Q19. I have lived in Thorncliffe Park for 50+ years and for the first time ever I am afraid for the future. What assurances can Metrolinx offer residents that their health and well-being--and rent-- will not be affected?

Thank you for sharing this. We know that Thorncliffe Park is a vibrant community and we understand that long-time residents are feeling the impact of this project in very real ways.

Your health, safety and well-being are important to us. We know that how we deliver these much-needed transit projects matters, especially in communities like Thorncliffe that are directly affected by construction.

We're working closely with the City of Toronto and the Province of Ontario to ensure the Ontario Line supports deliberate, inclusive growth. That includes minimizing disruption, prioritizing safety, reducing noise and dust wherever possible, and helping to protect the character of the neighbourhood.

We're also committed to listening, being transparent and working with residents throughout every phase of this project.

If you ever want to speak to someone directly, our Community Engagement team is always here to listen at OntarioLine@metrolinx.com or 416-202-5100.

Q20. Were Indigenous Peoples consulted regarding the destruction of the Don Valley?

Consultations with Indigenous Nations and communities have been an essential part of the Ontario Line planning and design process, and they preceded our work in the Don Valley.

Metrolinx began engaging with Indigenous communities early in the project and continues to do so throughout each stage of development. These communities include Alderville First Nation, Beausoleil First Nation, Chippewas of Georgina Island, Chippewas of Rama First Nation, Councilor of the Wendat Nation, Curve Lake First Nation, Hiawatha First Nation,

Kawarta Nishnawbe, Metis Nation of Ontario, Mississaugas of Scugog Island First Nation, Mississaugas of the Credit First Nation, Six Nations of the Grand River, Haudenosaunee Confederacy Chiefs Council. These conversations include discussions about environmental impacts, including those in the Don Valley, and how those impacts are being mitigated and compensated.

Feedback from Indigenous communities has helped shape how we plan, operate and carry out our work, both for the Ontario Line and across Metrolinx as an organization. This feedback and other factors such as local environmental conditions, potential impacts, proposed mitigation and monitoring measures contribute to the development of Environmental Impact Assessment Reports (EIARs) which can be found [here](#). We remain committed to meaningful, ongoing dialogue and to incorporating Indigenous knowledge, values and priorities into how we move forward.

Q21. The Don Valley is very dear to me and I spend much time watching wildlife there. In recent years construction has reduced the green space next to the GO-Train line for the new bike path and bridge and tunnel construction for it. An enormous amount of trees and bushes have been destroyed without replanting of equal numbers. Now the Ontario Line, approved construction on Flemingdon Golf Course as well as GO rail and bridge construction have continued to narrow the green areas and destroyed more trees and plants. The Don Valley is one of the few corridors for wildlife to travel through from the lake shore to green areas north of Toronto. The 2024 floods and the benefit of flood plains to mitigate damage and erosion have quickly been forgotten. So have the health benefits of green areas during the pandemic. When will Ontario realize that Toronto as a megacity on the shore of Lake Ontario has natural limitations which can only be disregarded for so long before creating additional flood risks?

Thank you for sharing this. We truly appreciate the care you have for the Don Valley, a place that holds meaning for so many and plays a critical role in Toronto's ecology.

Before any construction began on the Ontario Line, a Natural Environment Technical Report was completed as part of the project's Environmental Impact Assessment Report (EIAR). This report specifically evaluated potential impacts to the Don River floodplain, including flood risk, wildlife corridors and erosion. It also recommended a series of mitigation measures, which are now being implemented during construction.

As part of the detailed design phase, Metrolinx conducted further technical studies to ensure that the floodplain remains stable, resilient and functional over the long term.

To manage short-term risks during construction, flood contingency plans were developed with site-specific measures to protect sensitive areas. We also continue to work closely with the Toronto and Region Conservation Authority (TRCA) to ensure our designs and construction practices meet or exceed regulatory requirements.

That said, we know that seeing the loss of green space can feel like a real and painful change. Metrolinx is committed to restoring and enhancing natural areas, including replanting with native species in the Don Valley and beyond. Restoration efforts are phased and will continue into 2025-2027, with a focus on long-term ecosystem health, connections for residents, and climate resilience.

We understand that building transit should make cities more sustainable, and we take our responsibility to protect and restore our natural systems as we build greener transit options very seriously.

Q22. How is construction noise and both short-term and long-term being managed and how is nighttime and weekend noise being managed?

We understand how disruptive construction noise can be, especially for those living and working near active sites.

To manage noise, construction noise limits have been established to guide work during daytime, nighttime and weekend hours. These limits are enforced through continuous noise monitoring at sensitive locations, such as homes and community facilities, to help ensure compliance and quickly respond to issues.

We are using a variety of measures to minimize noise, including:

- Scheduling louder activities during daytime hours where possible.
- Using quieter equipment or modifying methods to reduce impact.
- Noise barriers and enclosures at certain sites.
- Real-time adjustments based on community feedback or monitoring results.

Nighttime and weekend work is only scheduled when necessary and is managed with heightened noise control measures.

For the long-term, operational noise from Ontario Line trains and stations was assessed as part of the project's Environmental Impact Assessment Report (EIAR). Detailed mitigation strategies, such as noise barriers and rail dampening, have been built into the design to ensure compliance with operational noise limits once the line is running.

You can view more in the Noise and Vibration Report, available through the [EIAR documentation](#).

Q23. Concerns that if construction continues with 24/7 work schedules, the noise disturbance will impact many more residents for years, which is unacceptable given residents' rights and taxpayer considerations.

We understand and respect these concerns. Noisy, round-the-clock construction can take a toll, and we take our responsibility to minimize those impacts very seriously.

To help manage and reduce disturbance, we've implemented continuous 24/7 noise monitoring in construction areas and at nearby sensitive receptor locations, such as residential buildings and community spaces. These monitors collect real-time data so we can closely track and respond to any increases in noise, particularly at night or on weekends.

We follow strict construction noise limits that vary based on the time of day and type of surrounding property (e.g., residential vs. commercial). When noise levels approach or exceed these thresholds, our teams are alerted so they can take immediate action.

In addition, we've put a range of mitigation measures in place, including using quieter equipment, installing noise barriers where possible, adjusting work schedules and responding quickly to complaints.

Q24. Unfortunately, I do not trust that as I live at 1 Leaside Park Drive and have not seen noise considerations. I was woken up at 6:30am on Friday from construction after only 5.5 hours of sleep, which impacted my work and mental health throughout the remainder of the day.

We're really sorry to hear this and understand how disruptive and frustrating early-morning construction noise can be, especially when it affects your health and ability to work.

We issue notifications to residents in advance of construction and follow approved work hours and are committed to working directly with impacted residents to explore mitigation options wherever possible.

Please reach out to our Community Engagement team via email at OntarioLine@metrolinx.com or call 416-202-5100 so that we can follow up on your specific situation.

Q25. Recently, residents at Leaside Towers (85 and 95 Thorncliffe Park Drive) have experienced disruptive construction noise—such as directional drilling—late at night (around 11:30 pm), affecting about 3,000 residents.

We sincerely regret the disruption and understand how frustrating late-night construction noise can be, especially for residents living nearby.

The overnight noise you're referring to was caused by directional drilling for utility relocation work on Beth Nealson Drive which has now been completed for this phase.

While some overnight work is occasionally required for safety or technical reasons, we work closely with contractors and utility providers to limit noise wherever possible and to ensure residents are notified in advance when night work is scheduled.

We'll continue working with our partners to improve communication and noise mitigation, and we encourage anyone experiencing disruptive activity to reach out to our Community Engagement team via email at OntarioLine@metrolinx.com or call 416-202-5100 so we can follow up.

Q26. A resident of One Leaside Park Drive shared concerns about the construction noise affecting those facing Overlea Boulevard. The noise has negatively impacted mental health and work productivity, especially for people working from home. Property values and rental prices have decreased significantly, making it financially difficult for residents to relocate. Many residents also feel they were not properly informed about the construction before purchasing their units, raising concerns about communication and transparency. What compensation or support will be provided to residents financially and personally impacted by the ongoing construction noise and disruption? How will those who feel unable to live comfortably in their homes during this period be assisted? Were residents adequately informed about the construction plans prior to purchasing their condos, and if not, how will this be addressed?

We hear how deeply this is affecting residents, and we want to acknowledge the stress and frustration this has caused, especially for those living and working near active construction sites.

Metrolinx has been engaging the Thorncliffe Park and Leaside communities since 2021, sharing information with residents, businesses and realtors about the Ontario Line and associated construction. That said, we understand some people feel they weren't adequately informed before purchasing or renting.

While financial compensation is only available in cases where your property is directly impacted under the Expropriations Act, we are committed to supporting residents through:

- Advance notice of upcoming construction
- Noise mitigation, including barriers, quieter equipment, and adjusted work schedules
- Case-by-case support when disruptions exceed expected thresholds

We encourage anyone experiencing significant disruption to reach out to our Community Engagement team via email at OntarioLine@metrolinx.com, call us at 416-202-5100 or visit our community office at East York Town Centre

We're here to listen and work with residents on finding the best possible solutions.

Q27. I live on the second floor of 1 Leaside Park Drive, facing Overlea Blvd. The Ontario Line guideway is going to be right outside my window. I already can't use my patio because of the construction noise, dust, and truck pollution – and I'm worried the train noise will make it even worse. How am I supposed to work from home or enjoy my home at all?

We understand how challenging this situation is and we appreciate you sharing your experience with us. Living next to construction, and eventually near an operating train line, comes with real impacts and we take those concerns seriously.

To manage train noise once the Ontario Line is running, we're following strict provincial guidelines for noise and vibration. As part of that, we're planning to install a noise and privacy barrier along the guideways to help reduce sound levels and visual impacts.

We know that construction has already affected your ability to enjoy your space and we're working to minimize disruption, including dust control, noise monitoring and limiting high-impact work to certain hours.

Our Community Engagement team is here to answer questions and support you throughout the process. If you'd like to speak directly with someone from our community engagement team, please don't hesitate to reach out at OntarioLine@metrolinx.com or 416-202-5100.

Q28. For people who live facing the street (i.e. 1 Leaside Park Drive) there has been no consideration regarding noise and pollution. What is going to be done going forward? For example, I sleep with a white noise machine and ear plugs and still get woken up at 6:30am very often. If there is 24 hour construction then there is no way that people will be able to live here during that.

We understand how difficult and disruptive it can be living next to active construction.

Typical construction hours are between 7 a.m. and 7 p.m., and most of the Ontario Line's guideway and station work is expected to take place during this window. If overnight or weekend work becomes necessary, we're committed to providing advance notice and taking additional steps to minimize noise and disruption during those periods.

We also conduct 24/7 noise monitoring at sensitive locations, including residential buildings, to track noise levels in real time and ensure they stay within approved limits. When thresholds are exceeded or concerns are raised, we work with contractors to adjust equipment, methods, or schedules as needed.

We encourage you to reach out to our Community Engagement team if you experience ongoing issues. We'll log the issue, review the monitoring data and explore additional mitigation options that may help. You can reach us via email at OntarioLine@metrolinx.com or 416-202-5100, we're here to listen and support you.

Project Plan

Q29. Exit from Minton Place- the elevated guideway as it exits from Minton Place crosses the valley - at what juncture does the guideway cross over Leaside Bridge to run up Overlea...And, WHERE on OVERLEA is the Guideway situated - You have the Salvation Army Headquarters at the Corne so not much space

The elevated guideway will exit from Minton Place and cross the Don Valley on its own dedicated structure, separate from the Leaside Bridge. It will then pass over Millwood Road at the Overlea Boulevard intersection.

From that point, the guideway will run parallel to the north side of Overlea Boulevard. To make room for it, Overlea Boulevard is being reconfigured, this includes removing the centre median and shifting traffic lanes to create the necessary space for the guideway while maintaining vehicle access and safety.

The design has been carefully planned to fit within the existing corridor to minimal potential impacts on surrounding properties.

Q30. Why did Metrolinx not ensure busses are not blocking traffic/live lanes when stopped at bus stops when only 1 or 2 lanes are operational?

We recognize how frustrating it is when buses block traffic in construction zones.

The reconstruction work on Overlea Boulevard involves the relocation of underground utilities, which requires closing multiple lanes to keep crews and the public safe. In many areas, the available space is extremely limited, and unfortunately, it's not always possible to build dedicated bus lay-bys (pull-over areas) without affecting pedestrian access or compromising the construction zone.

Our team continues to work closely with the City of Toronto and the TTC to identify spots where adjustments can be made, including adding or modifying lay-bys to help ease congestion wherever possible.

We appreciate your patience as we work through these challenges and continue looking for ways to improve traffic flow.

Q31. The Leaside Park swimming pool area has been dug up, I don't know if it is Metrolinx, but with swimming pool opening there is no parking and the road path is not safe for kids or families

We understand your concern, especially with families and children trying to safely access the pool during the summer months.

The area in question is part of a gas main installation where the site was fenced off to ensure safety and prevent unauthorized access, we recognize it is causing challenges with parking and pedestrian flow.

We will work with our partners to monitor the situation and ensure safety remains a priority for everyone using the park. Thank you for bringing this to our attention.

Q32. The traffic control work sounds good, but just last week, Overlea was done to one lane in each direction, and emergency vehicles could not get through. My car was almost damaged, while Metrolinx staff tried to move construction equipment to allow a fire truck through. The emergency vehicle was badly delayed, and vehicles on the road were put at risk. I hope no one died - but we don't know. Why is this still happening?

We're very sorry to hear about your experience and we completely understand how serious and frightening that situation must have been.

While single-lane traffic is sometimes necessary to carry out critical utility relocation and road reconstruction work, we know that emergency access must never be compromised.

Our traffic setups are coordinated with the City of Toronto's Transportation Services and contractors are required to issue notices to emergency services ahead of time. Construction crews are also equipped with radios and traffic control plans to help manage access in real-time.

We are following up with the contractor to review the incident and ensure stronger on-site coordination to prevent something like this from happening again.

If you are comfortable, you can share further details of the incident with us at OntarioLine@metrolinx.com so that we can investigate further.

Q33. Please consider pedestrian safety when placing construction signs on or near sidewalks. The sharp corners of the orange diamond signs are exactly at my eye level, and at night, walking from the off direction, are worrisome. Often these signs could be place on the road without further inconveniencing anyone or posing a hazard.

Thank you for flagging this. We understand your concern and we appreciate you taking the time to bring it to our attention.

Pedestrian safety is our top priority and poorly placed signage should never pose a risk to people walking through the area. Our safety team will review the current sign placement along sidewalks and explore options to relocate them or adjust their height where feasible.

Q34. When will Overlea Blvd. be restored to two full functioning lanes in each direction?

The current lane reductions on Overlea Boulevard are expected to wrap up by September 2025, though the timeline may shift depending on construction progress.

We'll continue to keep the community informed and provide updates if anything changes.

Q35. The traffic lanes we are able to use change constantly and it's very dangerous. Are you at all concerned about addressing this? I fear someone will be killed.

We know that changes to the traffic lands and construction conditions can feel confusing, especially when changes happen frequently. The lane changes you're experiencing are part of a phased construction approach, coordinated with City of Toronto Transportation Services, to keep Overlea Boulevard open while critical work like utility relocations and road reconstruction takes place. Doing so prevents us from having to fully close the road for this work.

Each traffic configuration is carefully designed to meet provincial safety standards, which govern how traffic is managed in construction zones.

If you've seen a specific location that feels especially risky, please flag it with our Community Engagement team via email at OntarioLine@metrolinx.com or 416-202-5100 so we can investigate further.

Q36. When the construction starts to close one lane and we all have to drive one lane can they move the middle lane that is not in use and make that a lane instead of just close one lane. If they take the time and effect and move the pylon over then we can still be able to have two lane each way. I found that the construction workers don't care and take the effort to accommodate the traffic.

We understand your frustration and appreciate your feedback.

While we do our best to maximize lane availability, shifting pylons or using the middle lane isn't always safe or possible. Sometimes the road beneath the closed lane may be uneven, partially excavated or have utility work underneath, even if it looks clear from the surface.

These traffic setups are planned in accordance with provincial regulations and approved by the City of Toronto's Transportation Services, with safety as the top priority.

Your feedback is important. We'll continue to work with our contractors to look for safe opportunities to reduce traffic impacts wherever possible, and we'll flag your concern to the project team for review.

Q37. Last week I was walking westward on the sidewalk on the south side of Overlea when I came to the Leaside Park intersection and they made us cross, even though the sidewalk was clear ahead. It seems the construction workers enjoy intimidating residents.

We're really sorry to hear about this experience. Pedestrian safety and respectful communication are priorities on all Metrolinx projects, and we expect all workers to treat community members with professionalism and courtesy at all times.

If you're comfortable, please send more details (date, time, and any other observations) to OntarioLine@metrolinx.com so our team can follow up directly and address the situation.

Q38. Why cannot bike lanes be temporary removed during all this construction to avoid traffic congestion?

We understand the desire to ease traffic congestion during construction.

Currently, there are no bike lanes on Overlea Boulevard. While there are bike lanes on nearby Millwood Road, removing them temporarily wouldn't meaningfully reduce congestion related to the Ontario Line construction, which is primarily caused by lane closures for utility and station work.

We continue to work with the City of Toronto on broader traffic management strategies to help keep everyone, including drivers, cyclists, pedestrians and transit users, moving safely through the area.

Q39. Will you stop construction during peak times to allow traffic to flow? Who on site is responsible for making that decision?

We recognize how challenging traffic can be during peak hours and understand the frustration it causes. Unfortunately, it's not feasible to temporarily reopen lanes during busy periods. Much of the work involves open excavations, heavy equipment and active utility relocation, which makes it unsafe to allow vehicles through those sections, even for short periods of time.

Decisions about lane closures and traffic management are made in coordination with our construction contractors and the City of Toronto and are based on detailed safety and logistics planning.

We continue to look for ways to minimize disruption and improve traffic where possible, while keeping safety as the top priority.

Q40. I noticed a while back when there were barriers at intersections (particularly at the west side of Overlea and Thorncliffe) the sign said something like "This is for worker safety and traffic control" but no mention of pedestrian safety.

Thank you for pointing this out. Pedestrian safety is our top priority and should be reflected in the signage we use. We appreciate the feedback and will work with our teams to update messaging where possible to make sure it clearly includes the safety of everyone.

Q41. There should be serious consideration to only allow local traffic in Thorncliffe / Overlea not overflow traffic due to issues on DVP, Millwood or Don Mills. Also alternative routes through E.T. Seton Park should be explored for Thorncliffe Residents beyond extending 1 Leaside Drive

We understand the desire to limit cut-through traffic in Thorncliffe Park, especially during heavy construction periods. However, fully restricting Overlea Boulevard to local traffic isn't currently feasible as it is home to many businesses, community services and places of worship that need to remain accessible to the broader public throughout construction.

As for E.T. Seton Park, while we understand the interest in exploring alternate routes, building a road through the park is not feasible due to environmental, land use and jurisdictional constraints as it falls outside of Metrolinx's mandate as a transit agency.

We continue to work with the City of Toronto to improve traffic management and are always open to hearing ideas that could help keep the community moving safely and efficiently during this period.

Q42. Why not build the maintenance and storage facility (OMSF) on the former Ontario Science Centre lands instead of Thorncliffe Park, which is already tight on space?

After studying multiple potential sites, the Thorncliffe Park location was chosen because it met all the necessary technical requirements, including space, access to the tracks and minimal impact to the broader transit network. We recognize that this is a major change for the community and we're committed to staying engaged and working closely with residents and local organizations throughout the process.

If you'd like to learn more about how the site was selected, you can find details here:

<https://www.metrolinx.com/en/projects-and-programs/ontario-line/what-were-building/thorncliffe-park-station-and-msf>

Q43. Which company or companies have the contract to build the Ontario Line? What former projects of this type have they done?

There are several major, interconnected contracts as well as other advance work packages that make up this complex project. These include some in your neighbourhood, including:

Rolling Stock, Systems, Operations and Maintenance – the Connect6ix consortium was selected to deliver the design, construction, financing, operation, and maintenance of key Ontario Line components – including trains, track and communication systems, and the operations, maintenance and storage facility – over a 30-year term.

Don Valley Crossings – Leaside Valley Builders GP will construct the two bridges that will carry Ontario Line trains across the Don Valley.

Elevated Guideways and Stations – Trillium Guideway Partners will deliver three kilometres of an elevated guideway and five elevated stations.

These partners were selected through a rigorous procurement process and bring experience from major infrastructure projects around the world.

Q44. Traffic and lane closures have become a nightmare for Thorncliffe and Flemingdon residents. It takes my kid 30 minutes on the TTC just to get from Eglinton & Don Mills to Overlea & Don Mills!

We hear you and we know how frustrating these disruptions have been, especially for families trying to get around every day.

Right now, much of the work in Thorncliffe and Flemingdon involves relocating underground utilities which unfortunately means digging into roads and temporarily closing lanes to access critical infrastructure.

In Thorncliffe Park, utility relocation is expected to be complete by Fall 2025. In Flemingdon Park, guideway construction has required longer-term lane closures, but we're committed to keeping at least two lanes of traffic open in each direction on Don Mills Road for the majority of this work.

We know it's not easy and we're working closely with the City of Toronto and other partners to keep traffic flowing as smoothly as possible and reduce delays wherever we can.

Q45. What is the rationale for this line? What happened to the Transit City Plan? How closely involved are the city, they have plans and experience?

The Ontario Line was designed to relieve pressure on the existing transit network, improve east-west connections, and bring subway service to more communities. While the Transit City Plan helped shape earlier transit priorities, the Ontario Line reflects updated needs, new technology and a faster delivery model.

The City of Toronto and TTC are closely involved in planning and delivery, working with Metrolinx to make sure the line fits into the city's broader transit network.

More details on the Ontario Line business case can be found here: [Ontario Line Business Case \(PDF\)](#).

Q46. What mechanisms or safeguards are in place to ensure that this project remains on schedule and doesn't repeat past delays?

We're taking a different approach to delivering the Ontario Line by breaking the project into smaller, more manageable contracts and working closely with contractors to build in incentives for on-time performance. This structure gives us more control and flexibility to manage risks proactively.

We're also working closely with the City of Toronto, TTC and utility partners to avoid delays and keep things moving. Major construction is now underway across all downtown station sites, utility work in the north is nearing completion and guideway and station construction in the east will begin in the coming months.

That said, we're operating in a challenging environment. Infrastructure projects around the world are experiencing delays and cost pressures due to post-COVID increases in material, labour and supply chain costs.

We're committed to staying transparent and sharing regular progress updates as the project moves forward.

Mitigations

Q47. I did not receive earbuds or a white noise machines because the noise was being made by Enbridge.

We understand how frustrating construction noise can be and we're sorry to hear about your experience.

Noise mitigation requests are reviewed on a case-by-case basis, depending on what's causing the disruption and where we are in the construction process. While some short-term supports, like earbuds or white noise machines, have been offered in certain cases, we're always open to hearing directly from residents and working together on reasonable solutions.

If you're experiencing ongoing issues, please reach out to our Community Engagement team directly at OntarioLine@metrolinx.com or 416-202-5100 so we can follow up.

Q48. How will you compensate us?

We understand how disruptive major construction can be, and we truly appreciate the patience and resilience shown by the community.

In terms of financial compensation, Metrolinx follows the Expropriations Act, which outlines compensation for property owners, tenants or others whose properties are required either temporarily (e.g., for construction staging) or permanently (e.g., for station entrances). If your property has been directly impacted in this way, you may be eligible under this process. You can learn more at [Metrolinx.com/property](https://www.metrolinx.com/property).

For those not directly affected through expropriation, we know construction still brings real challenges, from noise and dust to changes in traffic and access. We're focused on minimizing disruption, keep residents informed and respond quickly when concerns are raised.

Please don't hesitate to reach out to our Community Engagement team and we'll work with you to explore possible mitigation options. You can contact us at OntarioLine@metrolinx.com or call 416-202-5100 – we're here to help.

Q49. Is there a set project budget to deal with rodent issues, or is support capped per property? I'd hate to see someone dealing with a rodent problem near the end of the project left without help.

Rodent issues are handled on a case-by-case basis, especially in areas near active construction. The construction work most likely to disturb rodents, like excavation and major ground disturbance, usually happens early in the process. That's why we implement preventative treatments and monitoring before this work begins and continue these efforts throughout the project as needed.

We're also committed to addressing any new concerns quickly. If you're experiencing an issue or see signs of rodent activity near your home, please contact our Community Engagement team at OntarioLine@metrolinx.com or 416-202-5100.

Q50. Is there any financial compensation for those of us who feel we have no choice but to sell our homes because this is no longer the kind of environment we want to live in?

We understand how difficult and frustrating this situation can be and we're sorry to hear that the impacts of construction are affecting your quality of life.

In terms of financial compensation, Metrolinx follows the Expropriations Act which provides compensation only in cases where a property is required for the project, either temporarily (e.g., for construction staging) or permanently (e.g., for building a station entrance).

That said, we take resident concerns seriously and are committed to minimizing impacts wherever we can, whether through noise mitigation, access management or other support. We encourage you to reach out to our Community Engagement team. While financial compensation may not apply in your case, we'll do our best to listen, understand and explore any possible mitigation options.

You can reach us at OntarioLine@metrolinx.com or 416-202-5100.

Beth Nealson/DVC Questions

Q51. Why Beth Nealson full closure needed for 2 yrs in this age and world of new technology?

Thank you for your question. We know a long-term closure like this has a big impact on residents and local businesses and we appreciate your patience.

We're building a new underpass at Beth Nealson Drive to allow Ontario Line trains to travel on a level track, while cars, bikes and pedestrians can safely pass underneath.

To do this, we need to relocate underground utilities, excavate the road, build retaining walls and construct the underpass itself. Due to tight site constraints, including a ravine on one side and an active rail corridor on the other, a full closure is the safest and most efficient option.

We've been working closely with the City of Toronto, emergency services, local residents and businesses to coordinate detour routes and minimize disruption as much as possible. Detour signage will be in place to guide traffic and we'll continue to provide regular updates through construction notices, newsletters and community meetings.

If you have questions or suggestions, our Community Engagement team is always here to help at OntarioLine@metrolinx.com or 416-202-5100.

Q52. When will the bridge over the DVP be completed?

Timelines for the bridge over the Don Valley Parkway are still being finalized. We'll continue to provide updates as the work progresses and more details become available.

Q53. We are a business with operations on both sides of the Beth Nealson closure. We are very interested in the Emergency Action Plan in regards to north of the Beth Nealson closure and east of the CN Rail line which will be completely cut off from emergency services during train crossings. Is there a specific timeline for the publishing of the plan? We have heard numerous times that it is "being considered/worked on" but have seen no actual updates. We are very keen to update our employees that they will be safe at all times during the closures with specific details.

Thank you for raising this important concern. We understand how critical it is to have clear, detailed emergency plans in place, especially for businesses with staff on both sides of the closure.

Safety is a top priority on every Metrolinx project and we are working closely with our construction partners and the City of Toronto's emergency services to finalize an Emergency Access Plan for this area.

While emergency access has been maintained throughout construction so far, we recognize the need to share concrete details with impacted businesses and residents. We are actively working toward confirming the final plan and will provide an update with timelines and procedures as soon as possible.

In the meantime, please don't hesitate to reach out directly to our Community Engagement team at OntarioLine@metrolinx.com or 416-202-5100 so we can provide updates specific to your location and keep you in the loop as the plan is finalized.

Q54. Just to be clear on Beth Neilson what exactly is happening to the road...overpass? Underpass? Bridge?

A new underpass is being built at Beth Neilson Drive. This will allow Ontario Line trains to pass through on a level track, while cars, cyclists and pedestrians will travel underneath. To build the underpass, crews need to relocate utilities, excavate the road, build retaining walls and complete the structure itself.

Since the area is tightly constrained by a ravine on one side and an active rail corridor on the other, a full road closure is needed to complete this work safely and efficiently.

Q55. Did I hear correctly that the safety "plan" is to create a plan? There is a massive gridlock area that cannot be accessed by first responders - is the safety of humans being prioritized over noise and rodents?

We understand your frustration. Safety is our top priority and that includes ensuring that first responders can access every part of the community quickly and reliably, even during peak traffic or active train crossings.

We have maintained emergency access throughout construction to date and are working closely with the City of Toronto, emergency services and our construction teams to finalize a comprehensive Emergency Access Plan that responds to the unique traffic challenges in this area.

We are committed to providing a clear update with details and timelines as soon as possible.

If you'd like to speak with our Community Engagement team or get updates specific to your location, please reach out via email at OntarioLine@metrolinx.com or call 416-202-5100.

Q56. Can you incentivize to allow workers to work multiple shifts to finish the work, this is common practice in some other countries to deal with large construction projects.

That's a great suggestion and we've already implemented multiple shifts, where conditions allow, to accelerate construction timelines and offer contractors incentives to complete work on time.

That said, working around the clock comes with real challenges in dense neighbourhoods like Thorncliffe and Flemingdon, including nighttime noise, vibrations and bright lighting, which can impact nearby homes.

We're always looking for ways to speed up the work without creating major disruptions and will continue balancing efficiency with being a good neighbour.

Q57. I would have been very interested to see elevations showing the OL-crossing of the E.T. Seton Park. The project map slide shows the park crossing on a bridge and then curving north to run parallel to Don Mills as 'elevated'. A rendering of the E.T. Seton Park crossing would give a perspective whether the park trails and Frisbee-Golf Course will pass under the OL rails or will be interrupted by OL rails.

That's a great question and we understand the importance of visualizing how the Ontario Line will fit into community spaces like E.T. Seton Park.

Right now, there are no renderings of the West Don Crossing, the bridge that will carry the Ontario Line across the park between Thorncliffe and Flemingdon. However, we can confirm that the Lower Don Trail has been re-aligned to minimize impacts during both construction and long-term operations.

If you'd like to discuss this in more detail or review maps and technical documents, please feel free to reach out to our Community Engagement Team at OntarioLine@metrolinx.com or 416-202-5100 and we'd be happy to walk through the plans with you.

Q58. On the idea of alternate routes, could Pat Moore Drive be connected at its western end to another road (maybe Village Station Road), to offer some pressure relief for Overlea west of Beth Neilson? Even as a permanent route, for commercial traffic especially.

Thank you for the suggestion. Exploring ways to relieve traffic pressure during construction is a priority for us, especially in high-impact areas like Overlea Boulevard.

Right now, both Pat Moore Drive and Village Station Road fall within the construction zone for the Ontario Line operations, maintenance and storage facility (OMSF). These roads are critical to supporting current construction activities and will continue to serve the facility once it's operational.

Due to their location within the OMSF footprint, connecting these roads as a public through-route isn't feasible at this time. That said, utility relocation work on Overlea is expected to wrap up by fall 2025 and we'll continue to monitor traffic and look for ways to minimize disruption.

You can view a map of the OMSF layout here: [Thorncliffe Park Station and OMSF - Metrolinx](#)

Q59. Not sure how an alternate/temporary crossing for Beth Nealson can't be done ... when the old level crossing of the CP mainline at Don Mills north of Eglinton

We understand the concern. In this case, we're building a new underpass at Beth Nealson so Ontario Line trains can run on a level track, while cars, cyclists and pedestrians travel underneath. This requires major excavation, utility relocation and the construction of retaining walls and bridge supports, all within a very narrow footprint.

Unlike the former CP level crossing at Don Mills, the Beth Nealson site is bordered by a ravine on one side and an active rail corridor on the other, leaving no room for a safe or functional temporary detour or alternate crossing during construction.

We recognize the disruption this causes and are committed to maintaining access, providing clear detour routes and keeping residents and businesses informed every step of the way.

Q60. Both Metrolinx and the City have referenced a timeline from Spring 2026 to Winter 2028 for the closure of Beth Nealson Drive and the refurbishment of the Overlea bridge. These are the two primary routes into and out of Thorncliffe Park, which is home to over 20,000 residents. Given the significant impact this dual disruption would cause, is there any plan to stagger the work or provide alternative access solutions to ensure community connectivity and reasonable travel times?

We recognize how disruptive these overlapping closures will be for Thorncliffe Park residents and we're actively working to address these concerns.

Metrolinx is coordinating closely with the City of Toronto to reduce impacts, including exploring ways to shorten the Beth Nealson Drive closure, looking at how we can minimize overlap between our work and the City's Overlea Boulevard bridge project and carefully coordinating truck traffic to maintain flow and keep roads safe

Our goal is to maintain community access and keep people moving as much as possible throughout construction. More details will be shared with residents as schedules are confirmed.

Q61. Given Metrolinx's past delays—specifically the five-year delay on the Eglinton Crosstown—residents are skeptical of current timelines and completion targets for the Ontario Line. What mechanisms or safeguards are in place to ensure that this project remains on schedule and doesn't repeat past delays? Despite assurances from Metrolinx about minimizing disruption, residents are expressing strong opposition to the full closure of Beth Nealson Drive for 18 to 24 months. Given its essential role as a major access point for the community, many are asking: Can the plan be revised to allow at least one lane to remain open during construction?

We understand your frustrations. We've learned important lessons from past projects like the Eglinton Crosstown LRT and we're applying those lessons directly to how we're delivering the Ontario Line.

We have brought the future operator on board early, so they can help shape the design and construction process from the start, improving efficiency and long-term reliability. We've also split the Ontario Line into multiple contracts to keep progress moving in parallel across different sections of the line. We're working closely with the City of Toronto, TTC and utility partners to better coordinate work and avoid unnecessary delays.

We know how critical Beth Neilson Drive is for the Thorncliffe Park community and have worked closely with our partners to carefully consider all possible options regarding its closure.

We're building a new underpass on Beth Neilson so that Ontario Line trains can run on a level track, while cars and pedestrians pass underneath. This requires major excavation and road-lowering by 5 to 6 metres. During the early utility relocation phase, alternating lane closures will be used to maintain access where possible.

However, during the excavation and underpass construction phase, it will not be safe or feasible to keep any lanes open due to the depth of the dig, proximity to heavy equipment and the need to build retaining walls and a full closure will be required.

We are continuing to coordinate with the City to minimize overlap with other major projects, like the Overlea bridge refurbishment, and are actively exploring ways to shorten the closure and keep people moving.

We will continue to provide regular updates to the community as the project progresses and new information becomes available.

Q62. Residents first raised concerns about the closure of Beth Neilson and its economic impact on Thorncliffe Park back in 2020-2021 during early consultation meetings, but feel those warnings were not sufficiently acted upon.

We understand the frustration, especially from residents who have voiced concerns early on and feel they haven't been reflected in the final plans.

Community feedback has played an important role in shaping the Ontario Line project. In some cases, it has directly influenced contractual requirements for our construction partners, including how construction impacts are managed and communicated.

We also carefully reviewed alternative alignment proposals for the Ontario Line in Thorncliffe Park, including those brought forward by community members. However, after detailed analysis, those options would have resulted in greater impacts and fewer long-term benefits for the community which is why we've moved forward with the current design.

That said, we remain committed to ongoing engagement and doing everything possible to reduce construction impacts, support local businesses and maintain community access throughout the project.

Q63. Can alternative route could be constructed—such as extending Pat Moore Drive further west—to create a bypass that would help alleviate traffic challenges caused by current construction plans. This would provide residents with more options for safely entering and exiting the community.

We appreciate the suggestion and know how important it is to explore every option to help reduce traffic congestion and keep the community connected during construction.

At the moment, Pat Moore Drive and Village Station Road fall within the active construction zone for the Ontario Line's operations, maintenance and storage facility (OMSF). These roads are critical for supporting both current construction and the future day-to-day operations of the facility.

Because of this, extending Pat Moore Drive as a public bypass isn't feasible at this time.

That said, utility relocation work on Overlea Boulevard is expected to wrap up by winter 2025 and we continue to work with the City of Toronto on traffic planning and access strategies to minimize disruption as much as possible.

You can view the OMSF layout here: [Thorncliffe Park Station and OMSF - Metrolinx](#)

Q64. Overlea is the only connecting road for Thorncliffe residents out of this area with Beth Nealson and Don Mills as 2 major outlets to go beyond Don Mills/Eglinton. Why is there no alternative temporary route planned during extended Beth Nealson closure given equally extended construction/closures on alternative Don Mills road greatly impacting Thorncliffe residents commuting out of the neighbourhood. 1 Leaside was supposed to be extended and why is that not considered as temp road for connectivity to Costco , Wickstead and Millwood for Thorncliffe residents to not stuck for 30-60 minutes for only 2-3 kms drive.

We understand how frustrating the closure of Beth Nealson is to the Thorncliffe Park community and know how essential it is for residents to have safe, reliable ways to get in and out of the community.

Due to geographic constraints, including a ravine and active rail corridor, it is extremely challenging to build an alternate route near Beth Nealson. Even a temporary bypass would face similar constraints and would likely require its own full closure and additional property impacts, making it unfeasible.

As for the 1 Leaside Park Drive extension, this was originally planned to maintain access to Banigan Drive properties once construction on Thorncliffe Park Station began. However, since

those properties are now being acquired and cleared as part of the project, the extension is no longer needed for access and is not being pursued as a public route.

We are working closely with the City of Toronto to minimize the overlap between major closures and exploring every opportunity to reduce delays and keep the community connected throughout construction.

EGS Questions

Q65. What does "elevated" mean?

The term "elevated" means the trains will run on a raised structure above ground level, rather than in a tunnel or at street level. The elevated guideway will typically have about 6 metres of clearance between the ground and the bottom of the structure, allowing space underneath for things like roads, sidewalks or landscaping.

Community Benefits

Q66. We would like to see some additional community benefits at the conclusion of the project for everyone. For example, after the Don Valley Crossing Bridge is completed, can the dirt road that has been created at Millwood for its construction be partly replanted with trees, and partly converted into an accessible recreation path for Thorncliffe families into Crothers Woods?

Thanks for sharing this idea. We do have restoration plans in place for the area near Millwood Road and the Don Valley Crossing, including replanting trees once construction wraps up.

Thank you for sharing your suggestion of turning the dirt road into a recreation path. We've noted this suggestion and will share with our partners at the City of Toronto and TRCA.