



Office of the President & Chief Executive Officer

Phil Verster
CEO@metrolinx.com
(416) 202-5908

July 11, 2022

Douglas W. Judson
Chair, Federation of Ontario Law Associations
731 9th Street West
Owen Sound, ON N4K 3P5
519-270-4001
info@douglasjudston.ca

Dear Mr. Judson,

Re: Ontario Line Construction Impacts on Osgoode Hall and Ontario Courts

Thank you for your letter regarding the construction of the Ontario Line, Osgoode Station, and its impact on the Osgoode Hall property on the northeast corner of Queen Street West and University Avenue. The Ontario Line is a much needed and long overdue subway line that will connect new neighbourhoods across the city and provide much needed capacity to the existing subway network in Toronto. With projects of this scale, there is only one chance to get it right, which is why I appreciate the opportunity to discuss the significant work that has been put into planning for Osgoode Station.

Building a new subway in Toronto's downtown core poses a number of complex challenges. This is especially true with a station like Osgoode, where the Ontario Line will be built underneath the existing Line 1, with a shared and expanded underground concourse that connects the two transit lines and provides surface access for pedestrians and streetcar transfers.

As an important downtown interchange station, we expect Osgoode will be the third busiest station on the Ontario Line, with 12,000 passengers an hour during the peak, requiring two new entrances to the station at each end of the new train platforms, with one near Simcoe St. at the southwest corner and the other at University Ave. on the northeast corner. The ridership analysis shows that the majority of riders will use the new station entrances, with the most utilizing the northeast corner for entering and exiting the station. From a safety perspective, the northeast corner will be vital to handling the capacity of rider footfall and to ensure transfers from subway to streetcar does not include hundreds of people crossing University Avenue from another corner.

I would like to be clear, the northeast corner of University Avenue and Queen Street West is the only location that can accommodate the construction of this station with needed laydown

space. Land is required for the construction laydown and digging of a shaft that will allow for underground excavation and construction of this new large underground complex, while leaving room to ensure existing pedestrian, bicycle, transit, and vehicle traffic continues to flow. In an end state, we also need to ensure sufficient station space to handle expected crowding, adherence to modern fire codes, and ease of transfer to surface streetcars. We unfortunately cannot locate the shaft in the northbound vehicle and bicycle lanes of University Ave. because of existing subway tunnels and a utility corridor located under the street.

Our technical teams considered six locations other than the Osgoode Hall property and concluded the corner of this property is the option that provides the most benefits. A summary of our findings about the alternate locations, including Campbell House, can be found as an appendix to this letter.

Metrolinx appreciates how special Osgoode Hall is to the City of Toronto and we value its history, beauty and publicly accessible greenspace. We believe that improved accessibility provided by the Ontario Line will complement the property, allowing future generations to easily access the facilities in our vibrant, busy downtown.

We believe that the impacts on the Osgoode Hall site's heritage can largely be mitigated, which reinforced our decision that it is the preferred site. Our engagement with stakeholders on a plan for heritage preservation will be extensive, based around the following pillars and in alignment with consent conditions from the Minister of Heritage, Sport, Tourism and Culture Industries for these necessary impacts:

- Assembling a team of heritage experts to holistically plan, conserve, interpret and commemorate heritage aspects at the University and Queen intersection.
- Designing the above-ground portion of the station entrance building in consultation with City of Toronto Heritage Planning, the Law Society of Ontario and Infrastructure Ontario's heritage projects team.
- Planning pre- and post-construction condition assessments of the Osgoode Hall grounds to the standards of the National Park Service's Historic American Landscapes Survey in consultation with the Law Society of Ontario and Infrastructure Ontario's heritage projects team, which will inform post-construction restoration.
- Developing a Landscape Management Plan that will outline how temporary construction impacts to the grounds and landscape elements will be minimized, including a strategy for protecting as many mature trees as possible and restoring the space after construction with new vegetation.
- Planning the project to avoid impacts to the fence to the greatest extent possible; appropriately retaining and storing removed materials to allow for restoration following construction.
- Developing a Documentation and Restoration Plan prior to removal of the fence and any other built structures or features to the standards of the National Park Service's Historic American Engineering Record.

During construction, we will employ a number of measures to mitigate construction impacts on the Osgoode Hall grounds as best as possible, including the following:

- Using a mined sequential excavation method (SEM) for building the station, which reduces the surface impact area.
- Designing a compact and efficient station entrance to reduce the permanent footprint.
- Implementing modern methods to reduce noise and vibration during construction.
- Keeping the site well maintained during construction and surrounding work with well designed hoarding.
- Designing station architecture and landscaping treatments that honour the character of the site.

I understand that any impacts to these historic grounds are difficult to accept, but the long-term benefits of the transit relief the Ontario Line will bring to the entire region will be extremely positive and transformative. We will make sure we take every reasonable effort to mitigate short-term disruption impacts and then restore the grounds as much as practical to its original state.

We are working through these issues with the City, the Law Society of Ontario and other stakeholders, and our engagement efforts will increase in the coming months and years as the project advances. Thank you for your suggestion to make contact with the Chief Justices' offices, who we have previously communicated with. I have asked our engagement team to continue working with them going forward. I have also asked Malcolm MacKay, Program Sponsor for the Ontario Line, to further discuss the issues I have raised with you in this letter; your office should be hearing from us soon. Please don't hesitate to reach out with any further questions or concerns you may have.

Sincerely,



Phil Verster

President & CEO, Metrolinx

Cc. The Honourable George Strathy, Chief Justice of Ontario
The Honourable Geoffrey B. Morawetz, Chief Justice of the Superior Court of Justice
The Honourable Doug Downey, MPP, Attorney General of Ontario
His Worship John Tory, Mayor, City of Toronto
Ward 10 (Spadina-Fort York) Office, City of Toronto
Ward 13 (Toronto Centre) Office, City of Toronto
Teresa Donnelly, Treasurer, Law Society of Ontario
Toronto Lawyers' Association
Karen Perron, President, Ontario Bar Association
Deborah E. Palter, President, The Advocates' Society
County and District Law Association Presidents