

**Corktown Station  
Construction Liaison Committee**

**February 28, 2023**

## Land acknowledgement

Let us take a moment to acknowledge that we are on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples.

We are all Treaty people. Many of us have come here as settlers and immigrants in this generation or generations past.

Metrolinx declares its commitment to building meaningful relationships with Indigenous Peoples.

We acknowledge the historic and continued impacts of colonialization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on lands covered by 20 Treaties, and that we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration.

## Safety Moment: Text-for-help

- A new text-for-help support program now gives customers one more safety option on GO Transit and UP Express.
- People can discreetly report immediate safety or security concerns by texting "HELP" to 77777.
- The Customer Protective Services team will reply to the text within 90 seconds and will converse with the person to understand the concern. If needed, the team can assist by dispatching support or local police services.
- This provides a discreet, fast, and effective way to request assistance while on board or at stations, without drawing attention in moments when one may feel vulnerable.

**Safety is  
at your  
fingertips.**

**Text 'HELP' to  
77777**

**Help is a  
text away.**

Standard message  
rates may apply

# Agenda

- Welcome (15-minutes):
  - Land Acknowledgement
  - Safety Moment
  - Introductions
- Presentation (20-minutes)
  - CLC Terms of Reference
  - Project Updates:
    - Corktown
    - Don Yard
- Discussion (50-minutes)
- What's Next (5-minutes)

# CLC Community Members

- **Community Groups & Stakeholders**

- Corktown Business and Residents' Association
- West Don Lands Committee
- East Waterfront Community Association
- Gooderham & Worts Neighbourhood Association
- St. Lawrence Market Business Improvement Area
- Market Lane Public Junior and Public School
- Jamii Esplande
- Residents

- **Condos & Co-Ops**

- Canary Park Condos
- Parliament Square Condos
- River City Condos
- Derby Condos
- Windmill Co-Op
- Wigwamen Co-Op

- **Elected Officials**

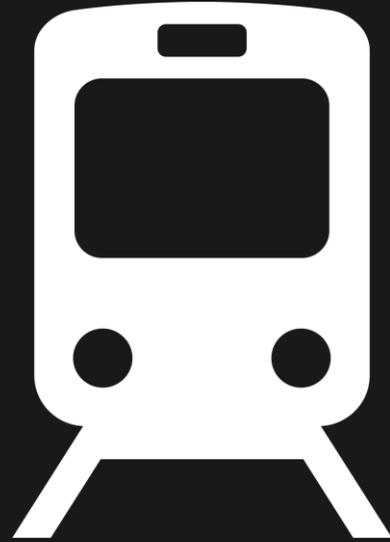
- MPP Kristyn Wong-Tam
- Councillor Chris Moise
- Councillor Ausma Malik

- **City of Toronto**

- Transportation Services

- **Metrolinx**

- Community Engagement
- Ontario Line Program Sponsor
- Ontario Line Capital Projects Groups
- Traffic & Transportation
- Environmental Programs & Assessment
- Ontario Line Technical Advisors
- ICP Developer - Lord Cultural Resources



# **Construction Liaison Committee Terms of Reference**

## Construction Liaison Committees (CLC)

Construction Liaison Committees (CLCs) provide open, two-way communication and sharing of information before and during the construction of the Ontario Line project. The CLC will focus on the impacts from the Ontario Line station serving local organizations, businesses, and community members within the Corktown and Distillery District neighbourhoods. The full Terms of Reference will be shared with the CLC via email.

- The CLC will meet semi-regularly as the early works progresses. Metrolinx will work with stakeholders to develop meeting agendas and will lead the CLC meeting, as chair. Meetings will last approximately one-hour in length.
- Once the project site is handed over to Ontario Transit Group, they will lead and coordinate the CLC.
- Once station construction starts, meeting frequency will likely increase to monthly.

### Construction Liaison Committee (CLC)

#### Project team members



- Metrolinx—representatives from Sponsors Office, Design Division, Community Engagement, and the Project Delivery team
- Ontario Line Delivery Partner

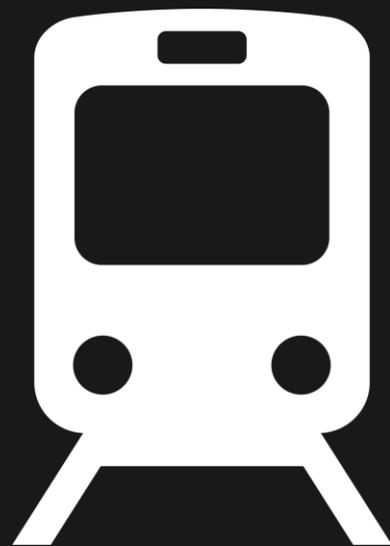
#### Community representatives



- Residents' groups/associations
- Tenant representatives
- Community groups
- BIA's
- Elected officials

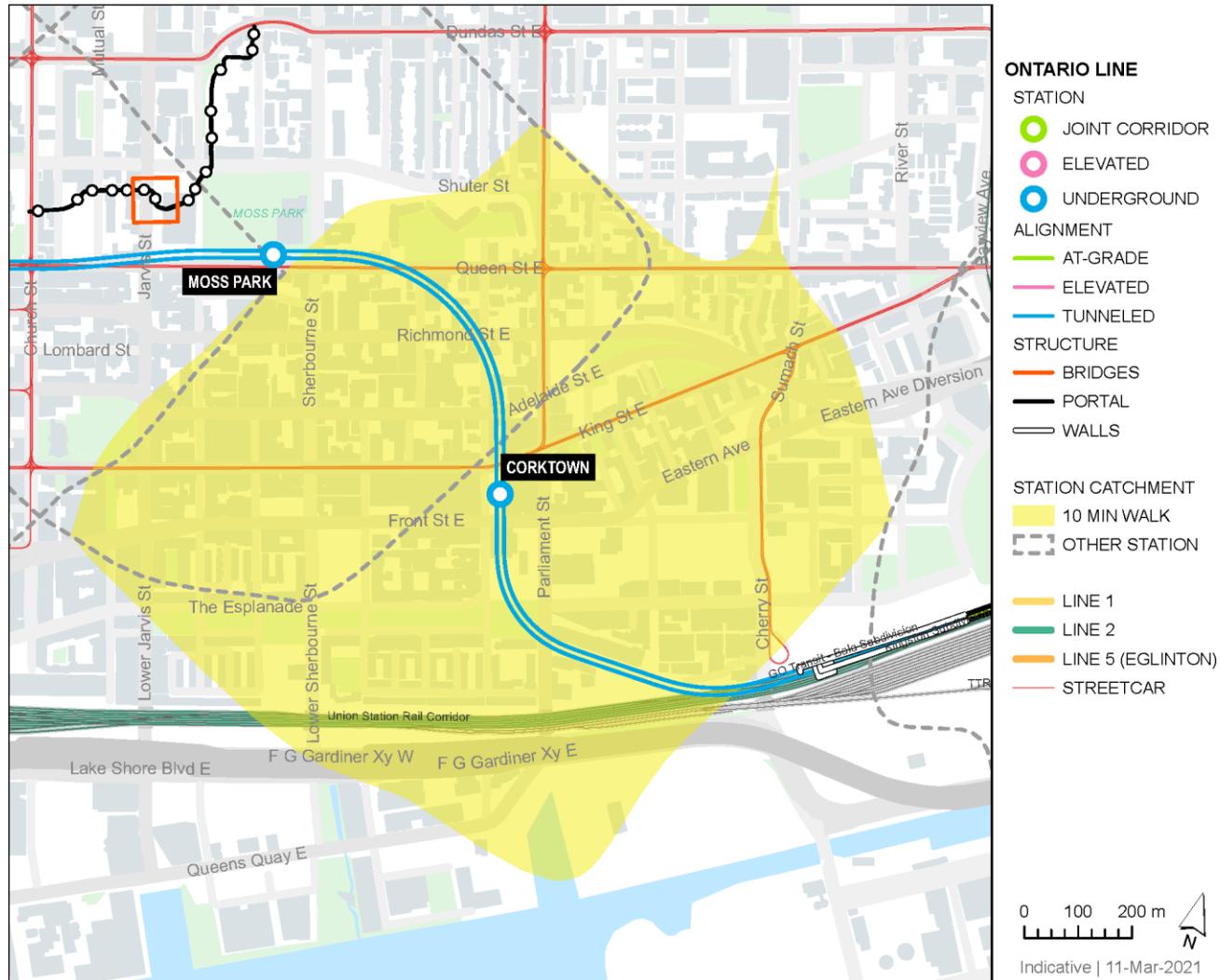
#### City of Toronto





# Project Update

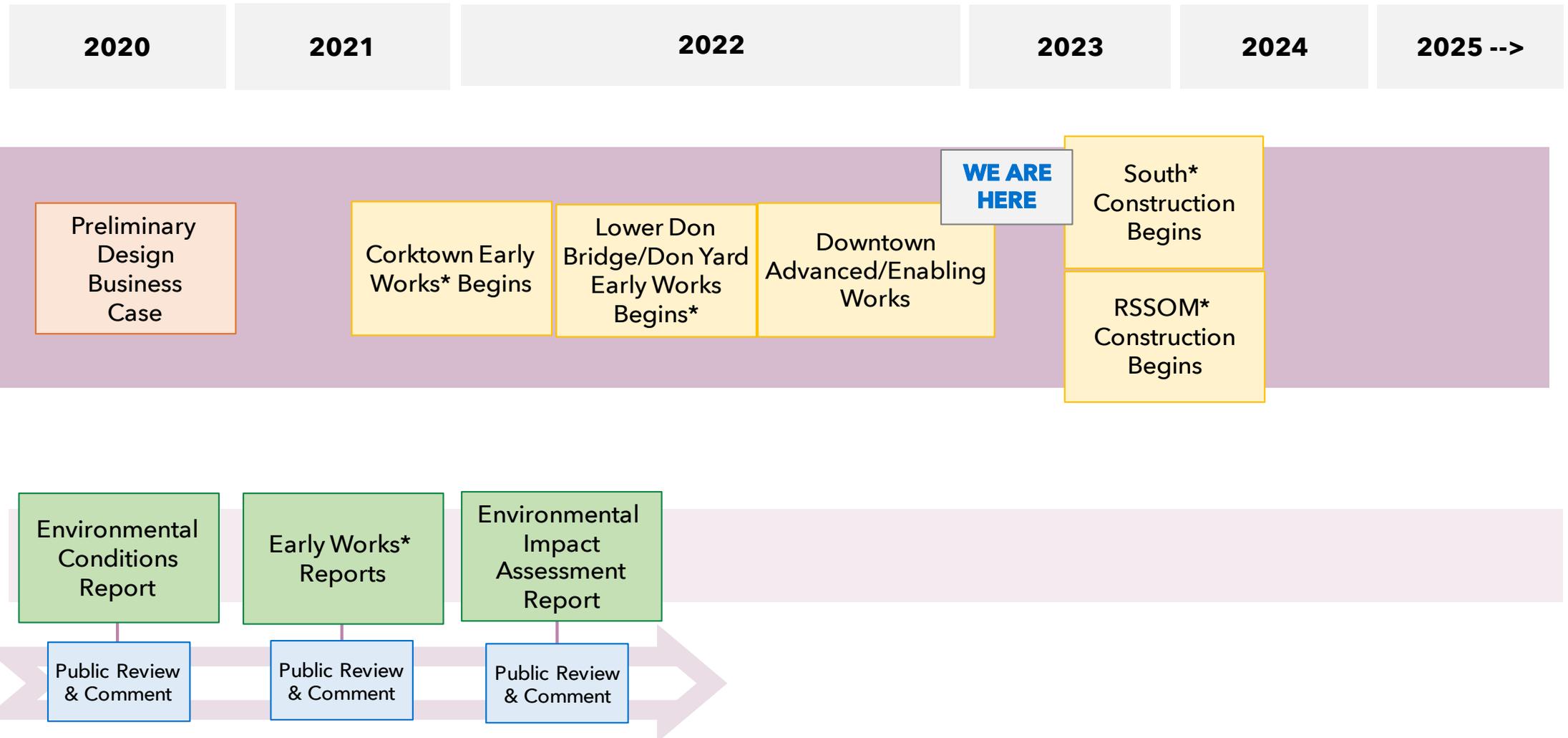
# Corktown | Station Profile



## Station Characteristics

Ridership (Peak Hour)	4,100 in total 2,800 boardings 1,300 alightings
Transit Connections	504 King Streetcar 65 Parliament Bus 172 Cherry Bus
TTC Transfers (Peak Hour)	1,900 to/from station
Zone of Influence	Corktown West Don Lands Distillery District St Lawrence Market
<b>10 Minute Walk-in Catchment (800 m)</b>	
Population	26,400
Employment	15,700
Low-Income Households	1,700
Zero Car Households	3,300

# Project Timeline (Downtown)



**\*Timelines are subject to change**

\*Procurement Packages:

- South - Southern Civil, Stations and Tunnel (Exhibition to Don Yard)
- RSSOM - Rolling Stock, Systems, Operations and Maintenance
- Early Works - Exhibition, Corktown, Lower Don Bridge/Don Yard, East Harbour, Lakeshore East Joint Corridor

## Corktown Station | Site Prep and Handover

Ontario Transit Group (OTG) is the Project Constructor that will be delivering the South Civils (station construction) Contract.

- Metrolinx will continue archaeological investigations through early winter 2023
- Site handover to OTG is scheduled to start by late winter 2023
- Site preparation and mobilization:  
Starting late winter 2023/early winter 2024\*



## Corktown Archaeology Update | Winter 2023

- Archaeological work required by the Ministry of Citizenship and Multiculturalism (MCM) will continue throughout the winter.
- Due to the weather, tenting is required. Tenting allows the ambient temperature to be warm enough so that excavations can continue and offers protection from winter elements.
- Generators are required to maintain electrical power to the heaters and fans inside the tents, some are required to run 24/7.
- Indigenous groups are aware of the ongoing work and have been sending archaeological monitors as available.



*Aerial view of tents facing southeast from corner of Front Street East and Parliament Street - Photo courtesy of Stantec, and architecture consultant retained by Metrolinx*

## Update on Archaeology Field Work



- Winter tents were fully installed before the holidays in the South Block and work commenced in the last week of December 2022
- Two tents installed:
  1. 80 metres by 50 metres (large tent in north end of south block)
  2. 45 metres by 40 metres (small tent to the southeast of the large tent)

*View inside large tent facing northeast*

*- Photo courtesy of Stantec*

## Update on Archaeology Field Work at South Block | Winter Work

Work has continued on the South Block:

- Further Stage 4 excavation and documentation at 271 Front Street East in the large tent
- Removal of the exposed pipe with asbestos coating in the large tent and further excavation underneath
- Full exposure and recording of the turntable in the small tent on 271 Front Street East



*Panorama view in the large tent, facing northwest*

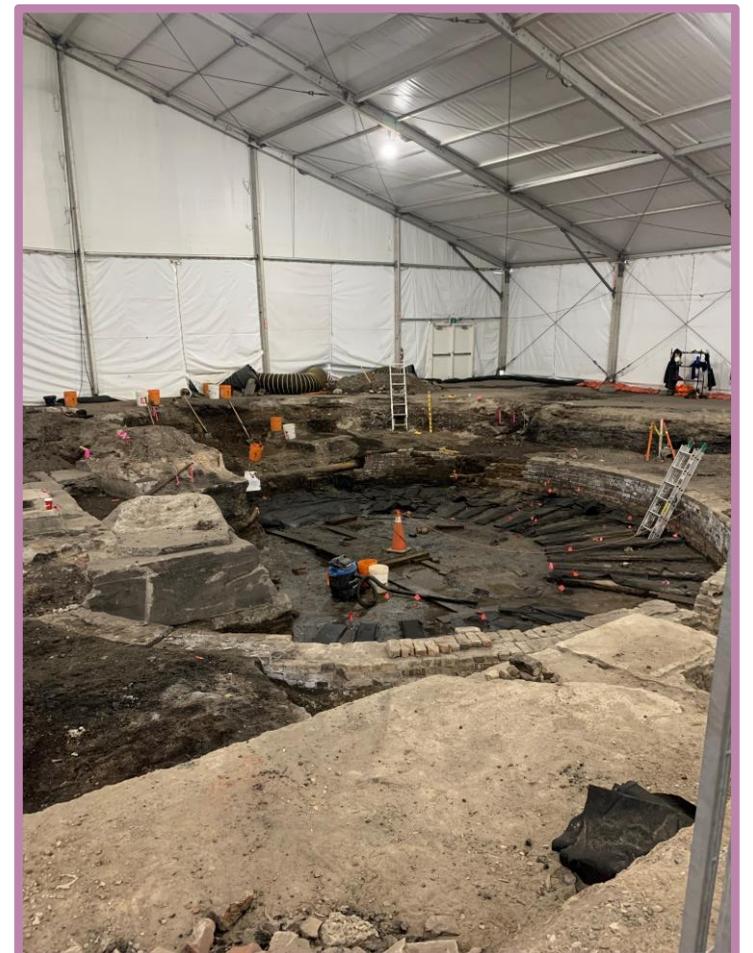
# Update of Archaeology Field Work at South Block | Winter Work



*Exposing more area in the southeast corner of the large tent, facing south*



*View of asbestos pipe removal in the large tent, facing northeast*



*Fully exposing the turntable in the small tent, facing southeast*

# 2022 Archaeological Discoveries



*Uncovered Lime Kiln from the Lime Kiln site at 70 Parliament Street*

- Photo courtesy of Stantec



*Excavation at 271 Front Street - Rail Line from Consumers Gas*  
- Photo courtesy of Stantec



*Stage 2 test trench in progress in the Proposed 44 Parliament bike path area*

- Photo courtesy of Stantec

## Interpretation and Commemoration Plan (ICP) - Process

The draft Interpretation and Commemoration Plan is a “roadmap” for the stories, and expression of those stories, planned for Corktown Station. It builds on the work and engagement process that took place as part of the City of Toronto’s First Parliament Site Heritage Interpretation Strategy (HIS) in 2019.

- The draft ICP has been reviewed and refined by Ontario Heritage Trust, presented for comment at the First Parliament Working Group, presented to Indigenous Nations for feedback, and will be submitted for Ministry of Citizenship and Multiculturalism review in February 2023, with completion of the phase by March 2023.

### **Consultations included:**

- Metrolinx-led First Parliament Working Group (FPWG), and City-led First Parliament Working Group
- Ontario Heritage Trust (OHT) meetings where ICP concepts were developed and refined iteratively
- Online Survey (Nov to Dec 2021) where respondents were asked to rank the key themes, as well as cross-cutting themes from the City’s strategy
- Invitation to continue engagement on the ICP has been extended to the 13 Indigenous communities and Nations consulted on the Ontario Line Project

# Interpretation and Commemoration Plan (ICP): Potential Expressions



Africville Park, Halifax, Nova Scotia, Canada



LaGuardia Airport, New York, NY



Lenticular, Auckland International Airport, New Zealand



96th Street Station, New York, NY



Architectural Chicagisms Exhibition, Art Institute of Chicago, USA



Moccasin Identifier Project, Trillium Park, Toronto



63rd Street Station, New York, NY



Museum of London, London, UK



Reddacliff Place Memorial, Brisbane, Australia



Weißer Rose Pavement Memorial, Munich, Germany



Baker Street Station, London, UK



Concorde, Paris Metro, France

# Traffic and Transit Management Plan (TTMP)

The TTMP\* documents the impact of traffic changes for the community and road users, including drivers, pedestrians, cyclists and transit riders, because of the Ontario Line (OL) project, as well as proposed mitigation measures and protections.



## Why was it developed?

To analyze and present the planned transportation management strategies for the OL construction sites (Exhibition to Corktown), evaluate road closure alternatives, projected impacts on the transportation network and propose mitigation measures.



## What work was included in the plan?

Planned works from the City, TTC, and Toronto Water that are expected to overlap with the OL Station construction timeframe or be completed by the start of construction, including YongeTOMorrow, the Gardiner Expressway Rehabilitation, King Streetcar Track Renewal Program, sewer main, sewer manhole, and watermain works.



## Who worked on the plan?

Metrolinx, the City of Toronto, TTC, Toronto Water, Ontario Line Technical Authority and other stakeholders - beginning in 2020 until the latest TTMP release in January 2022. Toronto City Council approved proposed lane closures at the December 15, 2021, Council Meeting (Item EX28.14).



## How will the TTMP be used?

It will be used by the constructor as a reference for transportation management mitigation measures to be implemented in the field.

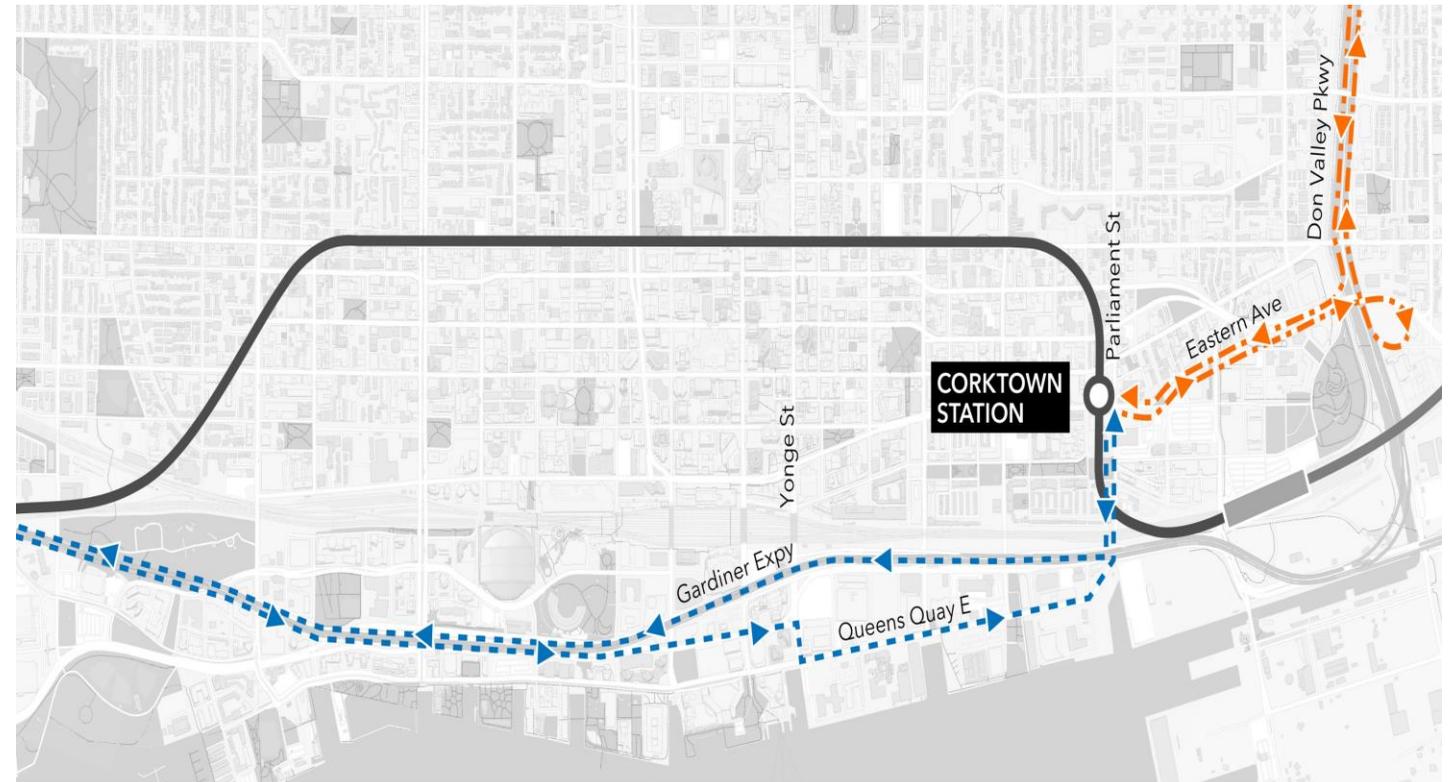
\*The TTMP was appended to the final Environmental Impact Assessment Report released April 2022.

**Note:** The TTMP is considered a worst-case scenario because it assumes that all of the construction works identified in Downtown Toronto will be active at the same time as the Ontario Line works.



## Trucks and Haul Routes

- As the station is also the Tunnel Boring Machine site, it will require an average of 70 trucks trips per day to remove 260,000 cubic meters of muck.
- Station excavation and construction will generate up to 40 truck trips per day
- Routes will be confirmed and refined by OTG.
- City staff and Metrolinx are acutely aware that increased truck traffic on the haul routes potentially poses increased risk to road users, including pedestrians and cyclists.
- Metrolinx will work with City staff and OTG to ensure Vision Zero principles are followed and potential risks to road users are minimised.



### Inbound/outbound Haul Routes – Corktown Station

- Inbound/outbound routes via Gardiner Expy
- Inbound/outbound routes via Don Valley Pkwy
- Ontario Line alignment



\* Graphic outlines the potential haul routes and are subject to change.

# Community Safety During Construction

## Overall Requirements

- The project constructor must adhere to all provincial safety legislation and city by-laws
- Detailed construction and traffic management plans, along with safety plans must be shared with Metrolinx and the City for review and sign-off/permitting
- Constructor will develop and implement noise and vibration plans in compliance with Provincial standards
- Must meet Metrolinx construction noise limits of 75 dBA (day) and 65 dBA (night), monitor noise and vibration and take mitigation action when nearing exceedance
- Flag persons will direct traffic and pedestrians, when needed
- Construction impacts will be shared with the community well in advance via CLCs, Community Notices, neighborhood canvassing, etc.

## Site-Specific Requirements

- Construction hoarding will be visually appealing and well-lit:
  - designs and imagery will be tailored to reflect the local community
  - community will have input into the designs
- There will be minimal impacts to fire truck or paramedic routes and travel times in the area, as all roads remain open in the area. Emergency vehicles can also continue to bypass traffic with sirens.
- Limited closures: south sidewalk along King Street and lane reductions along King and Parliament Street.
- Temporary lane and sidewalk closures will have safety barriers, clear detour signage and wayfinding
- There will be a temporary closure of the Lower Don Trail near the rail corridor

# Mitigation | Best Practices



## Effective hoarding and signage placement to facilitate detours

Providing advance notice and alternative route information, as well as effective way-finding.



## Thoughtful site plans to ensure business continuity

Proactive engagement about upcoming construction plans to learn about potential issues and concerns to consider ahead of any work.



## Respond to neighborhood concerns to resolve reasonable complaints in a timely manner

Coordinate with other major projects and events affecting the neighbourhood.



## Traffic analysis and modeling to assess impacts and mitigations for all projects in the area

Outlines all anticipated transportation and transit impacts and ensures coordination with City, TTC and other provincial projects.

*\*excludes unplanned emergency work*



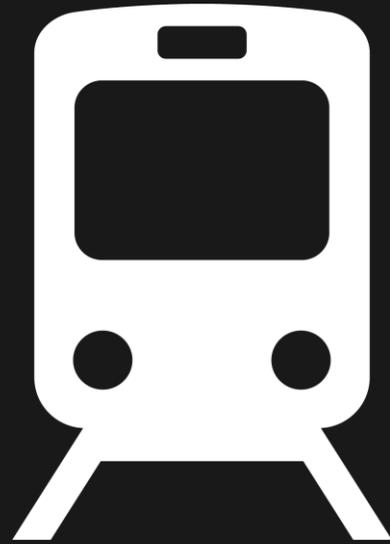
## Identify and communicate public or private parking impacts well in advance

Construction workers must comply with all parking bylaws. Any project-related parking impacts, along with potential alternatives, will be communicated well in advance.



## Surveying businesses so programs can be tailored to meet their needs

Work collaboratively with local businesses to ensure a fulsome understanding of business and customer needs - to help inform construction management plans.

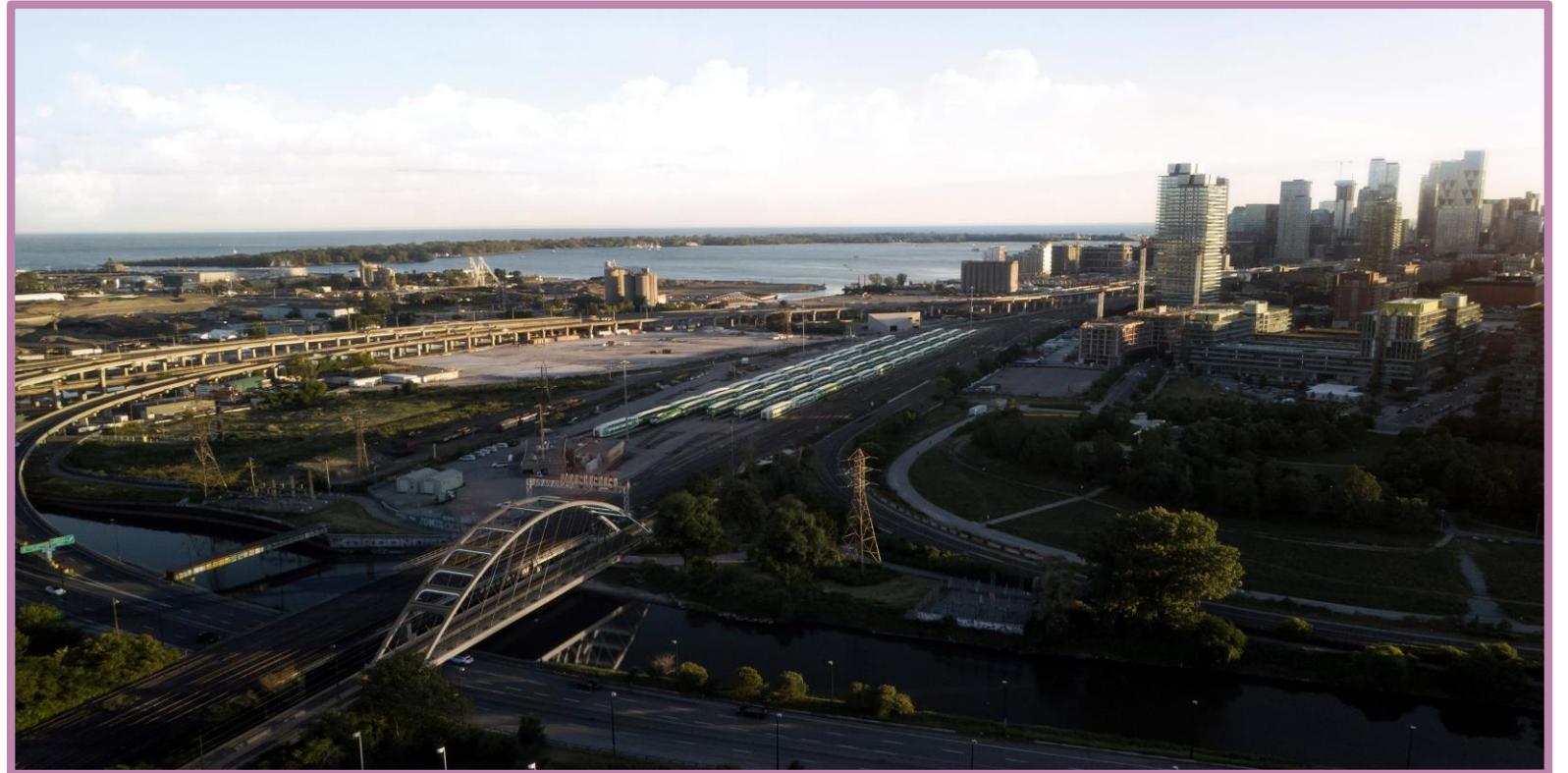


# Don Yard Enabling Works

## Early Works | Lower Don Bridge and Don Yard Enabling Works

Work includes:

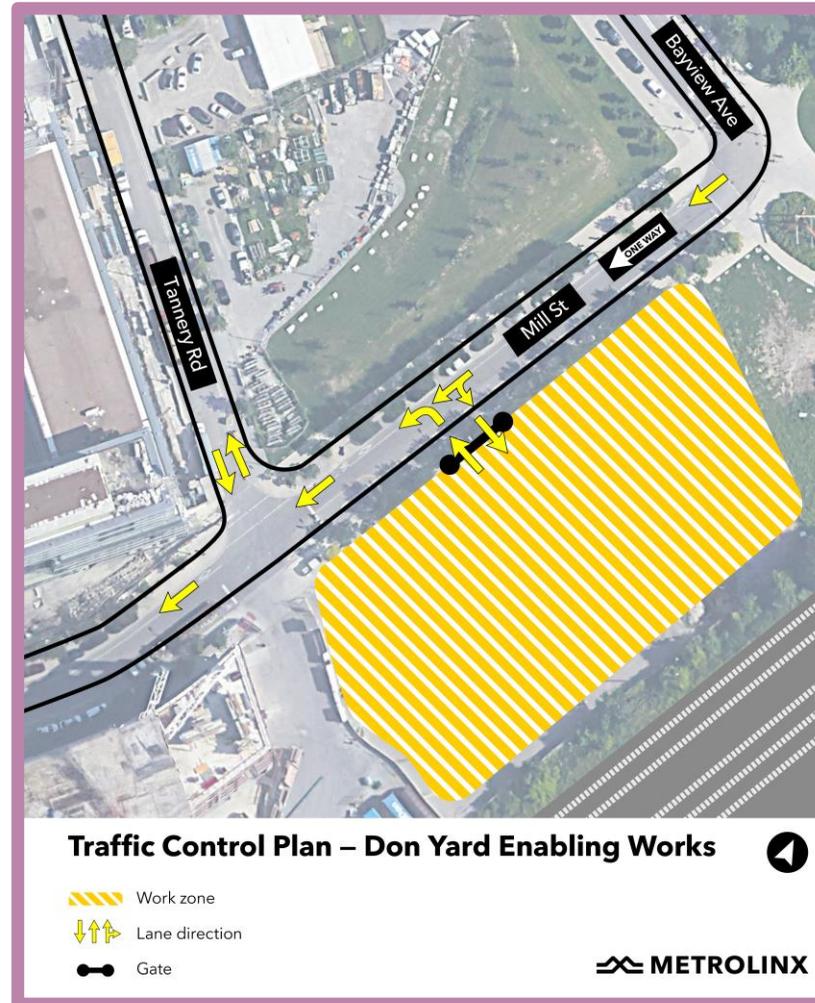
- **Relocating and protecting** utilities and signal infrastructure in the area
- **Shifting GO tracks** in the Don Yard and nearby rail corridor to accommodate Ontario Line infrastructure
- **Building a new bridge** north of the existing rail bridge over the Lower Don River to carry the Ontario Line tracks
- **Constructing a portal and cut-and-cover tunnel** to support the transition of the Ontario Line from surface to tunnel



*\*Artist's rendering of completed project. Subject to change.*

# Don Yard Traffic Control Plan

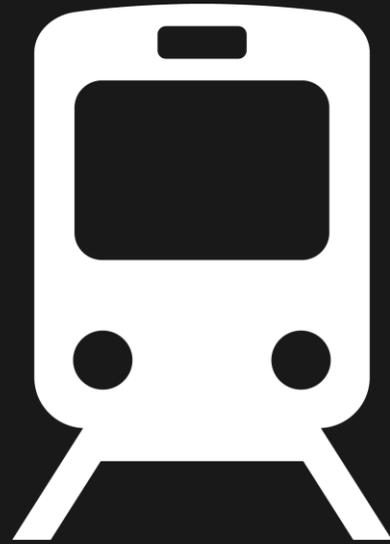
- Construction will mainly take place Monday through Friday from 7:00 a.m. to 5:00 p.m.
- Mill Street one-way is maintained, trucks and vehicles will use this route.
- Sidewalks and bike lanes will not be impacted.
- Residents will notice increased traffic along as various construction equipment is brought to site to carry out the work and trucks move soil off-site.
- A flag person will be stationed at gate entrance at all times.
- There is a posted speed limit of 10kms an hour for trucks/construction vehicles.
- There is construction signage and hoarding in place for safety.



# Overnight Construction in the Rail Corridor

- **Scheduled start date:**  
February 27, 2023
- **Scheduled completion:**  
March 16, 2023
- Metrolinx requires fiber utility cables to be relocated in the Union Station Rail Corridor.
- Overnight work will occur between Parliament & Cherry St. and in the Don Yards.
- Due to trains running during the day, the only time this critical work can take place safely is overnight.
- Hydrovac trucks are being used in this work, which will cause loud noise and disturbances during overnight hours.
- Community Notices were distributed on February 23, 2023.

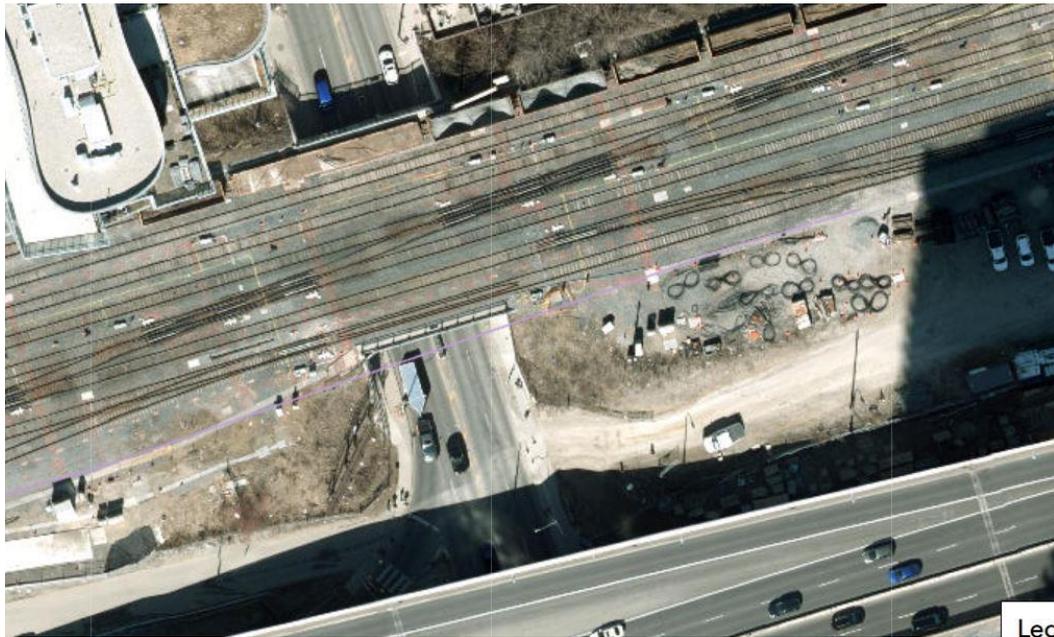




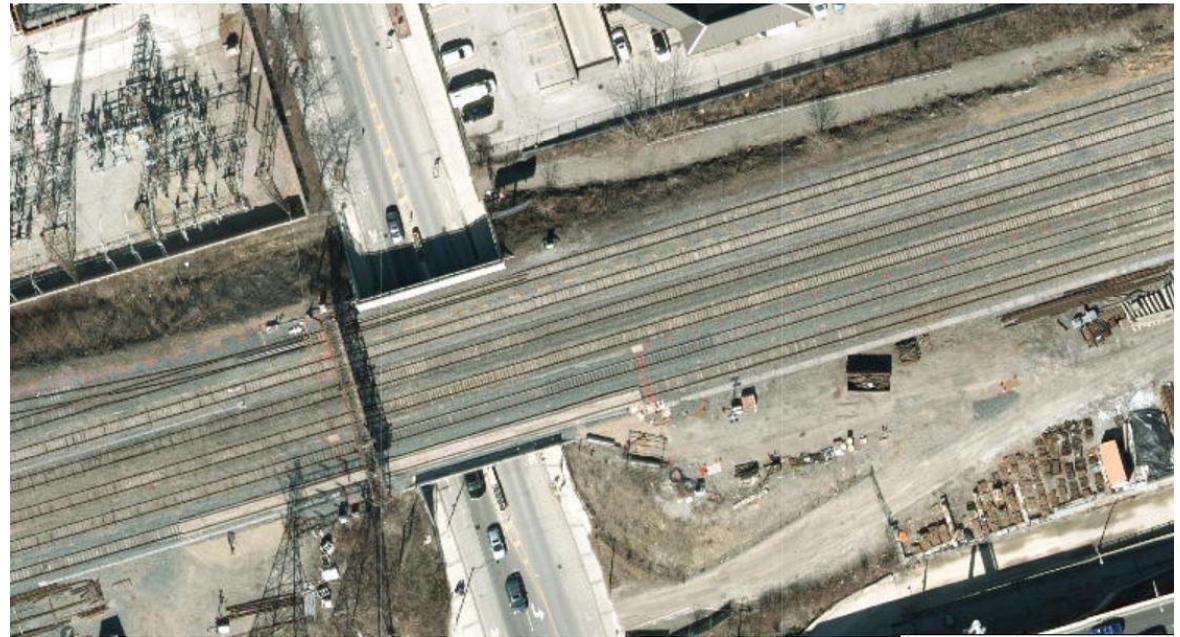
# **Union Station Rail Corridor East Early Works**

## Easy Track Enhancements - Bridge Locations

**Lower Jarvis Street Bridge**



**Lower Sherbourne Street Bridge**



**Project Scope – ETE** - involves the relocation of track and signalling infrastructure south of the operating tracks from Union Station over to the Don Yard Maintenance Facility. This includes widening the railway bridges at Lower Jarvis and Lower Sherbourne Streets to provide additional track space for 2 new tracks as part of the OnCorr Electrification Project.

## Easy Track Enhancements (ETE) - Enabling Works

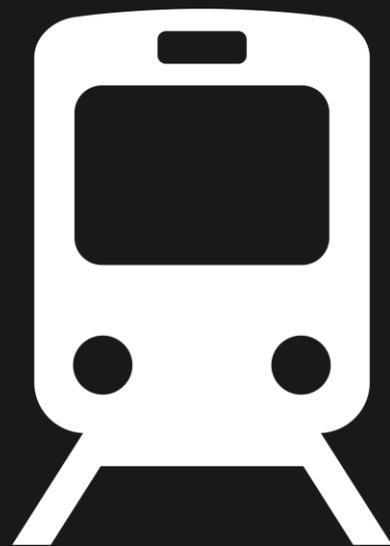
**WHAT:** ETE Enabling Works provides the key early work components by removing and relocating conflicting infrastructure that would otherwise prevent the additional tracks from being installed.

**WHY:** This work is being done to enable OnCorr's electrification scope, which overall will reduce traffic congestion, greenhouse gasses, fuel consumption and reduce commuter travel times.

**WHERE:** This work will occur in the rail corridor between Union Station - Don Yard, at track level and street level, street work will mostly be on Jarvis Street and Sherbourne Street.

**WHEN:** ETE Early Works have already commenced, with utility investigation work and signal infrastructure relocations occurring in 2022, with a target completion 2026.

**HOW:** Impacts will include lane, road and sidewalk closures, visual impacts such as workers in the area, overnight work, and a potential increase in noise and vibration levels. After ETE enabling works, OnCorr will lay the tracks, modernize the signal system, and electrify the railway system.

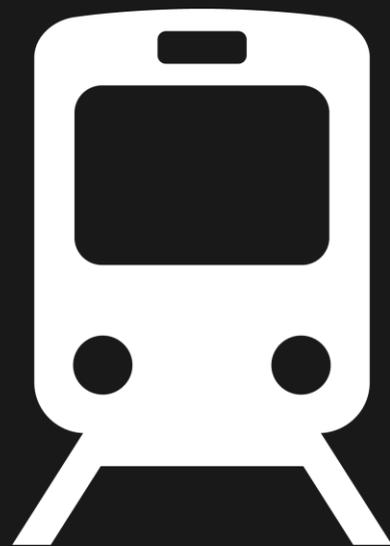


# Discussion

## **Discussion**

Reminders:

- Please raise your hand if you wish to speak or ask a question
- Feedback/questions will be taken in order (first come, first served)
- For questions, please try to direct yours to a specific group or team, if possible



# What's Next