

Corktown Construction Liaison Committee

August 30, 2023



Agenda

Welcome (5 minutes)

- Introductions
- Land Acknowledgement
- Housekeeping

Presentation (35 minutes)

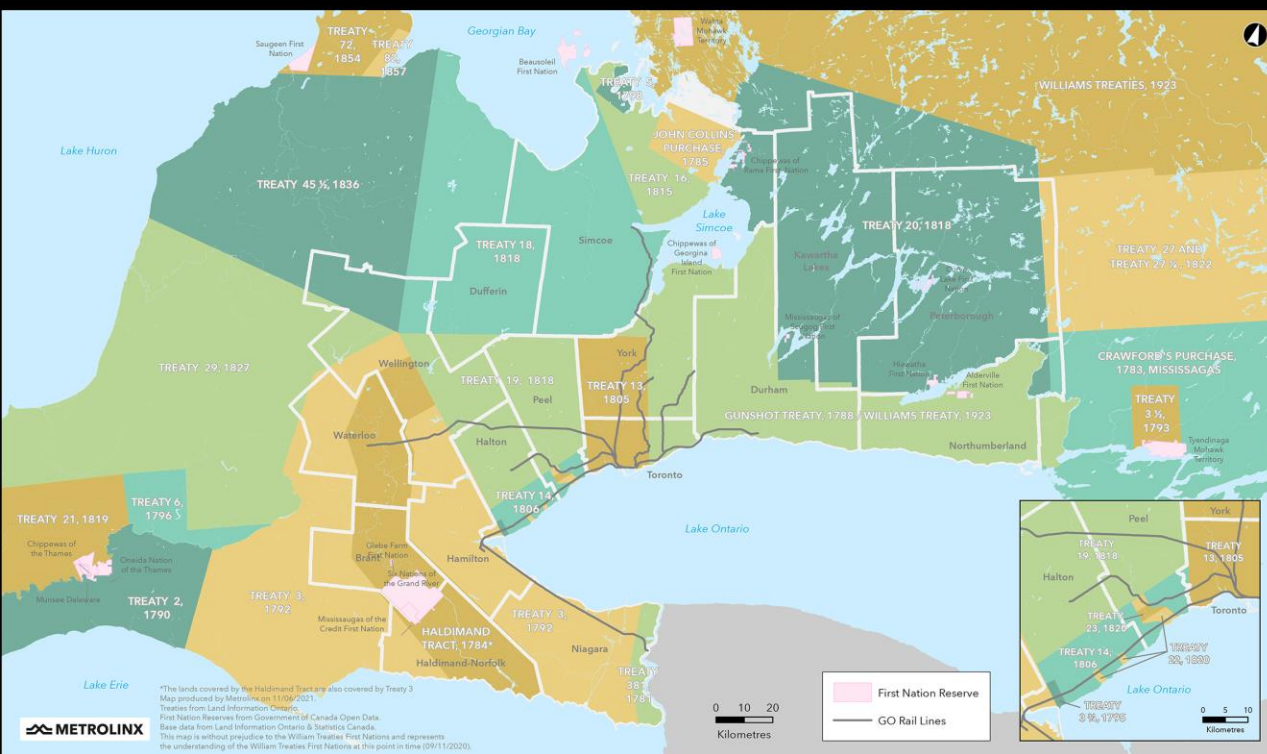
- Ontario Line
- Ontario Transit Group (OTG)
- Don Yard Enabling Works
- Corktown Station
 - Archeological Update
 - Station Construction Update
- Community outreach

Feedback and Discussion (50 minutes)



LAND ACKNOWLEDGMENT

Treaties and Reserves in the Greater Golden Horseshoe



Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation, or generations past.

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

We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect and collaboration.

SAFETY

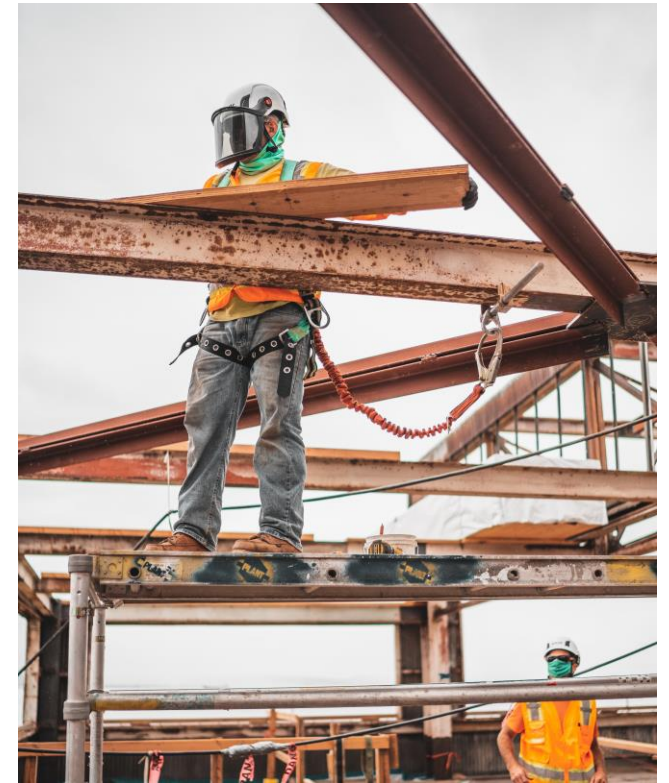
We train and direct staff to:

- Always have a site-specific safety plan and site-specific emergency plan.
- Ensure pre-work hazard assessments are complete and understood.
- Ensure job hazards analyses are complete and understood.
- Do everything reasonably possible to protect themselves, co-workers, and members of the public.
- Identify and report unsafe behaviour and coach each other to make improvements.
- Be prepared and equipped to work safely.

THINK *Safe*

ACT *Safe*

HOME *Safe*



Construction Liaison Committee (CLC)

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, issues and areas of concern for resolution related to the Ontario Line construction within the Corktown area neighbourhood. The CLC will meet monthly as construction activities get underway.

- CLC frequency is flexible, depending on schedules/availability and critical construction work
- Metrolinx will work with stakeholders to develop meeting agendas
- Meetings will last 60-90 minutes, depending on the agenda
- Metrolinx to chair the CLC with support from the project constructor
- Project constructor will participate and lead the construction updates
- Action items/issues/complaints to be logged for resolution

Community representatives



- Elected officials
- Community groups/residents
- Residents' groups/associations
- Tenant representatives
- BIAs
- Business owners

City of Toronto



- Transit Expansion Division
- Transportation Services
- Other representatives as needed

Project team members



- Metrolinx—representatives from Subways Sponsors Office, Design Division, Community Engagement, Project Teams and Project Constructor.

CLC CODE OF CONDUCT



Participate fully, openly, and transparently in discussions, while also creating an environment where all members are encouraged to contribute and share their views.



Participate in a respectful manner towards other CLC members by using appropriate language.



Keep requested agenda and discussion items within the mandate and scope of the Construction Liaison Committee.



Represent their community's diverse perspectives and interests.



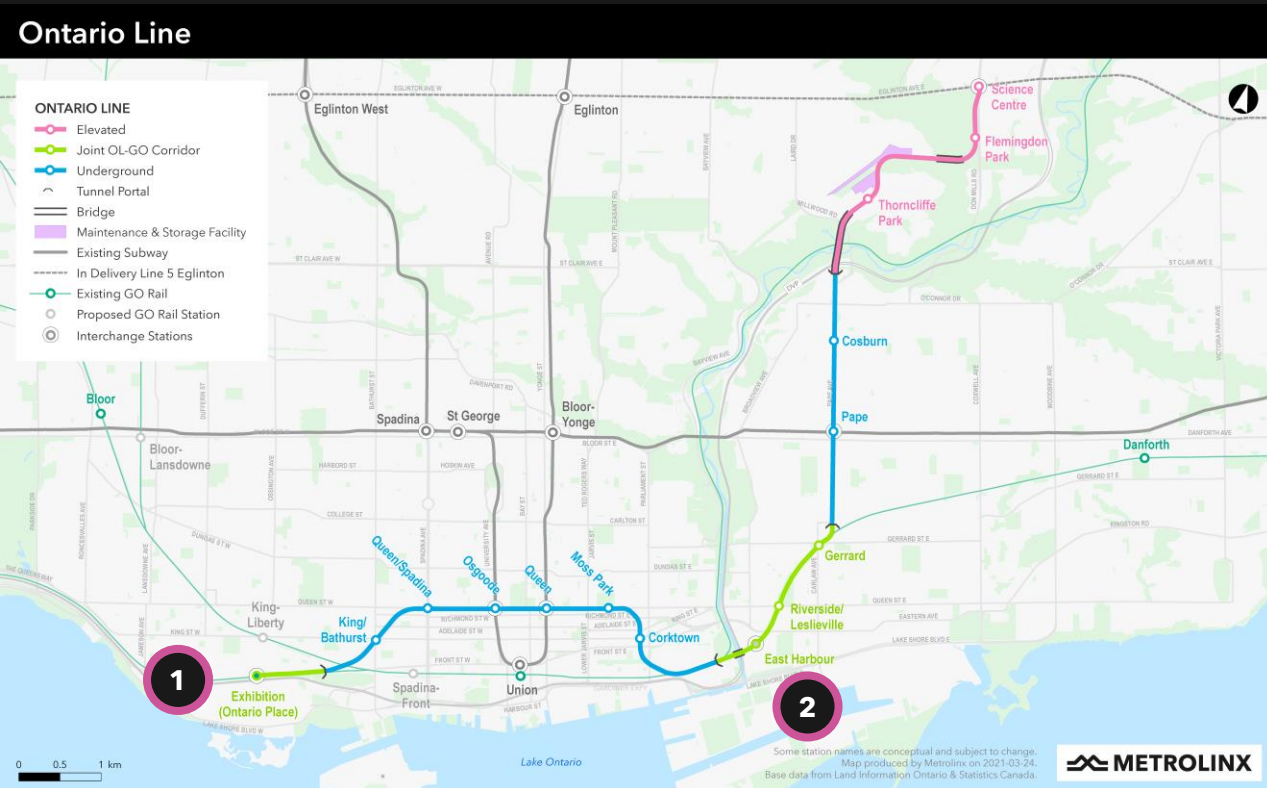
Maintain confidentiality of sensitive issues, when requested by participants.



Commit to equity, diversity and inclusion by supporting the participation of the whole community regardless of race, gender, class, sexuality, age or ability.

Ontario Line

Ontario Line



- 1 South Alignment of Ontario Line**
(Exhibition to Corktown/Don Yard)
- 2 North Alignment of Ontario Line**
(East Harbour to Science Centre)



15.6 kilometres long



15 stations



As frequent as every 90 seconds during rush hour



227,500 more people within walking distance to transit



388,000 daily boardings



40+ connections to other transit options



Up to 47,000 more jobs accessible in 45 minutes or less, on average

PROJECT BENEFITS - CORKTOWN STATION

- **Faster, more frequent and reliable access** to transit, with reduction in daily travel time with new route, connections.
- **Transit-oriented and pedestrian-friendly** street design improvements, creating street-level buildings, including transit entrances, residential lobbies and small-scale retail spaces.
- **16,500 people** within walking distance to station
- **4,100 customers** will use the station during the busiest travel hour (2,800 getting on and 1,300 getting off the Ontario Line)
- **Connections** to 504 King streetcar, 65 Parliament bus and 172 Cherry bus
- **15,700 jobs** in the area
- Alternative transportation options to support a **reduction in traffic congestion**, greenhouse gas and fuel consumption.

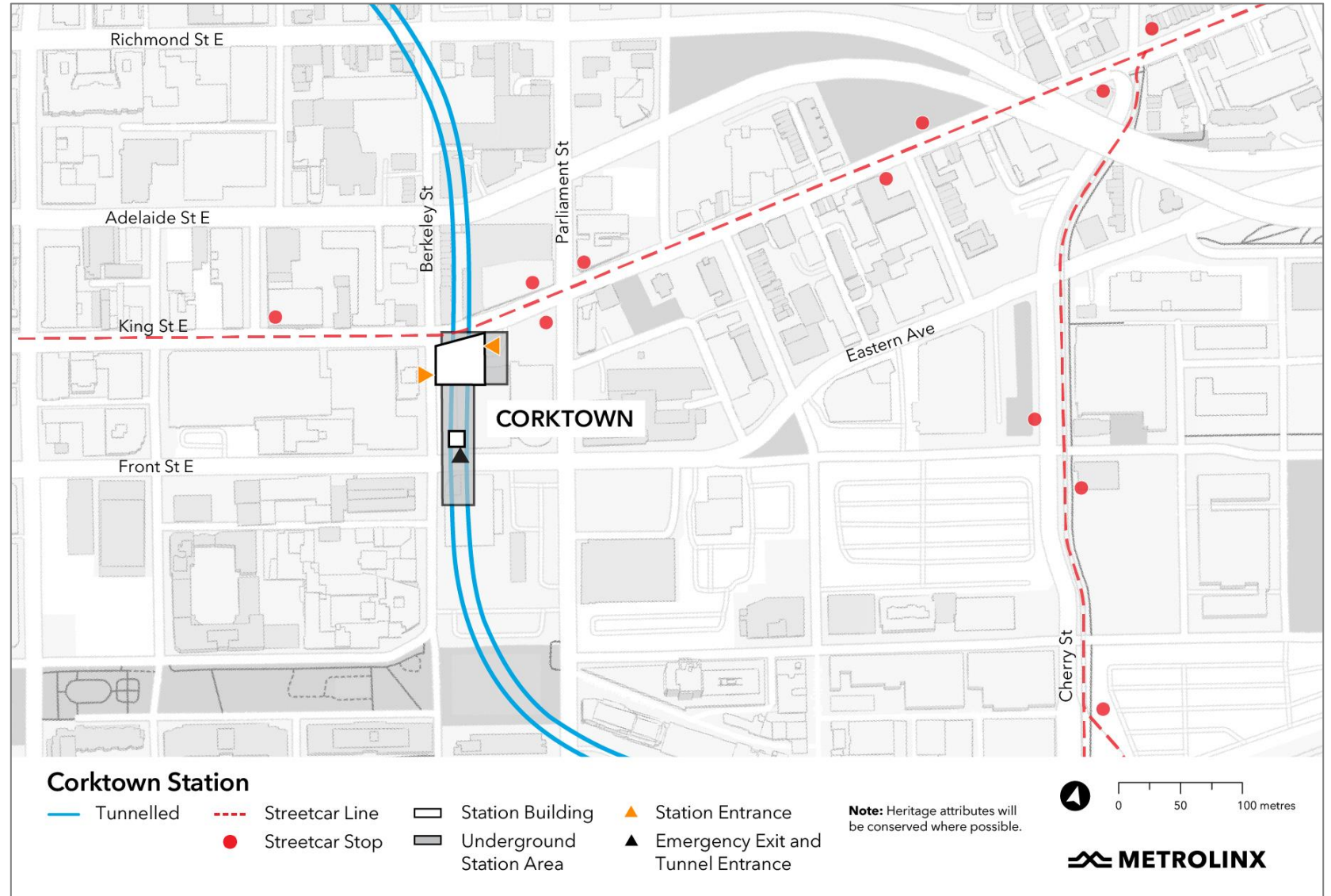
***Forecast for the year 2041**



View of station integrated with Infrastructure Ontario's Transit-Oriented Community proposal. Designs not final and subject to further approvals and consultations.

STATION AREA MAP

- **Station entrances** are placed a few steps away from streetcar stops.
- One station entrance is located on **Berkeley Street**.
- One station entrance is located on the **west side of Parliament Street**.



ONTARIO LINE - WHO DOES WHAT



Manages Province's Alternative Financing and Procurement program and lead the procurement process.

Negotiates Project agreement, which spells out roles and responsibilities of each party.

Oversees execution of Project agreement, provides quality control oversight.

Oversees Transit-Oriented Communities (TOCs) - a Provincial program led by Infrastructure Ontario and/or Metrolinx.



ONTARIO TRANSIT GROUP

Contracted to design, build and deliver the Ontario Line Subway - Southern Civils project.

Designs, constructs and finances Southern Civil, Stations and Tunnel work for 6-kilometre tunnel and associated tunnelling works from Exhibition to Don Yard portal (west of the Don River)

Joint venture between Ferrovial Construction and Vinci Construction Grands Projets (through their subsidiary JANIN ATLAS)



Contribute subject matter expertise regarding City policies, requirements, permits and procedures.

Ensure key City and community interests are noted and addressed through application design reviews and permits.

Work with partners to minimize negative impacts on residents and the environment.

Monitor construction sites for safety and adherence to City standards and bylaws.

TTC

Reviews all traffic plans and makes adjustments to routes and services to mitigate impacts to customers.



Overarching accountability for entire project, strategy and content approvals, building relationships and understanding needs of the community.

Oversight of construction contractors to ensure compliance with contractual obligations, including work schedules, adherence to acceptable noise levels, traffic management plans and permit conditions.

Ontario Transit Group

ABOUT ONTARIO TRANSIT GROUP (OTG)

Ontario Transit Group (OTG) is a joint venture between **Ferrovial Construction** and **Vinci Construction Grands Projets** to design, build and deliver the **southern portion of Ontario Line Subway** - Southern Civil, Stations and Tunnel work. The contract was awarded in November 2022.

Stations:

- **One above-ground station** to be integrated with the existing GO Transit Exhibition Station.
- **Two underground stations** to be integrated with the existing TTC Osgoode and Queen subway stations.
- **Four new underground stations** (King/Bathurst, Queen/Spadina, Moss Park, Corktown).

Tunnel:

- **6-kilometre tunnel** and associated tunnelling works from Exhibition to Don Yard portal (west of the Don River), shown in yellow.



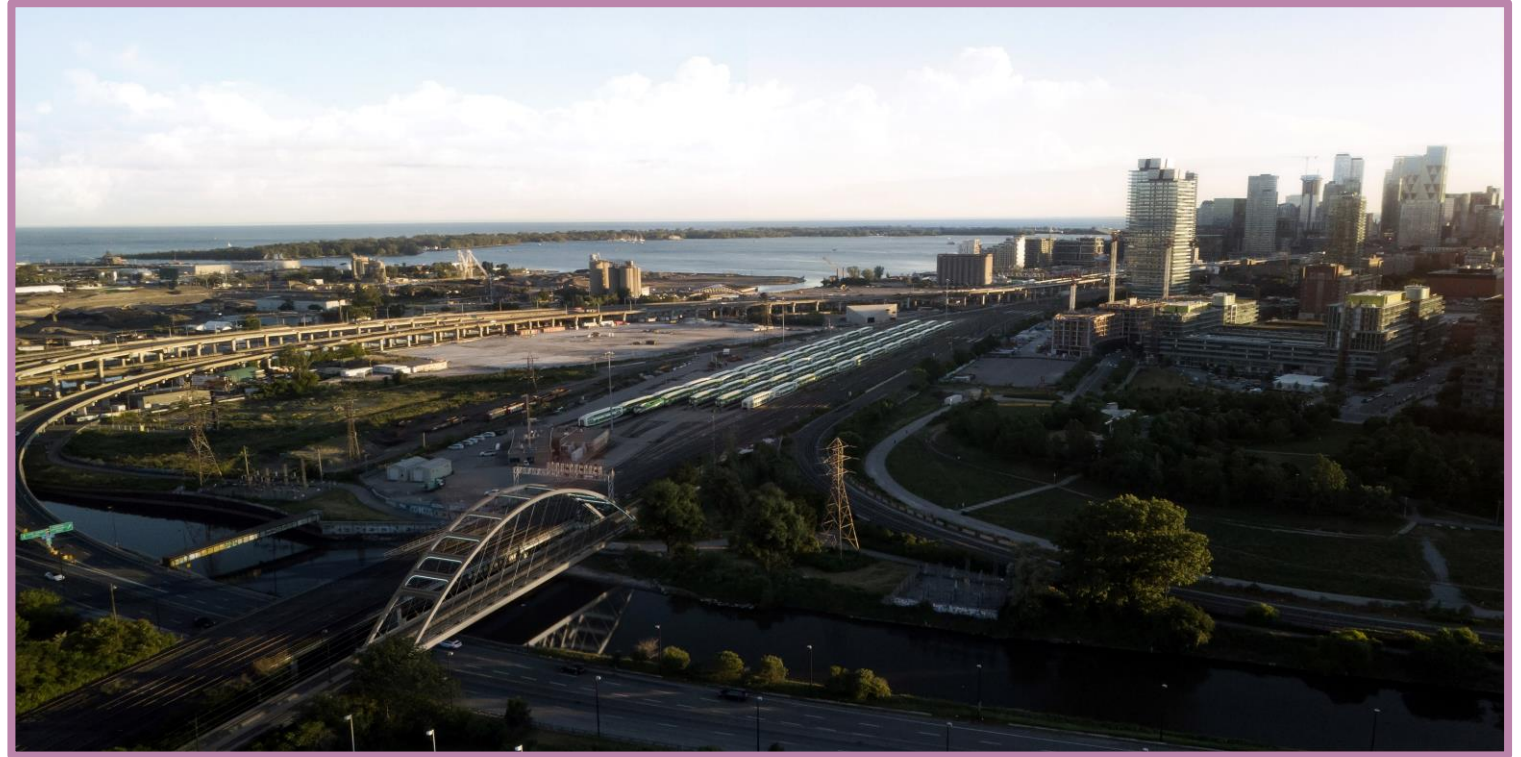
Ontario Line South Civil spans Exhibition to Don Yard portal (west of the Don River), shown in yellow.

Don Yard Enabling Works

ENABLING WORKS | LOWER DON BRIDGE AND DON YARD

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.*

ENABLING WORKS 1

Scope of Work

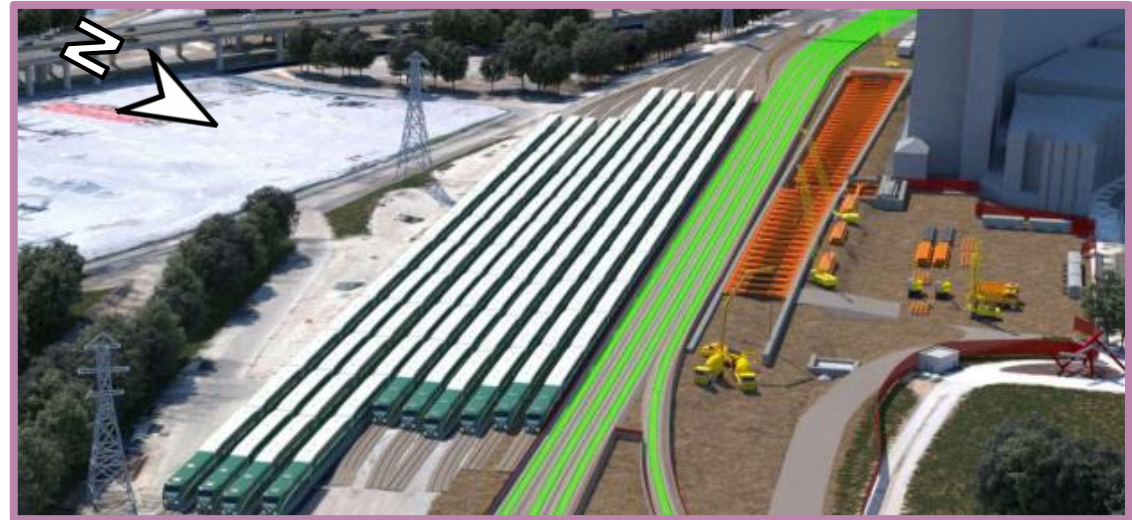
- Ontario Line Enabling Works 1's (EW1) objective is to shift mainline track and is a key enabler to the construction of the Ontario Line infrastructure through the joint corridor.

Schedule

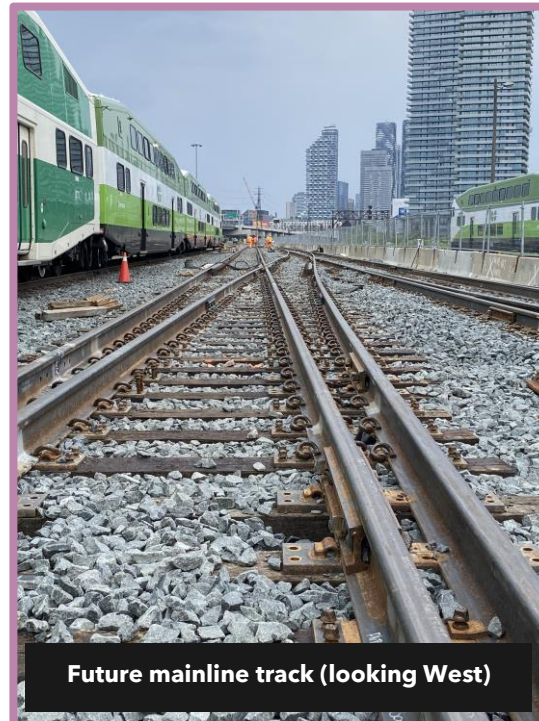
- February 2022 to May 2024

Current key activities

- Track construction and signals installation in preparation for Fall 2023 southern track of the Don Yard.
- Begin civil works and track construction for Track E2 realignment for April 2024.



Don Yard Configuration at EW-03 Commencement



Future mainline track (looking West)



Future mainline track (looking East)



Caisson installation for new signal bridge

ENABLING WORKS 2

Scope of Work

- Build access road to work areas in the rail corridor
- Relocating a watermain, utilities, and signal infrastructure in the area for future OL Bridge

Current Status:

- Underground tunnel boring of watermain and utility infrastructure completed
- Open excavation watermain work ongoing
- Backfill shafts and site restoration to follow

Key Dates:

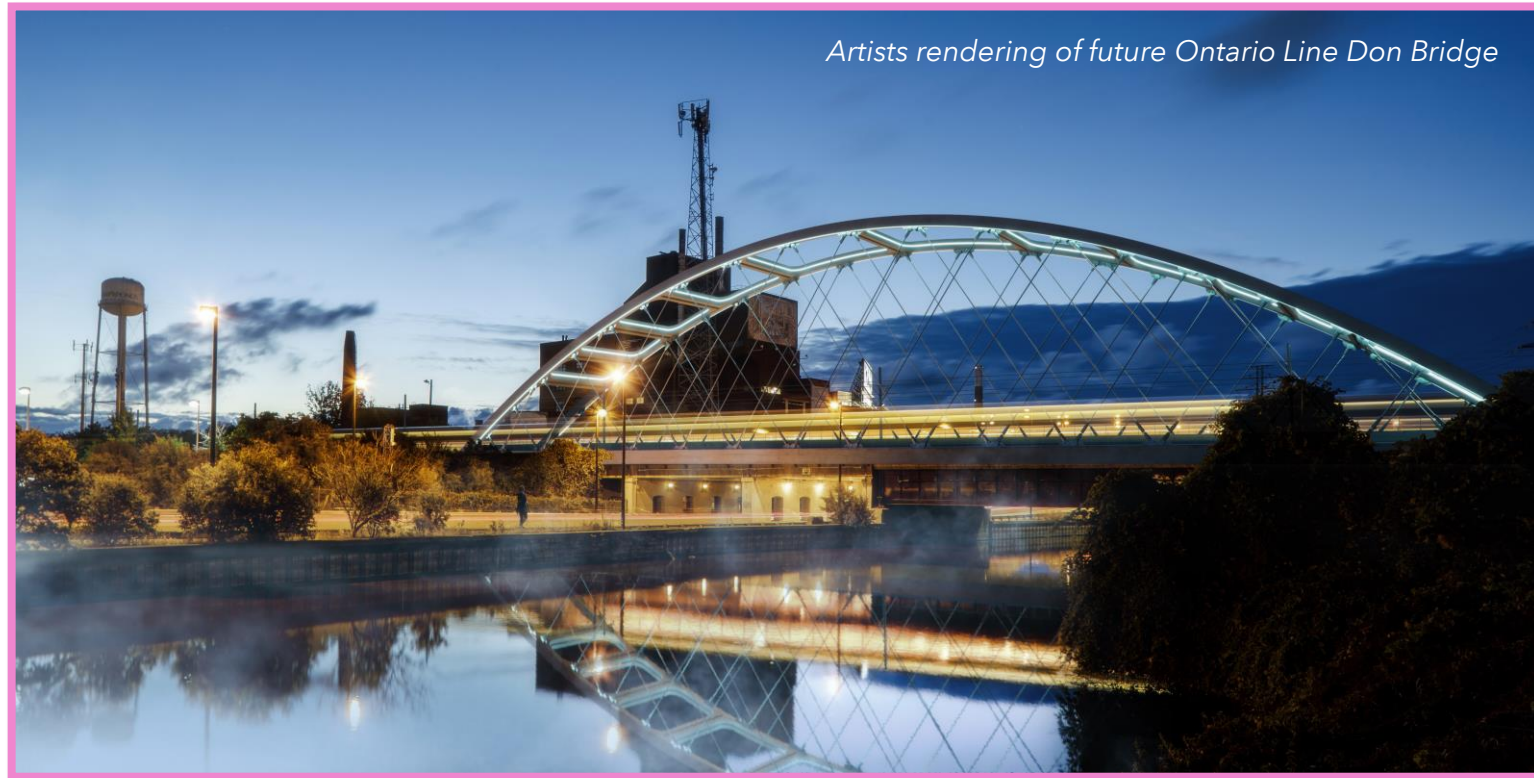
- Project Completion: October 2023



WHAT'S NEXT | ENABLING WORKS 3

Bridge and Portal Early Works

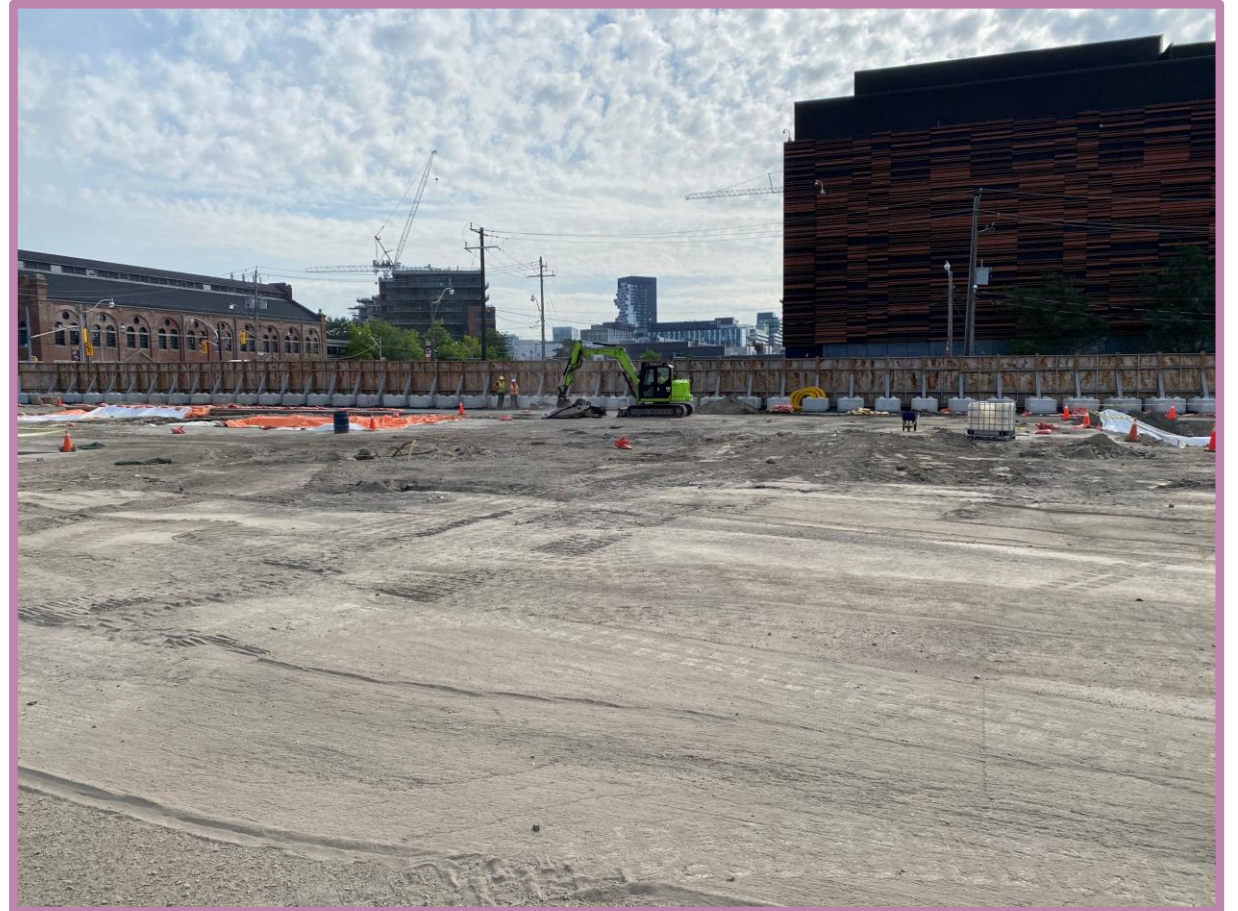
- **Status** - Contract to be awarded Fall 2023 (following EW-2 utility relocation contract)
- **Scope of Work** - New Ontario Line bridge over DVP, cut and cover portal (transfer from above ground to tunnel level)
- **Project Timeline** - Fall 2023 to 2027
- **More Information** - <https://www.metrolinx.com/en/projects-and-programs/ontario-line>
- <https://youtu.be/UJdKguLeTYo>



Corktown Archaeology Update

CORKTOWN ARCHAEOLOGY UPDATE

- Archaeological work required by the Ministry of Citizenship and Multiculturalism (MCM) continues in fall of 2023.
- Tents had been in place during the winter to keep the site warm and dry and during the spring to keep the site dry; tents were removed in mid-June.
- Archaeological excavations have been continuing in the open air on the South Block (south of Front Street East) and the North Block (north of Front Street East).
- Indigenous groups are aware of the ongoing work and have been sending archaeological monitors as available which they are balancing with their other commitments across Ontario.

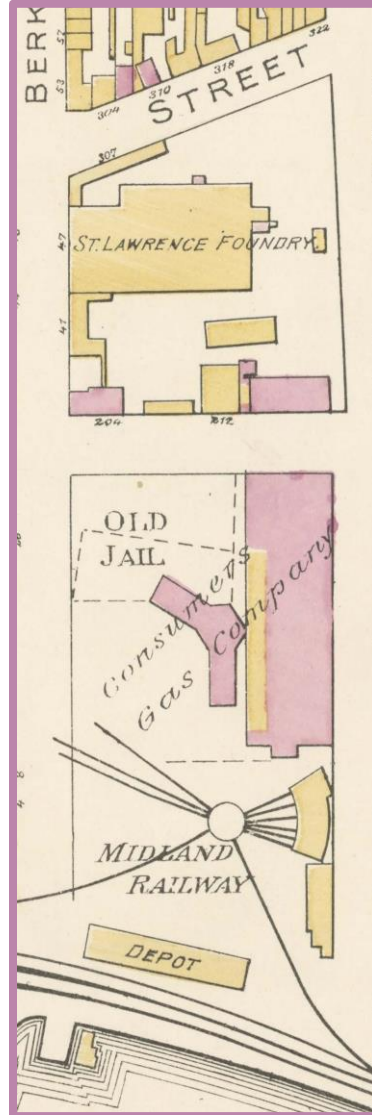


View of South Block facing northeast, after tent removal - Photo courtesy of Stantec

ARCHAEOLOGY FIELD WORK - NORTH AND SOUTH BLOCKS



Exposed railway turntable at 271 Front Street East, facing south (above and centre bottom) - Photo courtesy of Stantec; map courtesy City of Toronto



1884 Fire Insurance Plan - Map courtesy City of Toronto

North Block



Feature recording and excavation at 250 Front Street East, Hamilton/St. Lawrence Foundry site, facing northeast (above and centre top) - Photo courtesy of Stantec; map courtesy City of Toronto

South Block

ARCHAEOLOGY FINDS AT CORKTOWN



A. Whiteware, Undecorated, Cat. #38



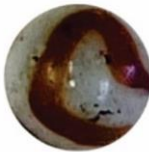
B. Whiteware, Transfer Printed, Cat. #28



C. Redware, Cat. #23



D. Porcelain, Moulded, Cat. #39



A. Glass, Marble, Cat. #29



B. White Clay, Pipe, Stem, Cat. #33



A. Glass, Window, Cat. #9



B. Nail, Wire Drawn, Cat. #36



C. Brick, Cat. #1



A. Glass, Bottle, Cat. #7



B. Glass, Bottle, Cat. #12



C. Glass, Bottle, Cat. #19



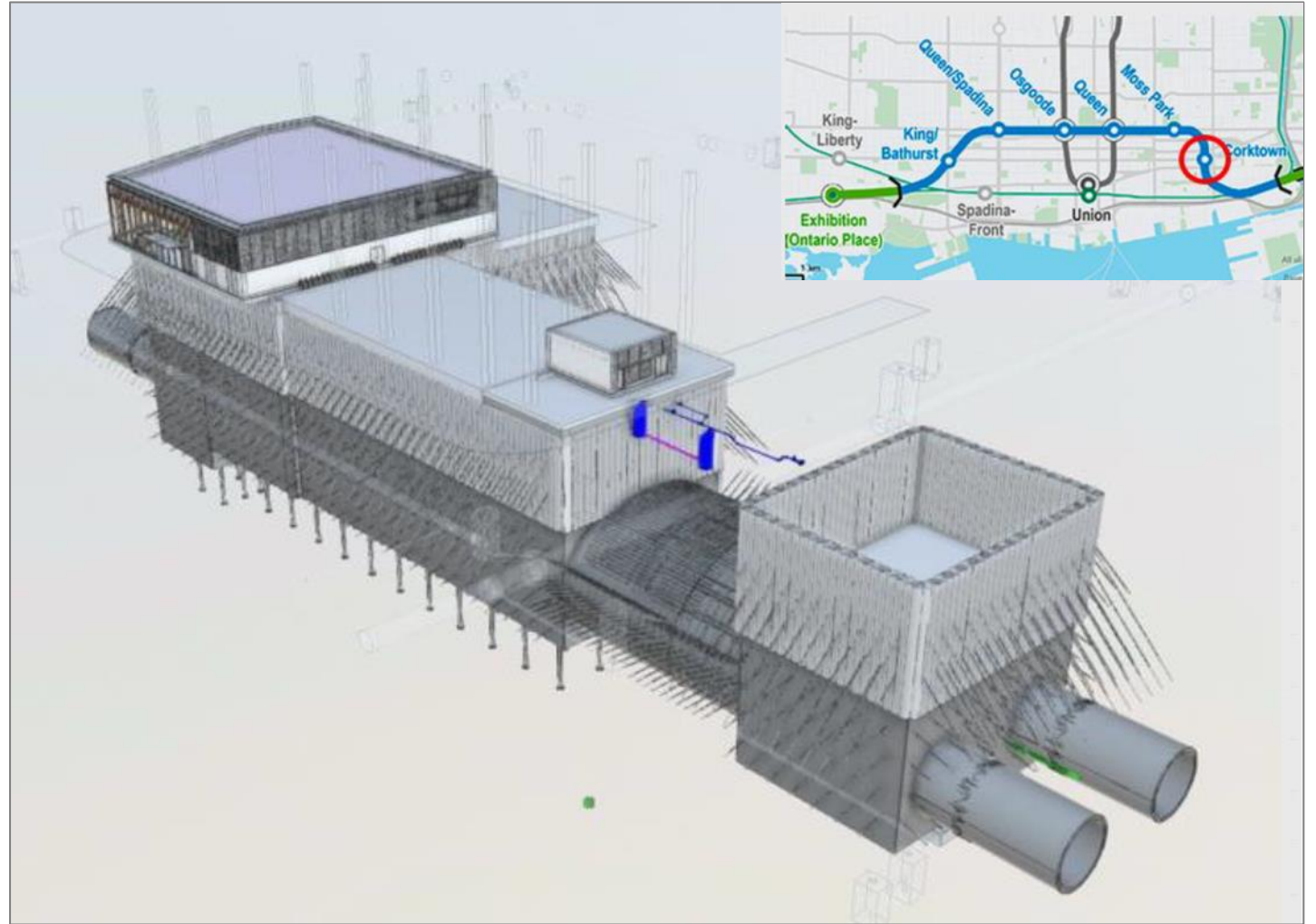
D. Faunal Remains, Cat. #37

Corktown Station Construction Update



CORKTOWN STATION OVERVIEW

- Main Design Consultant: Sener
- Type of Station: Underground station, cut and cover, bottom - top
- 2 shafts and 1 cavern
- Dimensions:
 - Main shaft: 48m wide x 86m long and 30m deep
 - South shaft: 24.4m wide x 34m long x 25m deep
 - Cavern 24m long
- Excavation material:
 - 12m clay with sand pockets
 - 18m rock



SITE PREPARATION ACTIVITIES - STARTING LATE 2023*

- Site grading
- Installation of hoarding and noise walls
- Erosion and Sediment Controls
- Sewer Discharge and Water Treatment System
- Construction access and working platform
- Installation of site amenities (parking, site office, etc.)
- Various street tree removals

**Date is subject to change pending completion of archaeological investigations*

TRAFFIC MANAGEMENT PLAN - UPDATE

OTG has updated the traffic management plan and it is currently under review by Metrolinx. More information will be shared at an upcoming CLC.

The proposed plan outlines:

- No change to vehicle and pedestrian movement flow from existing conditions
- No impact to availability of street parking
- No construction waiting areas outside of the construction site
- Lane closures will be minimized and conducted during early works
- Pedestrians will be temporarily detoured during early works to install pedestrian tunnels and noise barriers
- Workers will have dedicated parking within the construction zone
- Trucks will mainly use entrance and exits on Parliament Street

Metrolinx will issue construction notices prior to the start of work detailing construction impact, traffic and pedestrian routes.

PREPARATION OF WORKS - PERMISSION TO ENTER NOTICES

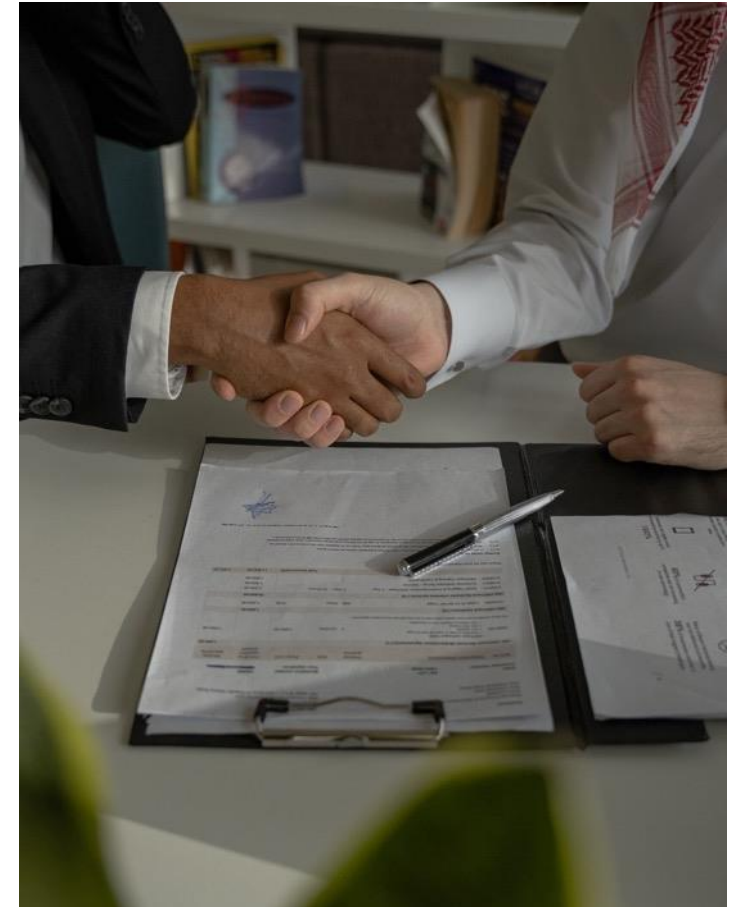
For properties in the immediate vicinity of Ontario Line construction, the **Permission to Enter (PTE) process** is used to gain access for a variety of reasons, including carrying out pre-construction surveys or to install various types of monitoring equipment.

Pre-condition surveys **establish and document your property's existing condition** and consists of a visual inspection and documentation of the condition of the interior and exterior of your property, including any visible portion of basement foundation.

The Permission to Enter process is important for the safety of business and homeowners since it allows the project team to **monitor settlement, noise and vibration.**

Depending on design requirements, work related to PTEs at a property could involve any of the following: pre-condition surveys and testing, settlement monitoring and noise and vibration monitoring.

If you have any questions related to PTEs at your property, please direct them to: permissiontoenter@ontransitgroup.ca



CORKTOWN- COMMUNITY OUTREACH

Construction Liaison Committees

- August 30, 2023
- Monthly CLC meetings: virtual, in-person and hybrid options
- September 28, October 26, November 23, January 25, 2024

Business Community

- Direct business outreach and canvassing
- Quarterly meetings with all BIAs along the Ontario Line, in partnership with the City of Toronto Economic Development and Culture

Community Outreach

- Virtual and in-person open houses
- Pop-ups within the community and in residential building lobbies
- In-person and virtual consultation with residences and businesses

Community Notification

- Physical and digital distribution of construction notices
- Canvassing high impact areas
- News and information provided in the Ontario Line newsletter

We Are Here for You

Metrolinx will keep the community, residents and businesses informed by providing project updates, seeking input and feedback, and addressing questions and concerns effectively and quickly.

Connect with us:

Zahrah Munas, Community Engagement Advisor Zahrah.Munas@metrolinx.com or 437-328-5354

Mark Clancy, Senior Manager, Community Engagement Mark.Clancy@metrolinx.com or 647-449-2857

Email OntarioLine@metrolinx.com

Telephone 24/7 @ 416-202-5100

Ontario Line e-newsletter @ [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)

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Feedback and Discussion

