

King/Bathurst CLC: Walking Tour MEETING MINUTES

September 14, 2023

6:00PM-7:00PM

ATTENDEES:

City of Toronto

- Richard Borbridge
- Kathy Fenton, Facilities Assistant

BIAs/Community Groups/Non-Profit Organizations/Residents

- Jan Stoeckmann, Sal Mele, and Saarah Tennakoon, Oretta Restaurant
- Andrew King, Wellington Place Neighbourhood Association
- Richard Eriksson, Garment District Neighbour Association
- Garry Neil, Resident
- Frankie Gewani
- Pat Greenside, Resident
- Resident

Metrolinx

- Bradley Naismith
- Franca DiGiovanni
- Kenia Barreto

Ontario Transit Group (OTG)

- Dante Mejia
- Nicolas Barrio
- Allison Dewhirst
- Emaan Ali
- Ryan Sebastain

OVERVIEW:

On Thursday, September 14, 2023, Metrolinx and OTG hosted a King/Bathurst CLC walking tour through the area that will be impacted by construction. CLC members were invited to ask questions and share feedback.

The tour started at 95 Bathurst Street, where Metrolinx representatives, OTG representatives and CLC members convened, shared welcoming remarks, and completed brief introductions. OTG proceeded by describing the upcoming work being undertaken to support station construction at the northeast corner of King and Bathurst. OTG explained that demolition and excavation will happen before station construction and, from there, that tunneling from Exhibition will connect the site to the entire subway line. On the point of demolition, OTG

identified methods including panelization and hand removal of bricks that will be used to protect the heritage aspects of the existing buildings.

After those introductory pieces, OTG led the group south on Bathurst and then west on King to the final meeting point of 650 King Street. At this point, OTG pointed out equipment including scaffolding, a scissor lift and dust covers being used to preserve the facades on the northeast corner of the intersection.

On the southeast corner the intersection, OTG explained that the 663-665 King St W building will have the entire façade facing King and a small portion of the façade facing Bathurst retained in place throughout the construction.

OTG provided more detail on construction by explaining that after preservation and demolition, excavation is going to be aided by a noise shelter to minimize impacts on residents. A cavern will be excavated before tunnelling and works will proceed underground on a 24-hour basis. Relatedly, OTG outlined its methods for building the cavern and connecting the tunnel to the station. The sequential excavation method does not compromise the foundations of existing buildings, using concrete for stabilization.

QUESTIONS:

- **In terms of historic preservation, where will panelization occur: at the front or the side of the buildings?**
 - OTG provided an overview of preservation plans and methods during the tour. On the northern building the walls facing King and Bathurst will be removed as panels for re-use. The rear of the building and the part of the east side will be dismantled and salvaged for re-use.
- **When construction starts, is the main intersection going to be closed? How will construction impact traffic?**
 - OTG confirmed that the main intersection will remain open and that only curb lanes, transit stops, and pedestrian walkways will be impacted by construction.
- **How exactly will curb lanes be impacted by construction?**
 - OTG provided an overview of the current pedestrian path routing, as well as plans post-demolition. Curb lane closures along Bathurst and King will be in place for the long term; however, no extensive additional space is required. The traffic zone set-up along King Street will shift in October when hydro work is completed. Additional sidewalk re-routing will be required, and pedestrian detours will be put in place.
- **How long is demolition going to take?**
 - OTG confirmed that the demolition work is anticipated to be completed by early next year.
- **When will tunneling begin? Will there be other work happening under Bathurst Street?**

- OTG explained that tunneling will happen from Exhibition from an estimated date of mid 2025 and will be facilitated by a large tunneling machine moving from southwest to northeast diagonally. The tunnel will then be connected to the station box at King and Bathurst.
- **Has the tunnel boring machine (TBM) been ordered?**
 - OTG said that the TBM is currently in procurement and will be shipped to its destination.
- **What is going to be built first: the station box or the tunnel?**
 - OTG said that the station box will be built before the tunnel.
- **Can you provide more information on the hours of operation? How late at night will construction continue? Will there be much noise?**
 - OTG shared that the goal is to mitigate noise as much as possible in line with guidelines from the City and, to that end, that infrastructure is being installed to facilitate noise mitigation, including a noise shelter and noise and vibration monitors.
 - OTG added that some work will need to happen at night to minimize impacts to vehicular and pedestrian traffic. In that case, OTG explained that work will be sequenced to the extent possible.
 - OTG shared that in some phases of construction, there will be overnight shifts.
- **How big is the construction crew in early activation? Can residents anticipate parking issues in the neighborhood?**
 - OTG said that the team is expecting 20-30 crew members and that there are many parking options in the neighbourhood that are not necessarily located directly at the site. OTG also expect some crew to use transit and to obey all traffic and parking laws.
- **Will the sidewalk at Bathurst be getting any wider?**
 - OTG clarified that the sidewalk may look different but will not be getting any wider.
- **What is going to be done in the case of false alarms from construction?**
 - OTG confirmed that noise and vibration monitors have been installed to monitor noise and vibration in order to operate within allowable limits. The existing conditions at King and Bathurst are generally loud and even before work started the equipment identified that, some alarms for exceedance have been set off in the area. A method for reviewing and identifying false alarms will be established.