

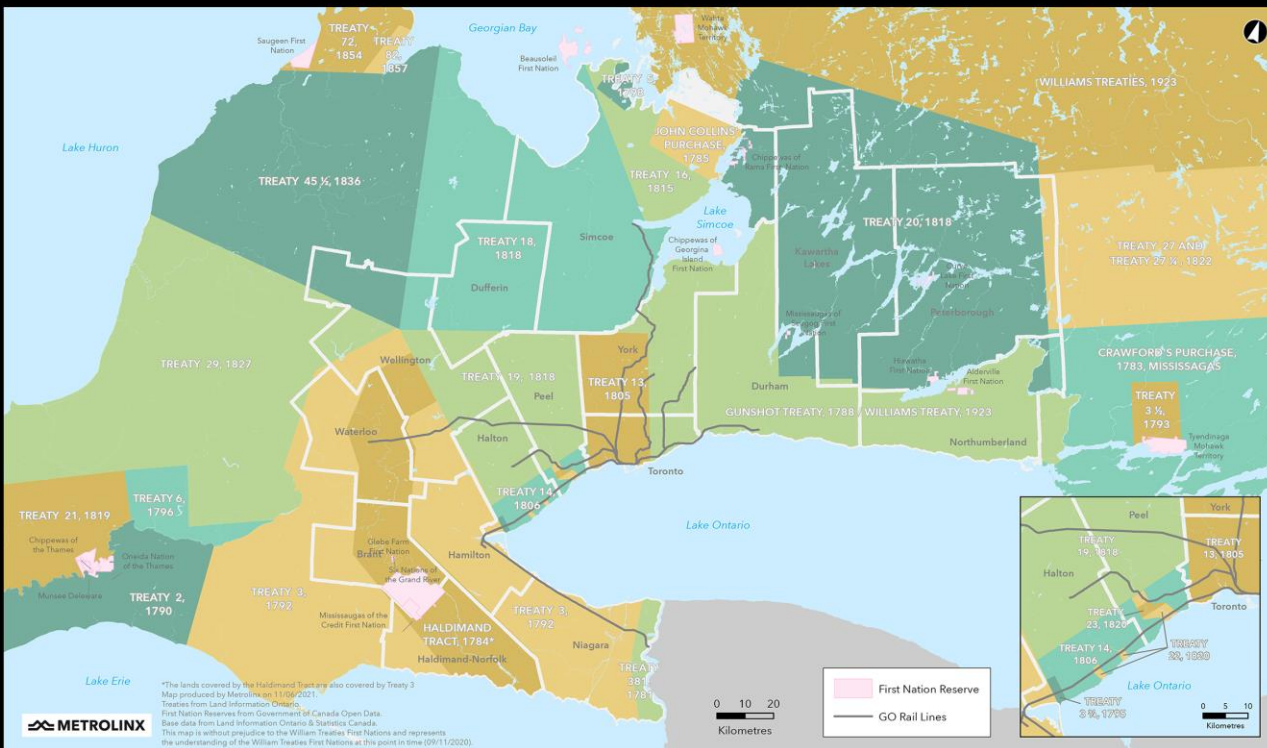
King-Bathurst Construction Liaison Committee- Meeting #6

December 7, 2023



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.

Agenda

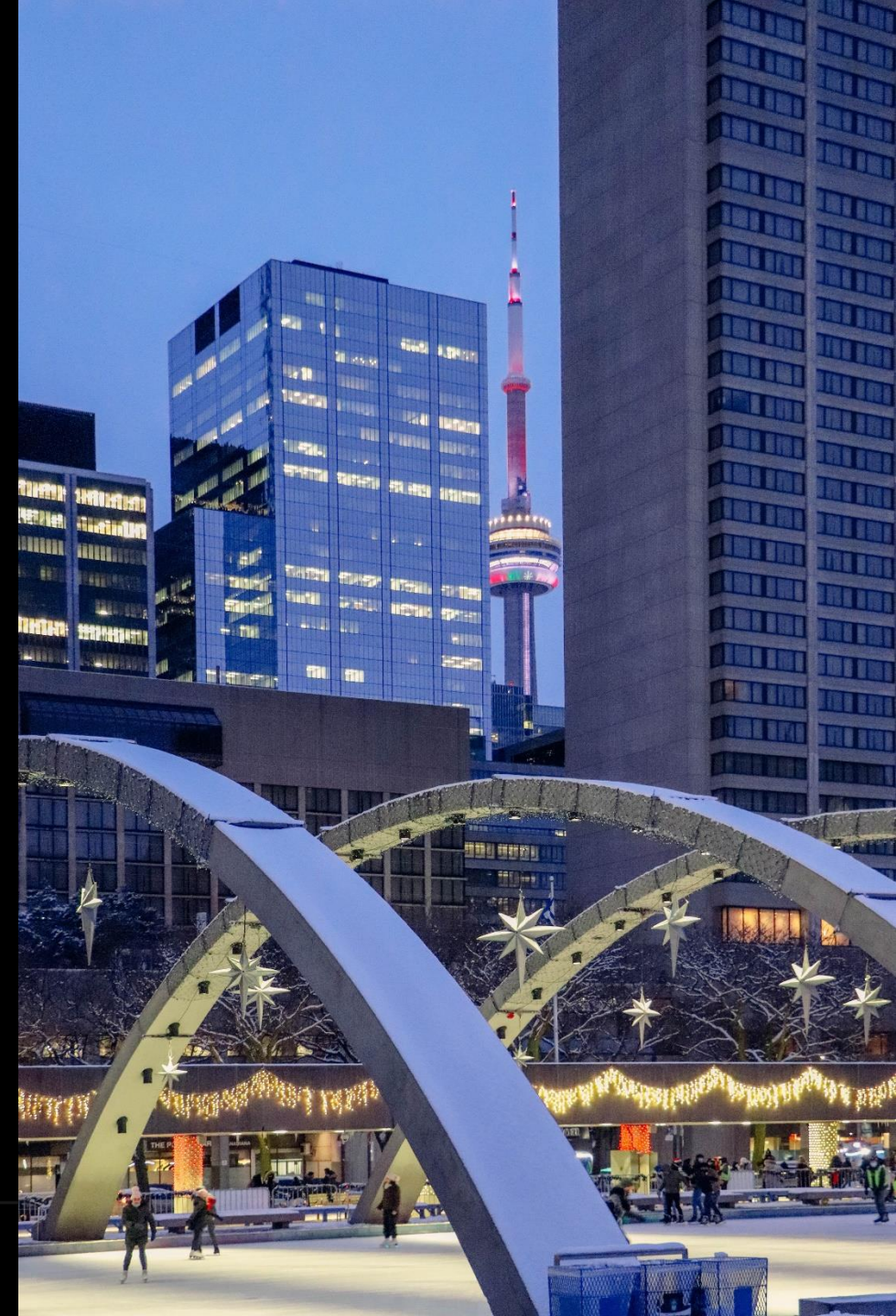
Welcome (5 minutes)

- Introductions
- Land Acknowledgement
- Safety Moment
- Previous Minutes
- Introductions

Presentation (25 minutes)

- Construction Updates
- Demolition Updates
- Community Engagement
- We Are Here For You

Feedback and Discussion (30 minutes)



Safety moment

1 Give yourself time and space when walking or biking near active construction

Active construction sites are busy places, and never static. It's important to stay alert when you're passing through.

- A warm **coat, hat and toque can go along way to avoid frostbite.** Temperatures can fluctuate during the day, so even if you don't need a toque & gloves when you head out, you're better to have them packed in your coat or bag, in case you need them.
- Keep kids warm. **It's better to be overdressed than underdressed**, when kids are heading out to school or play. Waterproof boots, snowpants and gloves keep kids warm and safe, rather than reapplying wet clothing at recess. Avoid winter gear that absorbs ice and water, like cotton mittens or basic running shoes.
- **Ground conditions can be slippery**, and ice can be hidden under snow, so make sure to wear boots or shoes with proper grip.
- Visibility can be low for drivers, so **give yourself space when crossing the road.** Brightly coloured clothing helps as well.



Previous Minutes & Action Items

2 Update on queries from the November 2023 King-Bathurst CLC

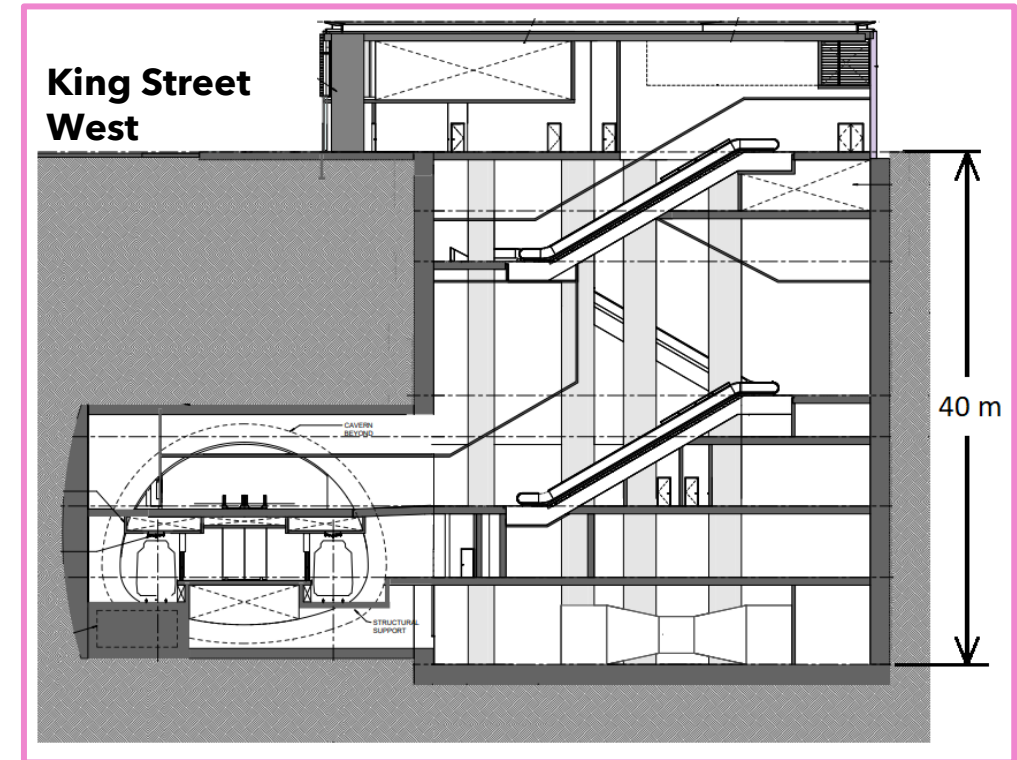
Minuted Item	Status Update
<ul style="list-style-type: none">• How will TTC stops be affected?	A bus stop on Bathurst was initially moved and then decommissioned. As for streetcar stops, the eastbound and westbound stops on the east side of Bathurst were moved east by 30 meters. Accessibility ramps will be installed.
<ul style="list-style-type: none">• What will traffic impacts look like on King Street?	OTG clarified that additional traffic impacts will be minimal on King, as the street already has reduced vehicle lanes for mostly sees streetcar priority, instead of vehicular traffic.
<ul style="list-style-type: none">• Can the slides from the presentation be shared?	Metrolinx confirmed that the slide deck can be shared and offered to add a link to the webpage with the slides to the meeting invite.
<ul style="list-style-type: none">• Is there a map showing where the subway line will travel, including under streets and buildings, when it is up and running?	Metrolinx explained that there is an interactive map online showing the route of the tunnels under streets and buildings and shared the following link to the map in the chat: https://caportal.ca/metrolinx/ontario-line .
<ul style="list-style-type: none">• When will the work be complete?	OTG explained that the entire project, including station completion and commissioning, will be done by 2030. The more immediate construction work will be complete by 2024-2026.

Construction Update

King-Bathurst Cross Section

3 Ontario Line trains will operate 40m below street level at King-Bathurst.

- **King-Bathurst Station will have two entrances, both on the east side of Bathurst Street.** One station building will be on the north side of King Street West, and the other on south side of King Street West.
- At the south entrance (pictured at right), customers will descend to track level via escalators or elevators.
- Both station buildings and platform accesses will be fully accessible.

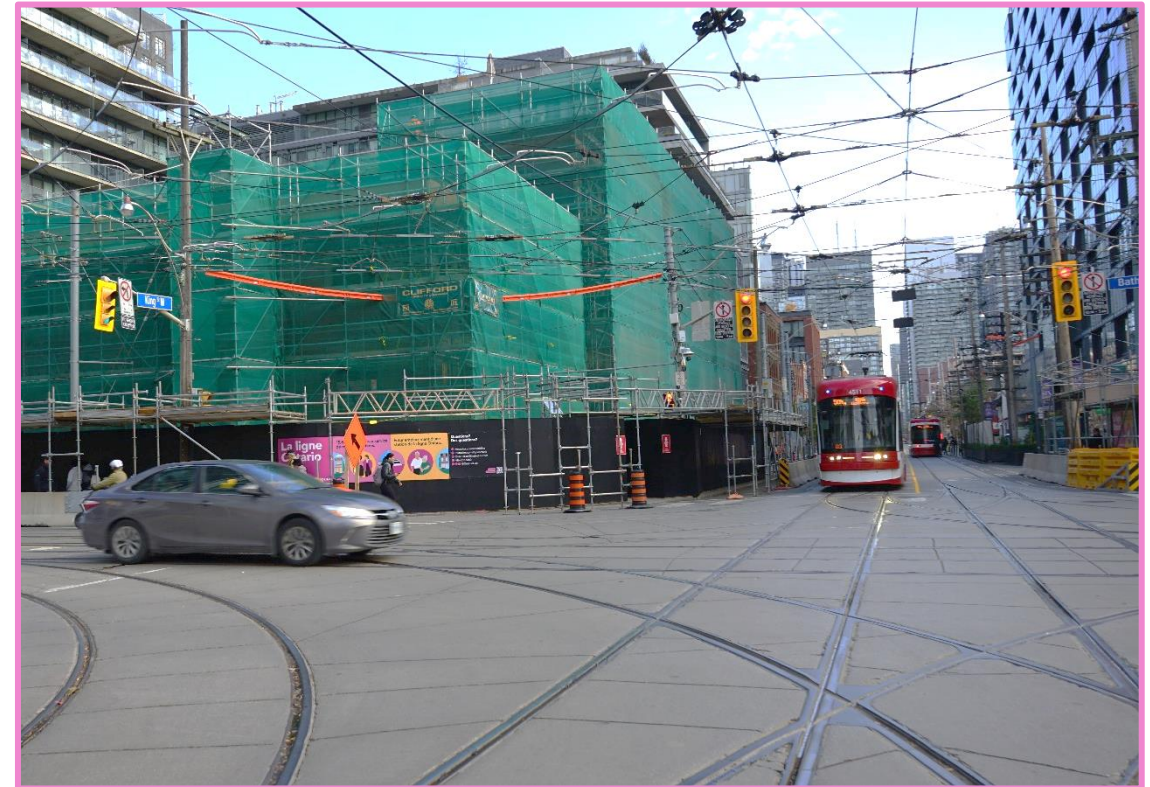


South station cross section view

Completed Work

4 Work areas are dynamic and continue to shift, in preparation continues for long term excavation.

- Removal of building interiors is complete on heritage structures, leaving the heritage facades in place.
- Exterior brick & window dismantling and salvaging is complete, as part of heritage preservation.
- Abatement work at both north and south sites has been finalized, removing potential contaminants and asbestos.
- Scaffolding has been set up, which supports demolition and backfill of the north station site.
- 647 King St W has been demolished and backfilled.

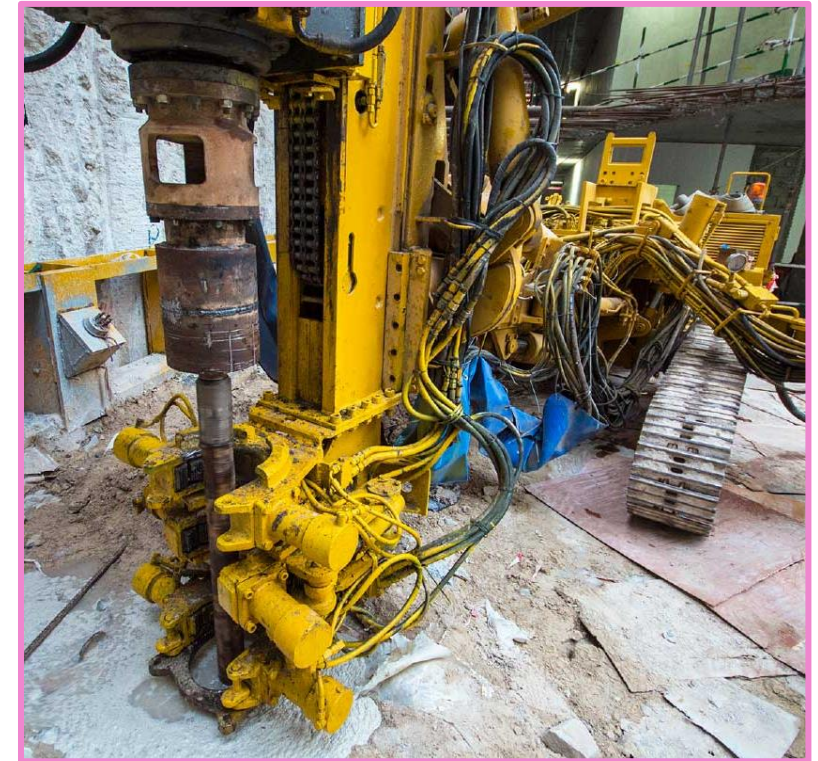


Scaffolding at the north site, facing east from King Street West and Bathurst Street

In-Progress Work

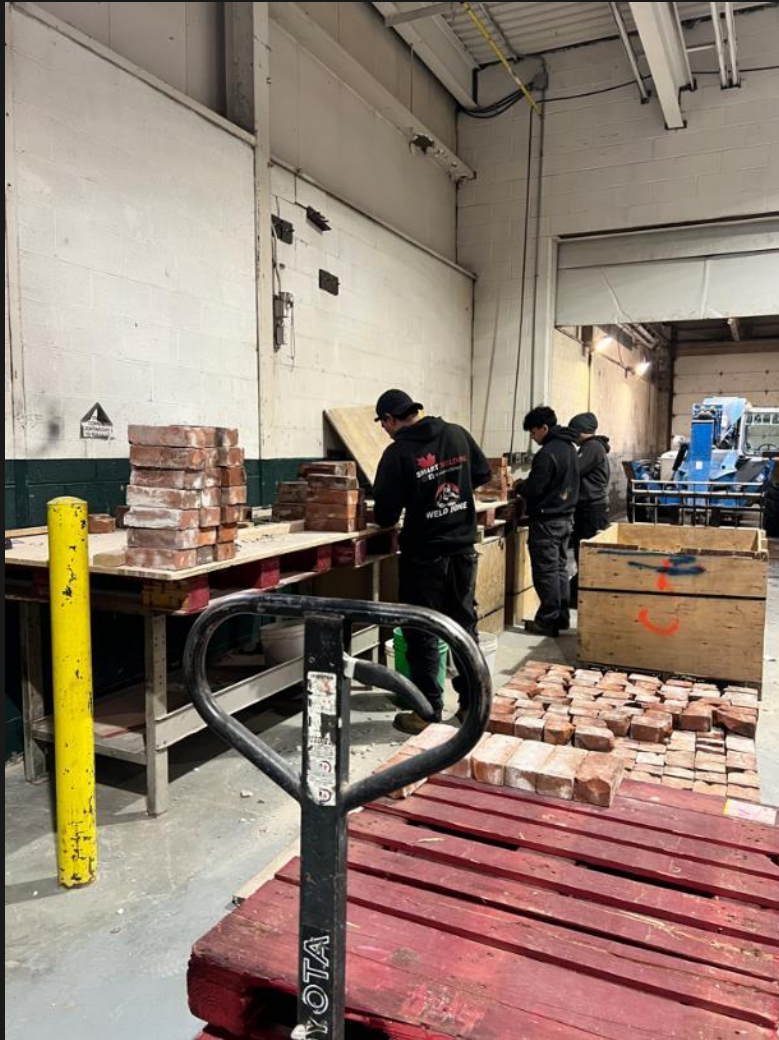
5 Current site work focuses on safety, demolition and heritage preservation.

- Planning for long-term permanent site hoarding and pedestrian signal relocation.
- Hand & mechanical demolitions of buildings at station properties (x4) remains ongoing (662 King Street West, 668 King Street West, 647 King Street West, 58-60 Stewart Street).
- Panelization and dismantling of heritage facades; these structures will be stored off-site for the duration of the station construction, to be returned and reinstalled as part of the final station layout.
- Utilities investigation and micro piling occurring in advance of retention wall installation.



Example of a micro pile rig in action

Warehouse - Dismantling and Salvage

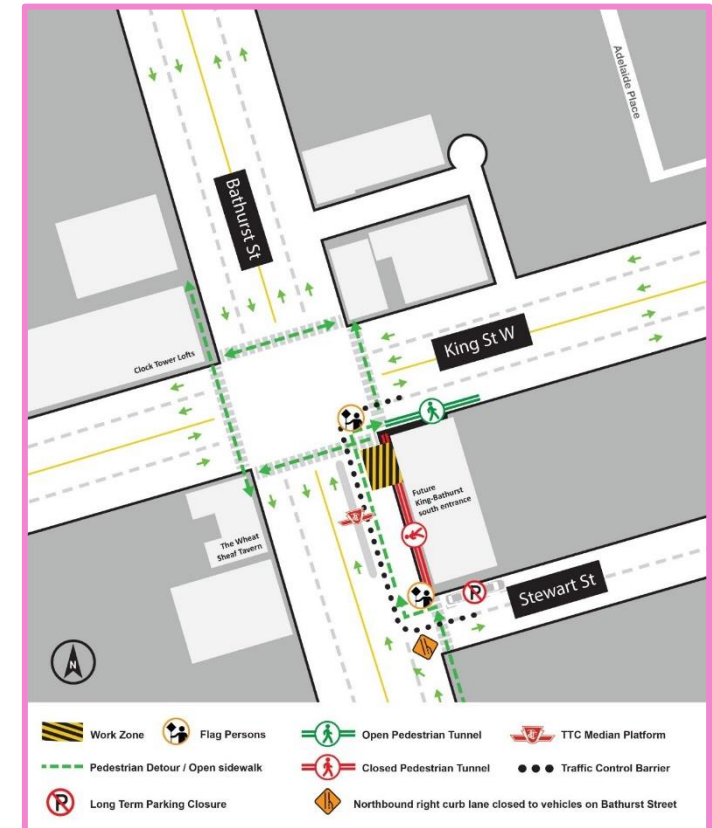


Façade Retention Preparation

6 Temporary sidewalk and lane occupancy to install footings for heritage façade supports.

In-Progress Work

- At the southeast corner of the King Street West and Bathurst Street intersection, micro piles are being installed to stabilize the heritage façade retention towers.
- This work also involves hydrovac trucks to ensure utilities are accounted for, as well as a temporary lane closure on northbound Bathurst Street.
- The pedestrian tunnel on the south side of King Street West, along Bathurst Street, is temporarily closed, as foot traffic is rerouted along a closed lane on Bathurst.
- **Construction vehicles, trucks, and equipment** are accessing the site during daytime work hours; noise associated with construction works should be expected.



Upcoming Work

7 Ongoing utilities monitoring , followed by preparation for major site excavations.

December 2023

- Completion of demolition and retention tower installation work (visualized at right, as retained in-situation building panels on the south side of King Street West). This work ensure the heritage facades are stable during the duration of the project.
- Installation of geotechnical instrumentation and monitoring points along the King-Bathurst intersection area continues. These installations ensure existing underground utilities are accounted for, or moved, in advance of excavation.
- Hydrovac trucks will assist to ensure environmental safety of excavated material.
- Installation of permanent site hoarding, replacing the current temporary pedestrian tunnels.



Visual example of retention towers

Backfill and Compaction

8 2024 will see ground preparation in advance of exaction efforts.

- Once demolition and heritage preservation efforts are complete, the sites will be prepared for **backfill** and **compaction**, concurrently.
- 1. **Backfilling** the site ensures the excavated portions (which occurred during building removals) are returned to at-grade levels (street level), using remediated and existing soil and fill.
- 2. **Compaction** is required during the backfill process. The material is laid by layers of 30cm which are compacted to reach the required bearing capacity. A compacted soil ensures its stability during the next phase of construction.
- This work is conducted by a team of excavators, compactors and rollers, in advance of excavating straight down 40m, to the future Ontario Line subway tunnel level. Site bases are graded, and drainage installed, to ensure excavation is free of potential flooding issues.



Example of a vibratory roller

Site Piling

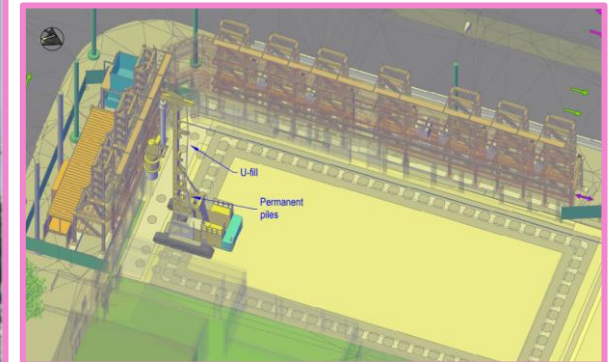
9 The major excavation process for King-Bathurst will begin with site piling

Winter 2024

- At the end of January 2024, site for SOE (support of excavation, excavation, protective shelter installation) will commence. Secant pile walls will also be constructed, to support access shafts to the station
- A secant pile wall consists of overlapping (secant) piles to form structural walls and achieve the required water tightness. Some of the piles are reinforced with steel beams.
- To install the pile walls, a drilling machine will create a 17 to 20 m deep hole (1 m diameter) and it will be filled with concrete.

What to expect?

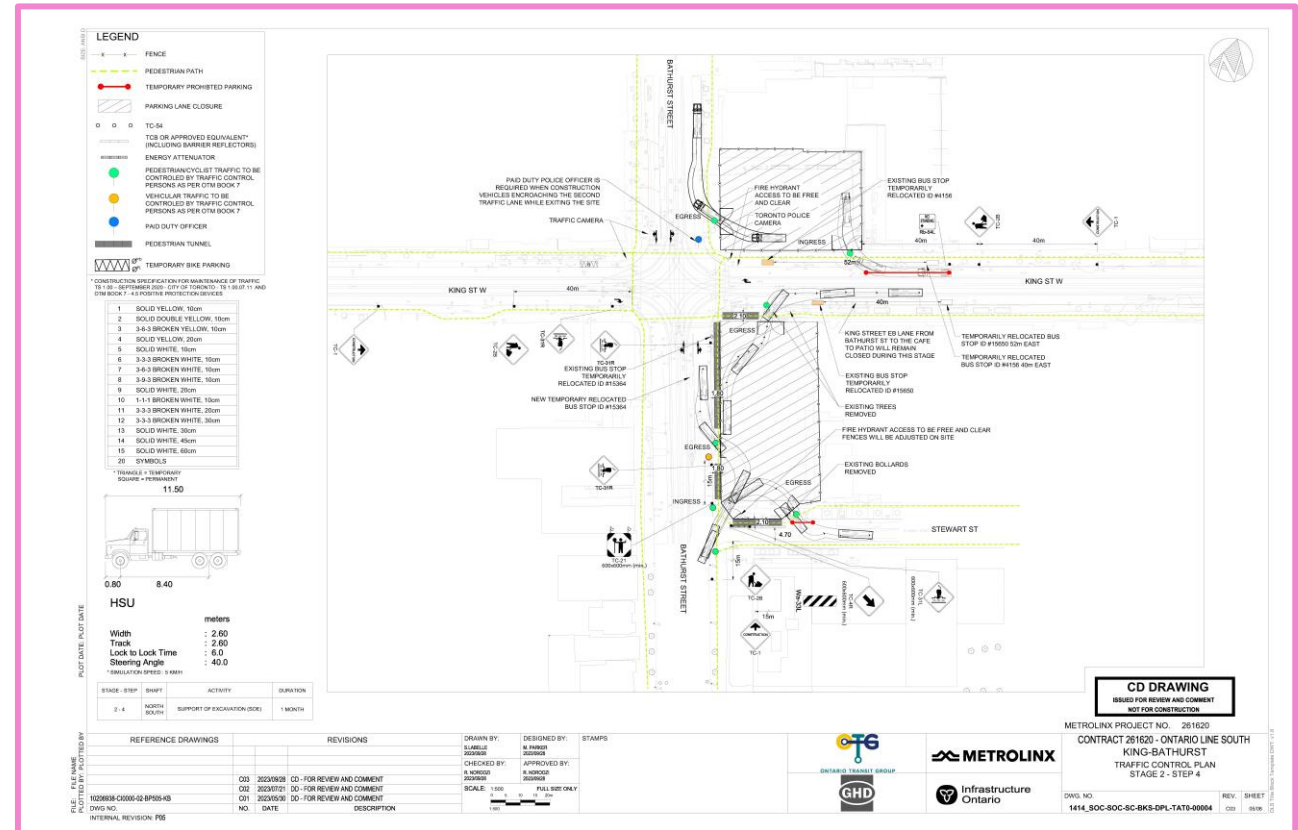
- Excavation of piles will produce noise, especially when the equipment is spinning the auger with the material excavated from the pile.
- Vibration levels are expected to be limited.
- Expect to see drilling machines, cranes, excavators, concrete pumps and concrete trucks on-site during this phase of work.
- Work hours are expected to be 7am-5pm.



Piling Traffic Management

10 Trucks will visit sites in daytime hours only, with flag persons present for safety.

- About 10 to 15 trucks a day expected to be entering & leaving the sites.
- Flaggers will be present to assist with truck traffic and ensure site safety
- For the north site, trucks expected to enter the site from Bathurst Street northbound and will exit the site via the same point, leaving on Bathurst Street northbound.
- Trucks to enter South site from Stewart Street, and exit on Stewart street, heading eastbound.
- Long term closures of parking spaces on Stewart Street will remain.



Upcoming Work in 2024

11 Major site excavations will begin with site piling

Spring / Summer 2024

- Year-round worksite shelter installation will occur on the site, to ensure crews and machinery are covered by a large-scale tent, protecting work areas during all seasons.
- Excavation of north and south shafts, leading to below grade station construction. More details to follow on the excavation process at the next CLC, in early 2024.

Community Engagement

12 Extensive 2024 planning is underway

Ongoing interaction with the community and local business support activities will include:

Construction Liaison Committees

- Regularly scheduled CLC meetings: virtual, in-person and hybrid options
- Next meeting: February 2024

Business Community

- Direct business outreach and canvassing
- Shop local digital campaign
- 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

13 Community Engagement Contact Information

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:

- Bradley Naismith, Community Engagement Advisor Bradley.Naismith@metrolinx.com, 437-326-0785
- Mark Clancy, Senior Manager, Community Engagement Mark.Clancy@metrolinx.com, 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)

Follow us on social media @ OntarioLine



KING-BATHURST



METROLINX