

**Corktown CLC - Meeting #6
MINUTES**

February 22, 2024

6:00 pm to 7:00 pm (Teams Meeting)

Attendees:

BIAs/Community Groups/Non-Profit
Organizations/Residents

- Neil Betteridge (GWNA)
- Michael Bethke (Waterfront BIA)
- Stewart Linton (SLNA)
- Suzanne Kavanagh (SLNA)
- Michael Hasko (Dream Unlimited)
- Al Smith
- Nicole
- Cory Lemos (CRBA)
- Dan Perlitz
- David Balcon
- Candace McCool
- Ole Calderone (CRBA)
- Terry

- Jeff Muir
- Scott Brazeau (Kenaidan Contracting)
- Vincent Browne (LURA Consulting)

City of Toronto

- Nazli Dehghani
- Michael Paolucci
- Louie Lenti

Elected Officials

- Asiya Barakzai (MPP Wong Tam)
- Edward LaRusic (Councillor Chris Moise)

Metrolinx

- Jason Hall
- Margaret Goodfellow
- Jodi Parps
- Alexandra Grgas-Sorge
- Phil Rodrigues
- Zahrah Munas
- Daniel Cicero
- Amanda Kusick

OTG

- Maxence Foure
- Rafael Oscar Joffre Godoy
- Allison Dewhirst
- Bella Santos
- Sarah Kabani

OVERVIEW:

On Thursday, February 22, 2024, Metrolinx hosted a Corktown CLC session meeting in partnership with OTG.

Construction updates included measures for environmental control, removal of local vegetation, preparation for bridge construction, and plans for track removal near the Don Yard and the planning and progress of the Lower Don Enabling works. The meeting further addressed archaeological work, upcoming construction, the Parliament St working group, and noise impacts of subway operations.

Updates on current construction activities and long-term plans following an environmental impact assessment were detailed, and regular meetings are set up for every fourth Thursday of the month.

QUESTIONS:

- **GWNA asked for clarity about the CLC representation for the Union Station corridor work. There was concern about activities beyond Cherry Street heading eastward, such as the unexpected overnight hydrovac operations causing disturbances near Parliament Street and Cherry Street. Requested information on plans for establishing a separate CLC to address these concerns.**
 - **Metrolinx** shared that the Union Station corridor works fall under the Toronto GO East expansion team and would discuss this matter with that team. Metrolinx to provide information on CLC scheduling after internal discussions.

- **Waterfront BIA/Michael Bethke requested the URL to source the Ontario Public Register of Archaeological Reports.**
 - **Metrolinx/Jeffrey Muir** to provide link.

- **GWNA referenced an action item from previous meetings regarding having a camera on the sites with access to live footage. It was requested that Metrolinx explore other buildings besides the Globe and Mail building to provide live footage as this is important for resident engagement and understanding of ongoing works in the area.**
 - **Metrolinx** explained that the issue wasn't about which building to mount a camera on, but rather that Metrolinx is being mindful of the privacy of the workers and ensuring their rights are respected while they work. A live footage feed would not be pursued further. However, Metrolinx is considering other options on how to publicly share progress of the station site, such as through occasional pictures or time-lapse photography.

- **GWNA asked if there will there be any partial road closures or traffic impacts on weekends.**
 - **Metrolinx** responded that as of right now there isn't any planned, but the team would confirm and communicate any changes. It's unlikely there will be any lane or sidewalk closures, but there might be increased truck activity entering and exiting the site during those weekends.

- **Waterfront BIA asked about the specific area along the Don Valley trail will be affected by the removal of tracks.**
 - **Kenaidan Contracting** shared that the tracks won't be removed directly at the bend but further up the line, near an access gate towards the north, where the existing E1 and E2 tracks will be removed, along with the installation of the E2 diversion track by another contractor.

- **Waterfront BIA asked if the removal of tracks impact the bike trail that runs in both directions.**
 - **Kenaidan Contracting** confirmed that the removal of tracks will not affect the bike trail. The work will take place within the rail corridor and will not impact the trail itself.

- **GWNA asked about the truck routes and volumes around the work area.**
 - **Kenaidan Contracting** shared that is something currently being evaluated. There is an access management plan currently under review by various stakeholders within Metrolinx and internal groups. Trucks will primarily enter the site compound off of Mill Street. All traffic will exit through the existing gate onto Mill Street. There will be one entry point at the bottom of Bay View, just west of the ocean sculpture, and all traffic will leave through the existing gate onto Mill Street.

- **GWNA asked about the traffic route along Mill Street to Cherry Street.**
 - **Kenaidan Contracting** explained that the current plan is to travel south on Cherry Street and head into the Portlands area. Travel routes are still being finalized to optimize efficiency.

- **GWNA asked about start times for heavy equipment and traffic activity.**
 - **Kenaidan Contracting** explained that work will be starting in May, with a few months of on-site work before heavy equipment work starts at the end of summer/early fall.

- **Waterfront BIA inquired about the coordination efforts between Metrolinx and Waterfront Toronto regarding the traffic impact of the Parliament slip project on Lakeshore Boulevard.**
 - **Kenaidan Contracting** explained that Metrolinx is currently working on an access management plan, and discussions with external stakeholders, including Waterfront Toronto, are ongoing. Communication channels are open among the key players involved in the area's development, facilitating coordination of resources and plans.

- **Waterfront BIA asked about the change in plans to transport materials via trucks instead of larger means and how Metrolinx will ensure traffic flow in the spring.**
 - **Metrolinx** explained that the traffic team will review the plans and liaise closely with the City of Toronto. **Metrolinx** will follow up to ensure coordination with Waterfront Toronto.

- **A resident asked about the subway entrance location and the transition from underground to above ground.**
 - **Kenaidan Contracting** explained that the subway exits underground just east of Cherry Street. There 300-metre-long section of what is referred to as a cutting cover tunnel where the Ontario Line subway transitions from below grade to above grade. This involves constructing a cast-in-place concrete tunnel and backfilling it. About 300 metres east of Cherry Street, it transitions to a structure called the portal, where the subway gradually emerges to grade on a slope. The portal is another approximately 300 metre-long structure without a roof. This brings the Ontario Line subway up to the existing grade just on the west side of the Don River.

- **A resident asked if passengers would notice any difference when the subway transitions from underground to above ground..**
 - **Kenaidan Contracting** explained that passengers won't really notice the difference in terms of the transition from underground to above ground. Metrolinx can provide designs or plans for the transition at a future meeting.

- **A resident inquired about the covered lime kiln area and plans for building high-rise towers in that area.**
 - **OTG** explained that the area is currently protected for the subway component. When the subway station and line is built and completed, the authority to build transit-oriented communities opens up for Infrastructure Ontario (IO). Currently, there's a commitment for archaeological work to be completed prior to any additional infrastructure work.

- **A resident inquired about members of the First Parliament St. working group and meeting minutes not currently being publicly available.**
 - **Metrolinx** assured that there is no intention to keep the minutes private, emphasizing the involvement of a significant consortium of partners. Several members of the group, including rights holders were listed; City of Toronto representatives, Ontario Heritage Trust, Infrastructure Ontario, Administrative Citizenship Multiculturalism, and the archaeology program unit. Additionally, the City of Toronto Heritage and archaeology groups, and various Indigenous nations expressing interest in the project were mentioned.
 - **Metrolinx** to clarify the composition of the initial group in future communications. Metrolinx highlighted that the group primarily functions as an active committee overseeing project progress. Information shared originates from this committee. **Metrolinx** indicated openness to sharing additional details through relevant channels, such as CLC's.

- **A resident asked about the long-term vibration and noise impact of subway operations on adjacent neighbors.**
 - **OTG** indicated that the subway will be operating in the bedrock, and which is significantly deeper than most of the buildings. With some of the buildings potentially sitting on bedrocks, there is the possibility of experiencing very little vibration. There will be a lot of consideration and planning to ensure that there is little to no vibration. **Metrolinx** can share the Environmental Impact Assessment Report that outlines some of this information.

ACTION ITEMS:

- **Metrolinx** to continue to provide updates on scheduling for fiber optic utility relocation work.
- **Metrolinx** to provide an update on the engagement status for the Union Station Corridor work and establish a CLC for this project.
- **Metrolinx** to provide details outlining the processes for station naming and community artwork engagement.
- **Metrolinx** to implement a method for more frequent visual updates on site progress, possibly including time-lapse photography.
- **Metrolinx** to provide further updates on the Enabling Works package, which currently includes track construction, utility installations, signal installations, and concrete works.
- **Metrolinx** to confirm whether there will be any partial road closures or traffic impacts during the weekend closures of the rail corridor in spring.
- **Metrolinx** to provide a list of members of the First Parliament St. working group in future updates.
- **Metrolinx** to provide the Environmental Impact assessment report and the noise report.
- **Metrolinx** to share the meeting presentation and minutes for review next week.