

Ontario Line**Lakeshore East Joint Corridor CLC**

March 21, 2024

Meeting Summary

6:00 pm to 7:30 pm (Team Meeting)

ATTENDEES**Elected Officials/Staff**

Nicolas Valverde (Councillor Fletcher's Office)
Tamara Thanaraja (Councillor Fletcher's Office)

Dufferin/LURA

Michael Macaluso
Nico Zucco
Hasnaa Maher

BIAs/Community Groups/Residents

Lanrick Bennett
Shelley Kline- LSE CAC
Jennifer Lay- Riverside BIA
Cathy Quinton- Leslieville BIA
Sarah Elton- East End 4 All
Tony Whitaker - LSE CAC

Metrolinx

Alexandra Grgas-Sorge
Malcolm MacKay
Katiana Moussa
John Potter
Nima Nouri

City of Toronto

Sheikh Alam
Astro Man
Louie Lenti
Michael Paolucci
Lais Siqueira
Mark Ventresca
Minoli Warnakulasuriya

OVERVIEW

The tenth Lakeshore East Joint Corridor CLC took place at 6:00 p.m. - 7:30 p.m. on March 21, 2024, via Microsoft Teams. During this meeting, the discussion was focused on the upcoming demolition works at the bridges, the structural works within the rail corridor, and the mitigation measures being implemented to reduce the impact of construction on the community.

DISCUSSION

1. Review of Action Items from Feb 15 CLC

- **Lakeshore East Community Advisory Committee (LSE CAC): Action items should have title and numbers to make them easier to speak to at meetings and track. Some actions, including the noise and vibration updates, one-year lookahead, and BIA street assets (bricks), should be labelled as ongoing instead of completed and included on every action list.**
 - **Metrolinx (MX):** Metrolinx will record this as an action item and have the change made for the next CLC meeting.
- **LSE CAC: The community would like the six-month look-ahead to be updated regularly and shared in the Metrolinx newsletter.**
 - **MX:** Metrolinx will investigate if the LSE lookahead can be shared in the newsletter and provide an update at the April CLC. The lookahead shown on slide 35 will be updated monthly and presented at the CLC's moving forward.
- **LSE CAC: Unsatisfied with response to action item regarding attendance of IO representative at CLC. Would like to see representative at each CLC.**
 - **MX:** Metrolinx have been following up with IO after each CLC to determine their capacity for having someone present at the CLC. Metrolinx will continue to communicate with IO.
- **LSE CAC: Would like a specific timeline for when Metrolinx will share more details about the tree removals on the north side of rail corridor.**
 - **MX:** Metrolinx is aiming to provide further details on tree removals at the next CLC meeting in April. The arborist report is currently being refined and to ensure accuracy.
- **LSE CAC: What is the timeline for having noise barriers installed at the end of First Avenue?**
 - **MX:** Metrolinx is aiming to have an update on the feasibility of the First Avenue noise barrier at the next CLC in April.
- **LSE CAC:** Discussions between Metrolinx and the LSE CAC about changing the format of the CLC meeting, detailing not just the questions asked, but who has asked them from each community stakeholder group. The LSE CAC points out that these CLC minutes are a historical public record that should capture community sentiments, public inquiries, requests, as well as the implementation of construction timelines, and mitigations. The community needs to be able to read and understand the meeting minutes and know that they are being represented. The minutes should document the full discussions and the actions resulting from those discussions. The rest of the community not in attendance needs to be able to read and understand the meeting minutes and understand what took place at the meeting, a record of what was said, and

know that they are being accurately recorded and acted upon by Metrolinx. These minutes will be part of the public record of the building of the Ontario Line through their community.

- **LSE CAC:** Additionally, the CAC is not satisfied that Metrolinx and Dufferin have not shared noise and vibration data from 2023 and requested that this concern be noted in the minutes. They note that construction has been on-going through 2023, with noise and vibration complaints documented, and the data has not been shared for 2023. The LSE CAC remains concerned about this and would like this noted on the current CLC meeting minutes.
 - **MX:** Metrolinx noted that Dufferin has been monitoring noise and vibration since the start of the project to ensure compliance with regulatory standards. Metrolinx is rolling out this approach across the project.
- **LSE CAC: The CAC,** who has members attending IO Transit Oriented Communities (TOC) meetings, has asked IO to include Metrolinx at these meetings about TOC's and vice versa.
 - **MX:** Metrolinx is in regular conversations with IO and will speak to them about attendance at each other's public meetings.
- **East End 4 All: At the CLC to represent pedestrian, cyclists, other vulnerable road users. There are safety concerns about the road conditions around bridge sites, specifically where the bike lanes end and merge with traffic. Requesting Metrolinx explore opportunities to reinstate bike lanes, review street lighting and fill potholes on Dundas St. E.**
 - **MX:** Dufferin Construction will review the lighting and road conditions at the bridges. Metrolinx will set up an in-person meeting to facilitate further discussions on bike safety.
 - **Leslieville BIA:** Requested to be included in meetings related to bike lanes.
- **Riverside BIA: Would like to see more street and sidewalk sweeping now that it's spring, especially before June 8 festival. Also, looking to have more people join CLC group - requesting for more information on how to join the CLC - perhaps button online to join?**
 - **MX:** Dufferin Construction will review the sites and perform additional street sweeping as required. Metrolinx would like to accommodate requests for additional members, while still maintaining the benefits of a small committee format. Members are encouraged to bring forward questions/concerns etc. from the community.

2. Noise and Vibration Update

- **LSE CAC: Did the contractor review the exceedances at the noise receptor right after the complaint or was it the day after? We want the N/V update**

to list the date the exceedance was noted and the event, and then also list the date that mitigation was put in place.

- **MX:** There was no complaint received at the time of the exceedance. Dufferin Construction receives immediate alerts for all exceedances, investigates the alerts, and implements the required corrective action. \

3. Complaints Tracker

- **LSE CAC: Regarding the complaint about work happening at Jimmie Simpson Park from 9 p.m. to midnight supporting work at the bridge, trains are still running. Can this work be done earlier, from 6 -9 p.m. instead of 9 p.m. -midnight, to allow children to go to sleep?**
 - **Dufferin Construction:** Dufferin Construction will investigate if activities can be scheduled earlier. The challenge with starting earlier is that it introduces a three-hour gap/pause in the middle of the shift where workers would be getting paid, but no work would be taking place. It also extends the shift past the maximum hours that the crew is allowed to work.
 - **LSE CAC:** Is it possible to have 11 p.m. stop?
 - **Dufferin Construction:** Will take back the request and provide an update at the next CLC meeting in April.

4. Construction Updates

- **Queen Bridge**
 - **Riverside BIA: There are instances when cyclists will ride their bikes on the sidewalk due to the construction on Queen St. E. This is a safety concerns for pedestrians.**
 - **MX:** Will review traffic conditions at Queen St. E. bridge and confirm if signage can be installed to advise cyclists to dismount from their bikes before reaching the bridge.
- **Dundas Bridge**
 - **Riverside BIA: Weeds in the area have overgrown in between the cracks on the road.**
 - **City of Toronto:** Transportation Services will speak with Dufferin Construction to confirm if the weeds are within their work area. If not, the City will take action.
- **Retaining wall construction**
 - **LSE CAC: Community wants further details on the schedule for the retaining wall construction. The CAC is concerned about the well-being of the residents near the bridge who are being kept awake from their current overnight work. Metrolinx and the CAC should work together to develop a work schedule that**

accommodates both project and community needs. Community wants a break from construction during the holidays and do not want six months of consistent overnight work.

- **MX:** The schedule presented at the CLC for the retaining wall construction is tentative. Metrolinx will facilitate further discussions with the CAC on the timing for retaining wall construction.
- **LSE CAC: What will the section of retaining wall that transitions from six to eleven metres tall look like?**
 - **MX:** The six-metre wall is east of Logan Ave. and the eleven-metre wall is between Dundas St. E. and Logan Ave. The two sections are broken up by the Logan Ave. bridge. Metrolinx can provide a visual at the next CLC meeting and adjust the map accordingly.
 - **MX:** Worked hard to make sure noise wall heights are visually consistent along different grades. Want to make sure the large-scale elements of the retaining wall are presentable.
- **LSE CAC: Great to see panels coming together. What do noise barriers presented by turquoise line on the map, from Logan to Gerrard, look like? We would like 3-D rendering to show the 'rise' of the walls along this stretch of barrier.**
 - **MX:** Metrolinx does not have a mock-up of the noise barriers but will aim to provide visuals at the next CLC meeting in April. Noise barriers will be clear with anti-bird collision patterns. Clear noise barriers are a City of Toronto requirement.
- **LSE CAC: Retaining walls looks different at the IO TOC at Thackeray. Does IO remove the retaining walls Metrolinx is installing once they start working on the TOC?**
 - **MX:** Metrolinx will be installing the retaining walls first as the Ontario Line progress in advance of the TOC. Metrolinx and IO are in constant conversation about project progress and updates and will work towards having a presence at each others public meetings.
- **Rail Corridor Closures: April - May 2024**
 - **MX: Train service on the Lakeshore East rail corridor will be shut down in over two weekends, one April and one in May, to build the foundation for a new train signal bridge. The actual bridge will not be installed over these weekends.**
 - **LSE CAC:** Is there a date for the actual installation?

- **MX:** The bridge will be installed in approximately Fall 2024.
- **LSE CAC: Future fourth track is on the north side. Thought the fourth line would be installed on the south side? Is this a change in the design?**
 - **MX:** Track alignment has not changed. Between Pape and Jones Aves. is the transition area where the fourth track will go from the north side to the south side.
- **LSE CAC: Can Metrolinx provide a graphic showing the track realignment south of Gerrard St. E.?**
 - **MX:** Yes, Metrolinx will provide a graphic at the next CLC in April.
- **LSE CAC: Is Metrolinx responsible for removing graffiti at the Logan Ave. bridge?**
 - **MX:** Metrolinx will confirm who is responsible for graffiti removal during construction. Crews are currently working to demolish the sections of the bridge with graffiti.
- **LSE CAC: Is the Parkette at 444 Logan Ave. going to be used for construction staging?**
 - **MX:** Yes, a portion of land south of 444 Logan Ave. will be occupied for Ontario Line construction. The property is aware of this and Metrolinx is working closely with the owners to ensure construction impacts are mitigated, and the area is restored once construction is completed.
 - **LSE CAC:** Is Metrolinx engaging with Woodgreen? Are the residents engaged?
 - **MX:** Yes, Metrolinx is speaking with Woodgreen, who is responsible for communicating with the residents. Metrolinx also regularly meets with the residents at 444 Logan Ave. and will hold an information session at the property before occupying the land.

ACTION ITEMS

1. **Metrolinx** to number the action items for the next CLC and mark noise and vibration reporting, one-year lookahead, and BIA street assets (brick) actions as ongoing instead of completed.
2. **Metrolinx** to adjust action item to clarify that residents want to know the response times for when mitigations are implemented.
3. **Metrolinx** to prepare graphics of noise barriers and retaining wall transition from six - eleven metres at Logan Ave.

4. **Metrolinx** and the BIA to coordinate a walkabout to discuss BIA assets at Queen St. E. bridge.
5. **Metrolinx** to confirm if the BIA mural can be stored at the Thackeray yard.
6. **Metrolinx** to confirm if an LSE six-month lookahead can be shared via the Metrolinx newsletter.
7. **Metrolinx** to hold an in-person meeting on bike safety at the Community Office.
8. **Dufferin Construction** to investigate if additional sidewalk and street clean-up is required at the bridges.
9. **Dufferin Construction** and Metrolinx to investigate possibility of starting night shift earlier to reduce disruption to residents.
10. **Metrolinx** to confirm if "cyclist dismount" signs can be installed at Queen St. E. Bridge.
11. **Dufferin Construction** to review road and lighting conditions at Dundas St. E. bridge - Dufferin to report out on pothole repairs and lighting at the next CLC in April.
12. **Metrolinx** to provide a graphic showing future track configuration south of Gerrard St. E. bridge to show OL tracks.
13. **Metrolinx** to confirm who is responsible for cleaning graffiti at the Logan Ave. bridge.
14. **Metrolinx and Dufferin Construction** to facilitate further discussion with the community on the hours of work for retaining wall construction.

Ongoing actions - February CLC

15. **Metrolinx** to provide an update on Jimmie Simpson Park banner.
16. **Metrolinx** to coordinate with IO to determine presence at future meetings.
17. **Metrolinx** to provide an update on the tree removals planned for the north side of the rail corridor. Specifically, residents want clarity on what trees are being removed and how many.
18. **Metrolinx and Dufferin Construction** to explore the installation of a temporary noise barrier at the end of First Avenue or along the top of the rail corridor, since the trees have been removed from that area.