

## **Corktown Piling Virtual Information Session**

### MEETING MINUTES

April 17, 2024

7:00 PM - 8:00 PM (Teams Meeting)

#### OVERVIEW:

On April 17, 2024, Metrolinx, in collaboration with the Ontario Transit Group (OTG), conducted a virtual information session to inform residents about the next major phase of construction at the future Corktown Station. Key topics discussed included an introduction to the project, an explanation of the need for pile drilling, how pile drilling will be carried out, and an outline of what residents can expect in terms of impacts including the increased truck traffic and the approved haul routes for the north site with the south site still in discussions with the City of Toronto.

OTG elaborated on the specifics of the construction process and that the community can expect piling work to begin in the coming weeks, commencing with mobilization of equipment onto site. Guide wall preparations and installation and then pile drilling would follow with an anticipated completion at the end of August 2024 for the north site and from July 2024 to mid-September for the south site. It was also noted that work is planned from 7:00 a.m. - 7:00 p.m., although there may be instances where weekend work or extended hours could be necessary.

The meeting addressed potential community impacts such as noise and vibration, the presence of construction equipment on-site, and increased truck traffic. Metrolinx and OTG reassured residents of the safety measures to mitigate these impacts, including air quality monitoring, site hoarding, debris management, and strategies to minimize noise and vibration impacts.

#### QUESTIONS:

- **A Slido question inquired about** the black hoarding around the site being very dull and boring and why putting public art from the community hasn't been put in?
  - **Metrolinx** explained that the black hoarding is the initial phase and is painted black is to protect the plywood from the elements and to paint over any graffiti. A strategy is being developed that will involve collaboration with the community to incorporate public artwork panels with project messaging panels in the final phase of the signage which will replace the temporary signage currently in place.
  
- A Slido comment was addressed about the trucks arriving at 5 a.m. and to ensure no noise of any kind is made before 7:00 a.m., during the "set up" time. No banging, no

clanging, no roaring generators. Noise should not start before the "work" starts, at 7:00 a.m., as per City rules.

- **OTG** explained that crews are permitted to work between 7:00 am and 7:00 pm. Monitoring stations are operational 24/7 and will alert the station team if any noise disturbances are captured prior to 7:00 am. All truck operators have been directed not to arrive before 7:00 am or idle in neighbouring streets.
- **A Slido question inquired about** where exactly will the soil be removed. South site or North site?
  - **OTG** explained that currently OTG is only performing work at the north site at the direction of Metrolinx.
- **A Slido question was asked about the contamination values of the south on the northeast side, where there was a previous foundry and how the values are handled for resident's and workers safety.**
  - **OTG** explained that the environmental team works to understand the ground water conditions and sub surface soil conditions to properly handle materials or water. Currently water is being filtered and treated through a portal treatment system, collecting data and reviewing, ensuring there are no contaminants of concern being discharged off the work zone.
- **A Slido question was asked about when the community can provide input on the naming of the station.**
  - **Metrolinx** explained that some of the current station names are temporary and used during the development phases. Metrolinx is planning to roll out a station naming program involving the community and public input in the near future.
- **A Slido question was asked about the dust mitigation plan associated with this work and other site activities as dust is blowing around on dry days and is problematic.**
  - **OTG** explained that dust mitigations are in place including monitoring devices will alert the team if a threshold is close to being exceeded. Water trucks will also be deployed to dampen the soil in dry and warmer weather. The enhance hoarding that is currently underway will also help contain dust emissions.
- **A Slido question was posed asking for clarification on what work is planned for the south site. The map in construction notice shows that the northeast corner of the site is marked as a work zone with a piling machine with no ingress or egress identified on the south site, suggesting that there will be no removal of excavated materials.**
  - **OTG** will begin excavation, compaction and piling works when archaeological work is finished and Metrolinx transfers the lands to OTG.

- **Slido questions asked what the public can expect in terms of traffic congestion and if there will be any blockades due to the piling activities.**
  - **OTG** explained that flagpersons will be onsite to ensure safe passage for pedestrians and for safe merger for trucks into lanes when exiting the site.
- **A Slido question was asked if there will be peak hours for pile drilling activities, at what times will this take place and what procedures should be followed to submit complaints.**
  - **OTG** explained that work is expected to take place weekdays between 7:00 a.m. and 7:00 p.m. Some weekend work may be required. Additional work hours may be required to allow teams to complete consecutive works, such as a concrete pour in progress. Working hours are not expected to extend beyond 11:00 p.m. Crews are expected to be on-site prior to 7:00 a.m. to set up equipment. Noise from equipment drilling piles, removing spoils and concrete work is expected. To reduce the impact to residents and businesses in the area, mitigation measures have been put into place, which include noise and vibration monitoring, no overnight work and enhanced site hoarding. Complaints can be shared [OntarioLine@metrolinx.com](mailto:OntarioLine@metrolinx.com).
- **A Slido question inquired the activities at the south site, as the construction notice references only the work at the north site. Why is working not taking place at the same time for both sites.**
  - **OTG** explained that work is being carried out at the north site under the direction of Metrolinx and will continue work at the south site with permission from Metrolinx.
  - **Metrolinx** further explained that all archaeological work at the north block has been completed with a hold on more progressive work at the south site due to the ongoing recovery of artifacts from the south site as host of the historic Ontario Shoreline, the First and Second Parliamentary Buildings of Upper Canada, Consumers Gas Industrial, and the Home District Gaol. Metrolinx's development of the First Parliament Heritage Interpretation and Commemoration Plan will illustrate and showcase the cultural heritage and historical significance of the site through the final station design at all three street, concourse and platform levels. Once all archaeological work is completed under regulatory requirements, land will be handed over to the Ontario Transit Group to proceed with works.
  - **Metrolinx** added that the majority of piling is required at the north site. Depending on the land handover, piling at both the north and site south may be completed within the same timeframe.
- A Slido question asked how many trucks are expected in the neighbourhood during piling works.

- **OTG** offered an approximation of 30 trucks arriving and leaving the site on a regular basis.
- A question from a local business owner was asked about clarification on the anticipated noise from the auger or is it from the cleaning attachment to the auger, and when the noise is expected during daytime hours.
  - **OTG** explained that the notable source of noise will be primarily associated with the drilling process. The auger attachment minimizes noise, reducing the time needed to clear the soil from the drill. The noise levels recorded are approximately 80-90dbs, similar to a hair dryer.
  - **OTG** explained that noise will occur throughout the day, between the hours of 7:00 am and 7:00 pm. The peak of the noise is heard as the auger is lifted out of the drilled pile to shake off the soil but reiterated that the cleaning attachment will help reduce the shaking required to loosen the soil.
  - **Metrolinx** explained that those residents and businesses closest to the active pile drilling will experience higher levels of noise but will notice a decrease in the noise as the pile rig moves away from their unit.
- A question from a local resident asked why the noise barrier is not being installed on Parliament Street where it is also facing the construction site.
  - **OTG** explained that the station shaft is located at the perimeter of King Street East, Berkeley Street and Front Street East - where the pile drilling will occur. Work scheduled along Parliament Street is not anticipated to be as impactful on the west side of the construction zone.
- A question from a local business owner asked for more information on the monitoring devices used to track noise and what actions are taken when noise levels are exceeded.
  - **OTG** explained that the project utilizes noise, vibration and air quality monitoring devices located at various locations throughout the station which use telemetry capabilities in real time to track and detect outputs as activities are carried on a continual basis. These devices are very closely monitored and are highly sensitive and accurate and will immediately trigger an alarm should any levels raise concerns before any thresholds are surpassed. Should this occur, the data will be evaluated, and activities associated with any alarms be reconsidered or stopped immediately as required.
  - **OTG** explained that piling is already underway at Queen-Spadina, King-Bathurst and Moss Park and can be a good reference point for what to expect from piling activities.
- An attendee to the meeting asked if Corktown Station one of the first on the Ontario Line where pile drilling activities start soon?
  - **Metrolinx** explained that piling activities first started at Queen-Spadina station followed by King Station and Moss Park.

- An attendee to the meeting asked if the monitors have been placed? Have residents and building management etc been contacted to set these up?
  - **OTG** explained that the noise, vibration and air quality monitors have been deployed, operational and collecting data around the station site on public property (or do we say on City of Toronto property).
- An attendee to the meeting asked what is the current estimate for all the construction at Corktown Station to be completed?
  - **OTG** explained that the station completion including the Ontario Line is expected for 2030-2031.
  - **Metrolinx** further explained that several contractors are constructing different aspects of the Ontario Line, with Ontario Transit Group constructing the station site. An integrated schedule of the Ontario Line including the station site, the rail installation, operation of the trains is targeting an opening date of 2031.
- An attendee to the meeting asked if there is any new retail planned in or around the station or if it will just be a stop along the line and if there is any data on how this will affect surrounding property values.
  - **Metrolinx** explained that the work Metrolinx is focused on delivery of the transit station. Collaboration is ongoing with the City of Toronto and Infrastructure Ontario, who would deliver more information on the mix-used future developments and opportunities with other entities advancing plans in the area.
  - **Metrolinx** further explained that the station design and development is being structured to support future development.
- An attendee to the meeting asked if the Ontario Line work completion date is scheduled for 2030 does that mean tower construction will not begin until 2030?
  - **Metrolinx** explained that the high-rise development is independent from the station construction underway by the Ontario Transit Group and Metrolinx. Any additional information on the Transit Oriented Community (TOC) can be found on the Infrastructure Ontario website.
  - **Metrolinx** encouraged any questions or inquiries relating to the TOC can be sent to the [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Metrolinx will ensure inquiries or questions are addressed or directed to Infrastructure Ontario.
- An attendee to the meeting stated that many historic building foundations have been exposed and archeology found on the site. Is there any expectation to preserve these or simply to document findings.
  - **Metrolinx** explained that opportunities are being explored to integrate some of the findings and the cultural and historical significance from the north and south sites of the area into Interpretation and Commemoration Plan and the final design of the station. Additionally, discussions are ongoing on how findings and cultural and historical significances be incorporated in the area

with Metrolinx, Infrastructure Ontario and the City of Toronto for future developments.

- An attendee to the meeting stated they were surprised that the westbound Parliament and King Street streetcar stops will not be affected for the next two-three years.
  - **Metrolinx** explained that close collaboration is ongoing between the Toronto Transit Commission and the City of Toronto to discuss the traffic planning. At times, shifting transit stops is a requirement but not necessary in the immediate future. Metrolinx will do further investigation and provide an update at future meetings.
  
- A question from a local resident asked if the Ontario Line is expected to be finished by 2030, when is Corktown Station expected to be completed?
  - **Metrolinx** explained that the Ontario Line is anticipated to be completed by 2031 with the integration of the four contractors on other portions of the Ontario Line.