

Corktown CLC - Meeting #8
MINUTES
May 23, 2024
6:00 pm to 7:00 pm (Teams Meeting)

Attendees:

BIAs/Community Groups/Non-Profit Organizations/Residents

- Ole Calderone (CRBA)
- Cory Lemos (CRBA)
- Neil Betteridge (GWNA)
- Michael Bethke (Waterfront BIA)
- Carlos Garcia (Waterfront BIA)
- Stewart Linton (SLNA)
- Suzanne Kavanagh (SLNA)
- Nancy Thacker
- David Balcon

Metrolinx

- Jason Hall
- Malcom McKay
- Mark Clancy
- Alexandra Grgas-Sorge
- Matt Simon
- Jodi Parps
- Zahrah Munas
- Amanda Kusick
- James Francis

- Jeffrey Muir

City of Toronto

- Michael Paolucci
- Julia Murnaghan
- Nazli Dehghani
- Nancy Arhana

Elected Officials

- Edward LaRusic (Councillor Moise)
- Sasha Kane (MPP Wong-Tam)

OTG

- David Ou
- Daphrane Langan
- Allison Dewhirst
- Bella Santos

LURA

- Hasnaa Maher

OVERVIEW:

On Thursday, May 23rd, 2024, **Metrolinx** hosted a Corktown & Don Yard CLC session meeting in partnership with **OTG** and **LURA Consulting**.

After a review of the action items from the previous meeting, the discussion moved into the archaeological update at the south site and the findings at the First Parliament at 265 Front Street, and the next phase of the 44 Parliament Street and 271 Front Street East being paved and to remain protected during station construction.

OTG continued the presentation explaining the completed and current works at the north and south sites. Notable changes at the perimeters of the site include taller hoarding along Berkeley Street, and two new pedestrian tunnels at Front Street East and the addition of a new access gate on the east side of the south site. **OTG** crews continue to prepare a stable platform for site equipment and activity including guide wall works in preparation for pile drilling in the north site, while the official site handover from **Metrolinx** to **OTG** of the south site has allowed **OTG** to backfill the avoid and protect areas in the northeast corner of the south site.

OTG explained that with the increase in activities at both sites, the local community is to expect more truck traffic with deliveries of equipment and materials arriving at site. The discussion continued with an explanation of the proposed haul routes coming to and from the north and south sites from the east and west directions with a questions and answer period immediately following.

QUESTIONS:

- **A resident asked which the oldest brick is pictured in the slide deck.**
 - **Metrolinx** responded that examinations are ongoing with the findings and a date is yet to be determined.

- **An attendee asked how haul routes can be both approved and under discussion?**
 - **OTG** explained that the haul routes are being coordinated with the City of Toronto and Metrolinx to be the least impactful and as safe as possible. **OTG** stated any concerns will be taken back to the city for further consideration.

- **An attendee questioned why King Street is an option for the trucks leaving the site as it is quite narrow and how many trucks are expected to travel to/from the site.**
 - **OTG** explained that King Street is considered the safest option where trucks can only make right turns to access the sites. The number of trucks is unknown at this time.

- **An attendee asked what hours the trucks are expected to operate around the site?**
 - **OTG** explained that the site is currently planning to operate between the hours of 7:00a.m. and 7:00p.m., Monday through Friday.

- **An attendee expressed concerns about the proposed route along King Street, as it is a main corridor for regular traffic. Is there any opportunity to revise the proposed route?**

- **An attendee** further expressed trucks travelling down King Street, deemed less safe due to narrowing is a safer option vs trucks exiting the north sites exiting to Front Street, to Eastern Ave to the Don Valley Parkway is not the better option?
 - **OTG** expressed that the current route, avoiding left turns, is the best proposed at current time as coordinated with **Metrolinx** and the **City of Toronto**. **OTG** will take concerns back to the city for further discussion and look to make improvements as possible.
- **An attendee asked what efforts will be implemented to the trucks hauling off soil from the site with concerns to the expected dust and conditions of the soil being removed.**
 - **OTG** explained that trucks will enter and leave the site passing through a mud mat (large stones), designed to loosen and trap soil from truck wheels. Soil tracked onto the roadway can be removed with sweeper trucks or manual removal.
 - **Metrolinx** further added that a large portion of the north and south sites have paved areas with more to come in the south site for the avoid and protect areas in the northeastern corner, therefore reducing the amount of traffic in the soiled areas to disturb additional soil.
- **An attendee asked what activity is underway at the south site.**
 - **OTG** explained that loosen materials from the archaeological works are being removed and replaced with compacted granular. Installation of the gates are also underway with a mud mat installation and ground preparation works to follow upon completion.
- **An attendee asked for clarification on the haul routes exiting the sites in a right turn only motion.**
 - **Metrolinx and OTG** recognized the haul routes in the slides need to be revised with proper routes illustrated.
- **An attendee asked for conditions for trucks travelling to/from the west and what type of trucks should be expected.**
 - **OTG** explained that some suppliers or vendors will be coming from the west and others coming from the east with different trucks coming to site for different activities and carrying different materials.
 - **An attendee** expressed concerns with the lane restrictions at Parliament Street and Lakeshore Blvd.
 - **OTG** explained that concerns will be taken back for consideration.
 - **Metrolinx** explained that routes are determined between the **City of Toronto** and **Metrolinx**. Some streets are restricted by the city.
 - **City of Toronto** explained that the haul routes remain under review. The proposed routes have been provided to city council a report. Further discussions are scheduled and will take into account all expressed concerns with Toronto wide projects.
 - **An attendee** further added that Parliament St, lower Jarvis St, lower Sherbourne St and the Lakeshore do not have the capacity for additional traffic with the Gardiner Expressway rehab. Traffic is already backed up to Cherry St. There must be an

alternative route. How many trucks will be entering and exiting the site on a regular basis over the next seven years?

- **OTG added** that truck volume will vary depending on the site activities and requirements.
- **Metrolinx** recognized that concerns will be discussed, and responses provided in a follow-up with the community.

ACTION ITEMS:

- **OTG** to provide clarity on haul routes outlined in the CLC presentation.
- **Metrolinx** to provide updated CLC presentation.
- **Metrolinx** to address additional comments.