

Ontario Line

Corktown/Don Yard Construction Liaison Committee

June 27, 2024



Agenda

Welcome

- Introductions
- Land Acknowledgement
- Safety Moment

Presentation

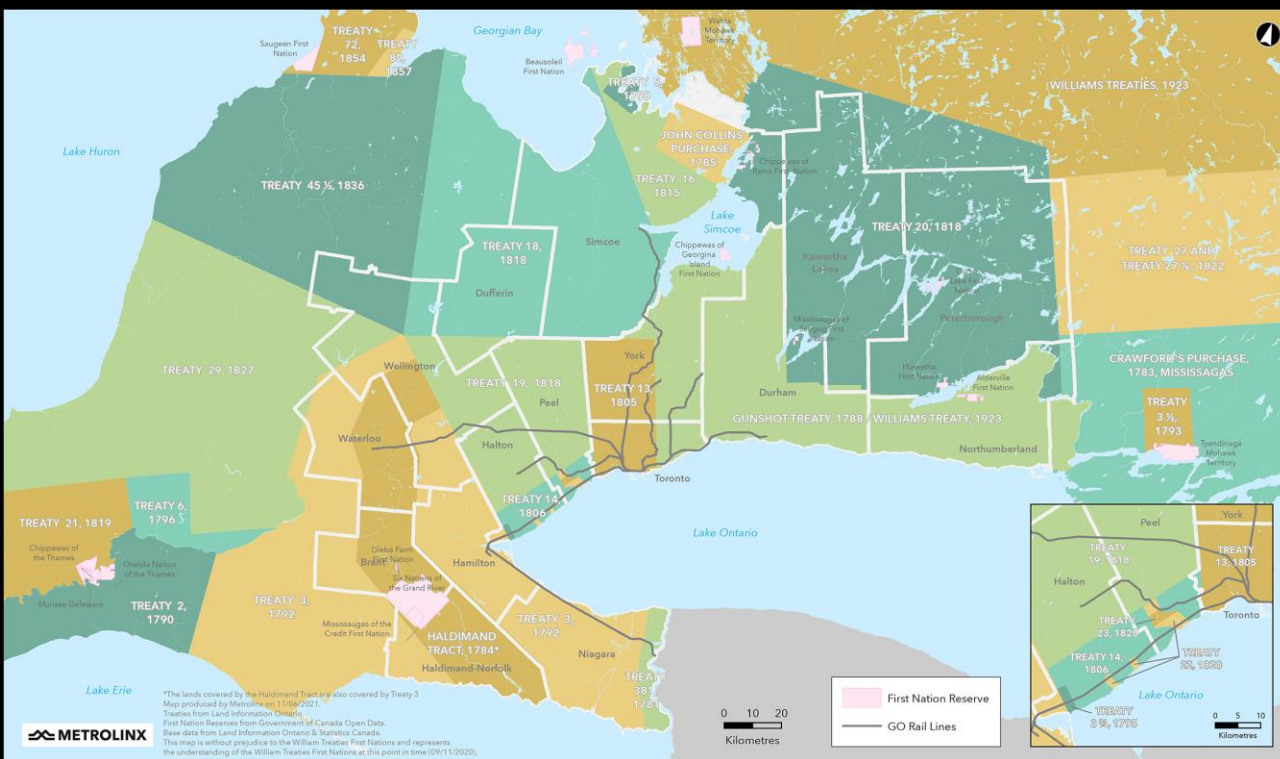
- Review of Action Items
- Don Yard Works
 - Construction Updates
- Corktown Station
 - Proposed Haulage Routes- Community Discussion
 - Construction Updates
 - Archaeological Updates
- Community Engagement
- We Are Here For You

Feedback and Discussion (30 minutes)



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.

Safety Moment - Cyclist and pedestrian interaction

- A reminder for cyclists and pedestrians to **be mindful** when crossing at **the Esplanade** and **Berkeley Street / Hahn Place** sidewalk to stop and look for on comers here.
- While we understand the hoarding has changed sightlines in this area, the hoarding is in place for public protection from construction activities.

Stop. Look. Cross.



PREVIOUS CLC MINUTES AND ACTION ITEMS

| ACTION ITEM | STATUS UPDATE |
|---|---|
| <ul style="list-style-type: none">OTG to provide clarity on haul routes outlined in the CLC presentation. | <ul style="list-style-type: none">May 23rd CLC deck was revised, and haul routes updated. Further clarification to be addressed in today's discussion. |
| <ul style="list-style-type: none">Metrolinx to provide updated CLC presentation. | <ul style="list-style-type: none">Revised deck shared on June 7th |

Don Yard Construction Update

Bridge and Portal Construction

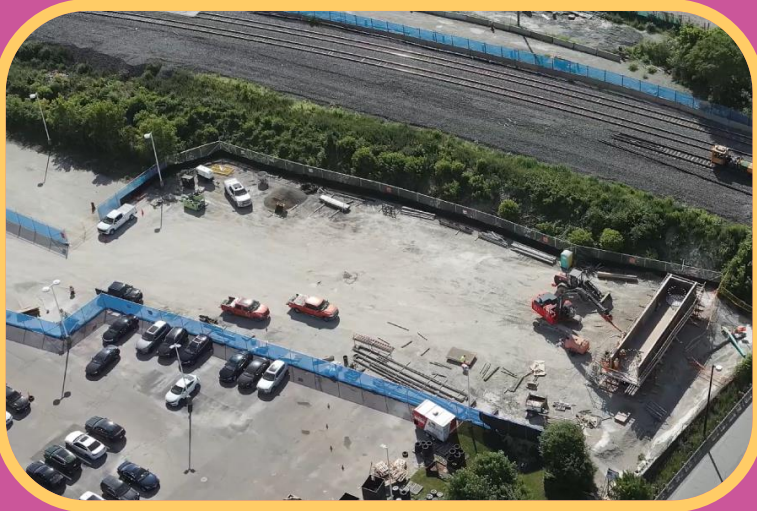


An aerial photograph showing a multi-lane highway with several vehicles, including cars and trucks. To the left of the highway is a large parking lot filled with many cars. A blue fence runs along the top of the parking lot. In the background, there is a large construction site with various pieces of machinery and materials. A bridge with graffiti on its side spans a river that runs parallel to the highway. The scene is captured from a high angle, providing a clear view of the infrastructure and surrounding areas.

LDEW3 so far...

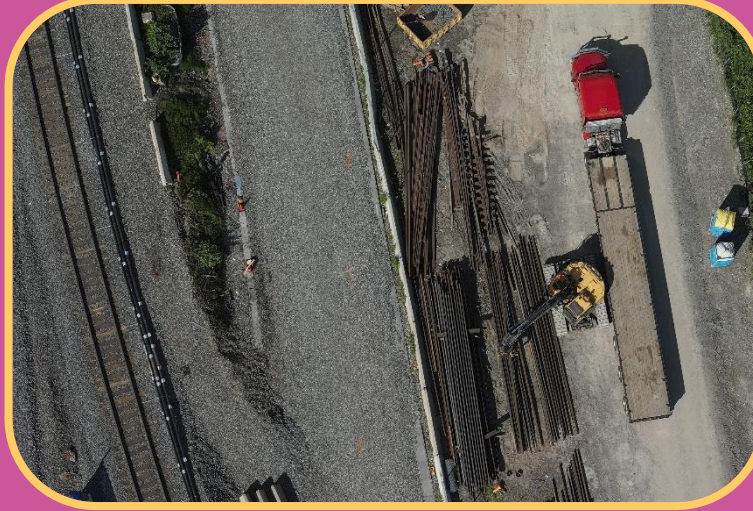
Completed Work

East abutment caisson drilling



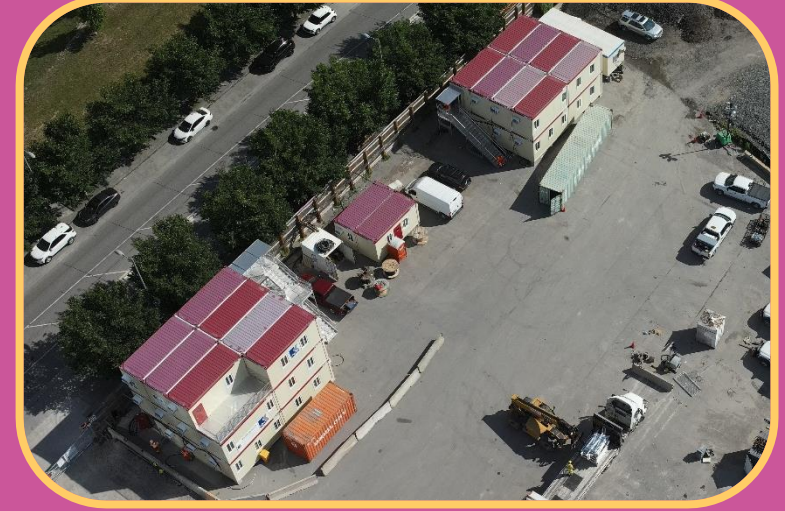
Caisson drilling for the bridge abutment east of the Don Valley Parkway (DVP)

Track removal



Track removals, utility relocations, and site preparation, including grubbing

Site set-up



Site trailer set-up and establishments of environmental control measures

LDEW3

Upcoming Work

Daytime work hours are from 7 a.m. to 7 p.m.

Overnight utility relocation work hours are from 9 p.m. to 6 a.m.

July

- Begin construction of the bridge abutment west of the Don Valley Parkway (DVP)
- Complete track removals and installation of the site compound
- Start building the bridge trestle in the Don River – the trestle is a temporary structure that will enable bridge construction over the Don Valley Parkway

August

- Start drilling piles to support the excavation of the tunnel and portal – the portal will allow the Ontario Line to transition from underground to surface level
- Ongoing utility relocation



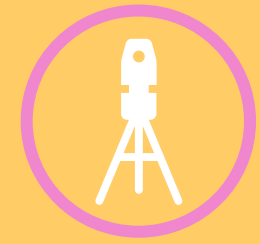
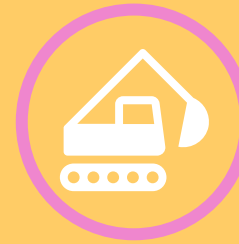
Multiple drill rigs will be on site during the tunnel and portal construction

September

- Continue building the bridge trestle, portal and tunnel
- Start excavation for the first “cut” down into the tunnel
- Complete the west bridge abutment
- Start preparation work for the new hydro-one transmission tower

October

- Continue excavation, drilling, and concrete works for portal and tunnel construction
- Ongoing bridge trestle work
- Start building the foundation for the new hydro-one tower



Portal and Tunnel Construction

Present - Fall 2024 : Track removals

Cutting and removing existing train tracks to make space for the future Ontario Line portal and tunnel.

Fall 2024 - Summer 2025: Shoring and excavation

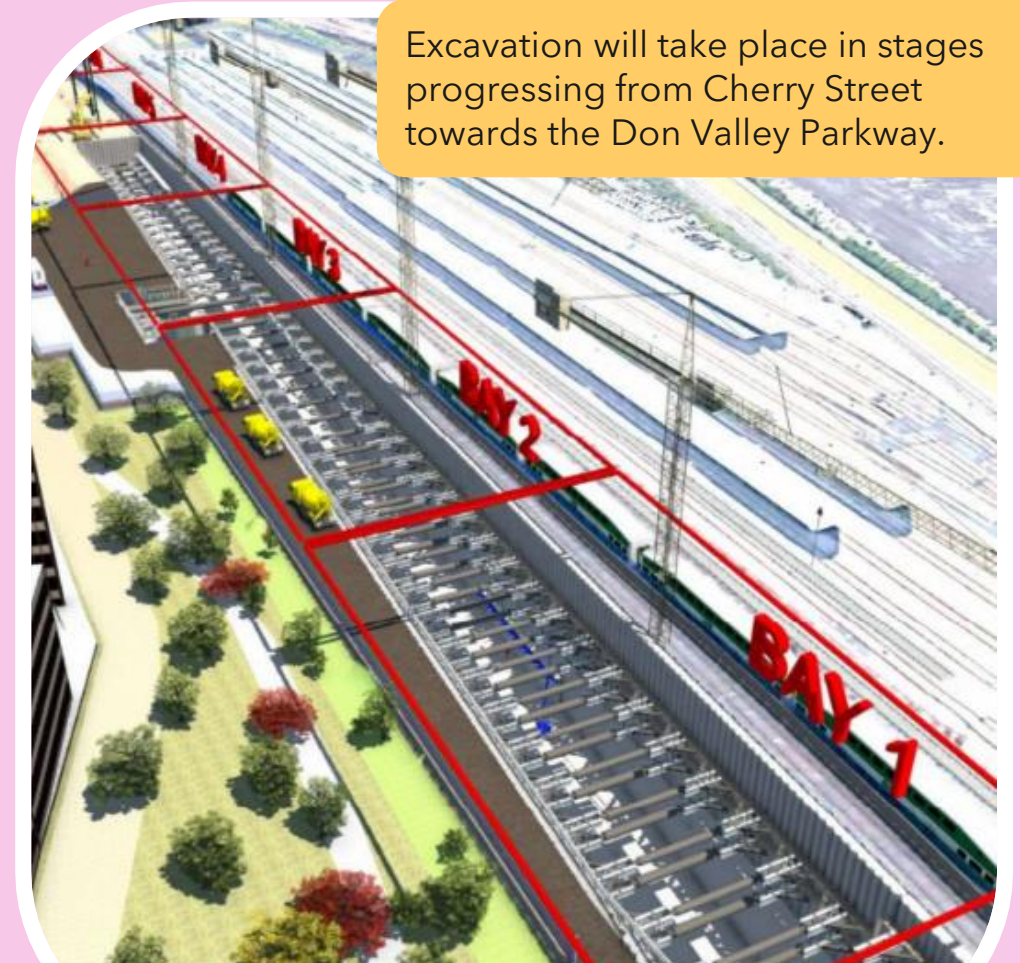
Steel and concrete will be installed to support the excavation of the tunnel and portal - this process is called shoring. Excavators will dig as deep as 22 meters to create a long and narrow hole where the new tunnel will be built.

Summer 2025 - Spring 2026: Permanent works

Excavation of the tunnel will finish. Waterproofing, rebar installations, and concrete pours will take place to form the permanent structure of the tunnel. Once the tunnel is completed, new Ontario Line tracks will be installed on top.

Spring 2026 - Summer 2028: Portal construction

Construction of the remaining section of the portal near the Don Valley Parkway.

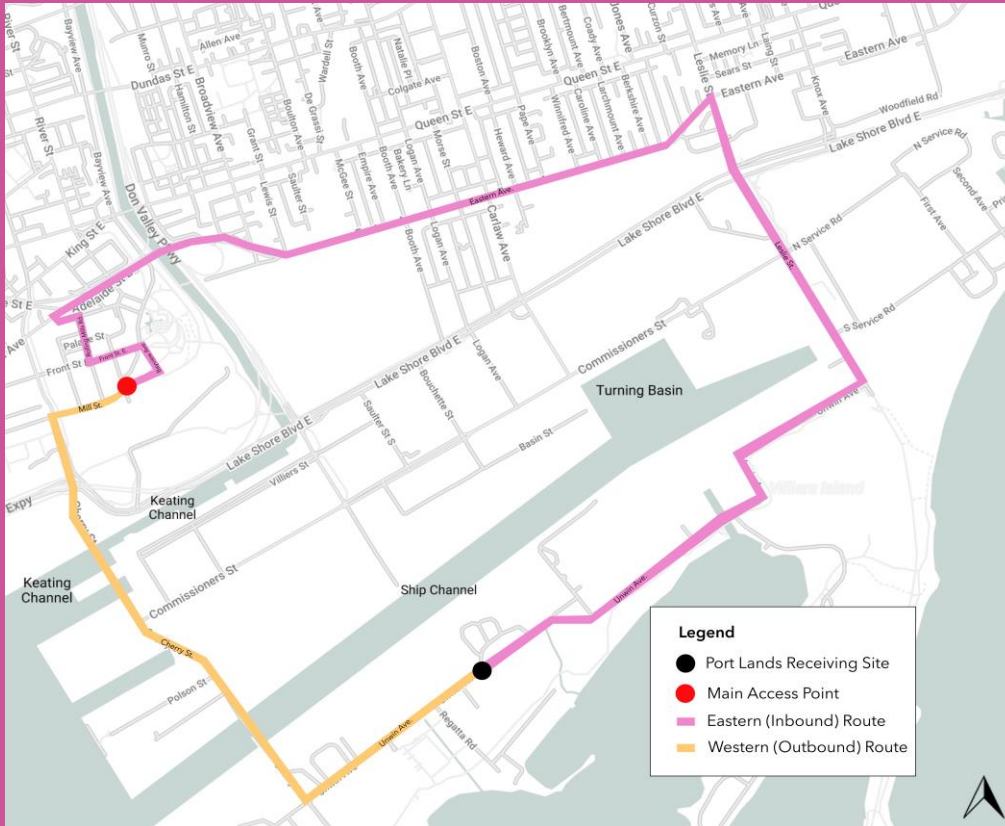


Excavation will take place in stages progressing from Cherry Street towards the Don Valley Parkway.

Hours of work:

Portal and tunnel construction will take place during the day and night. Overnight work is expected to start in August 2024. Exact work hours are still being determined. Specific details about overnight work and mitigation measures will be provided prior to the start of portal and tunnel construction.

Site Access and Traffic Management



Haul Routes:

- The Don Yard's main access point is located just east of Mill Street and Tannery Road
- Materials are being transported and removed from the Don Yard using the haul routes shown in this map
- There are two main haul routes from the east and west side of the Don Valley Parkway
- Ten dump trucks are expected to leave the site every hour to remove materials during tunnel and portal construction

Traffic and pedestrian management:

Several measures will be taken to ensure public safety and mitigate traffic and pedestrian disruption throughout construction:

- **Security:** Monitoring site access with traffic control personnel and ensuring gates are closed at all times.
- **Maintenance:** Regular street sweeping, clearing debris from access roads, and cleaning vehicle tires at wheel washing stations.
- **Enforcement:** Communicate to crews on the importance of keeping roads clean.
- **Regular inspections:** Frequently inspect the effectiveness of debris control measures and adjusting where needed.
- **Signage and barriers:** Installing proper wayfinding signs and traffic barriers.
- **Stakeholder coordination:** Coordinating with local stakeholders to avoid traffic and pedestrian closures during public events
- **Hauling routes/schedule:** Using main streets for hauling and scheduling deliveries/hauling during non-peak hours where possible
- **Accessibility:** Making sure streets and sidewalks are always accessible (installing ramps etc.)

Corktown Station: Construction Update

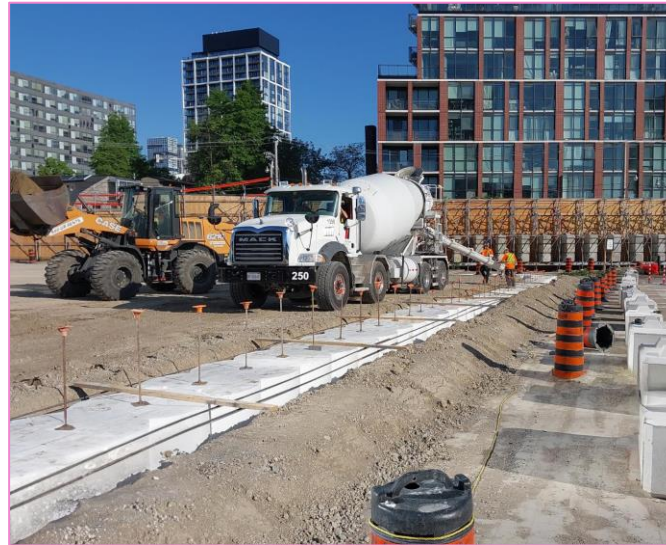
Piling progress – North site

Process of guide wall installation

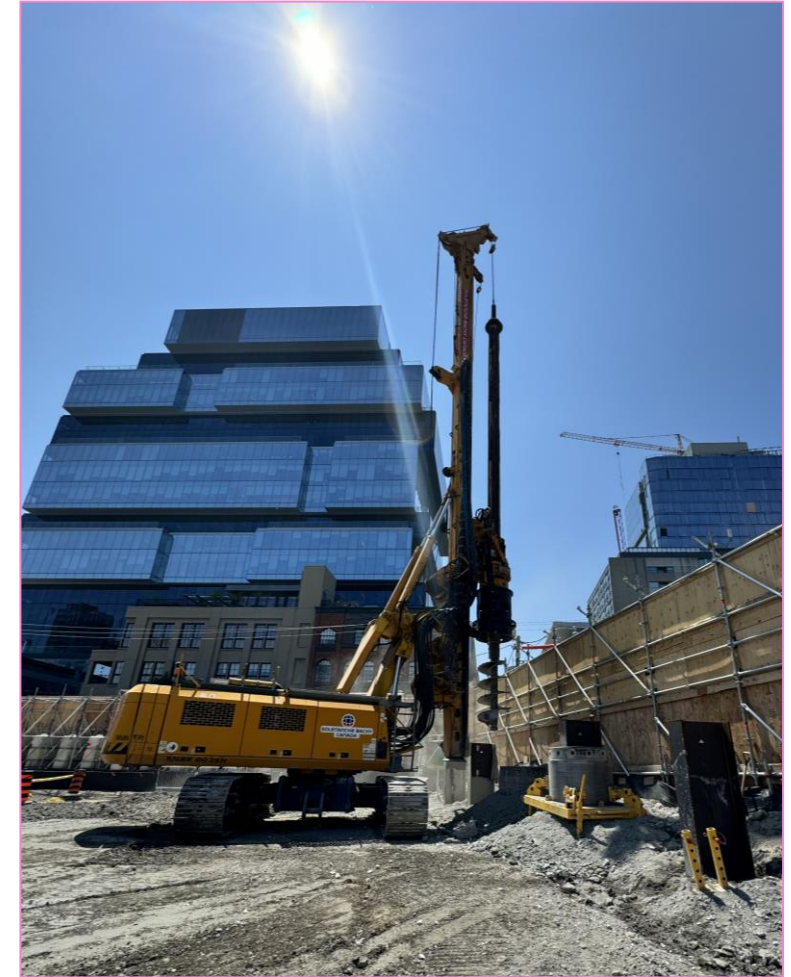
- Installation of a guide wall around the perimeter commenced May 13th.
- Reinforcements will be added, and concrete poured.

Progress of pile drilling

- Pile drilling commenced May 29th.
- The current rig has completed 75 secant piles by today's presentation.
- Up to 20 drilled secant piles are expected to be completed weekly.



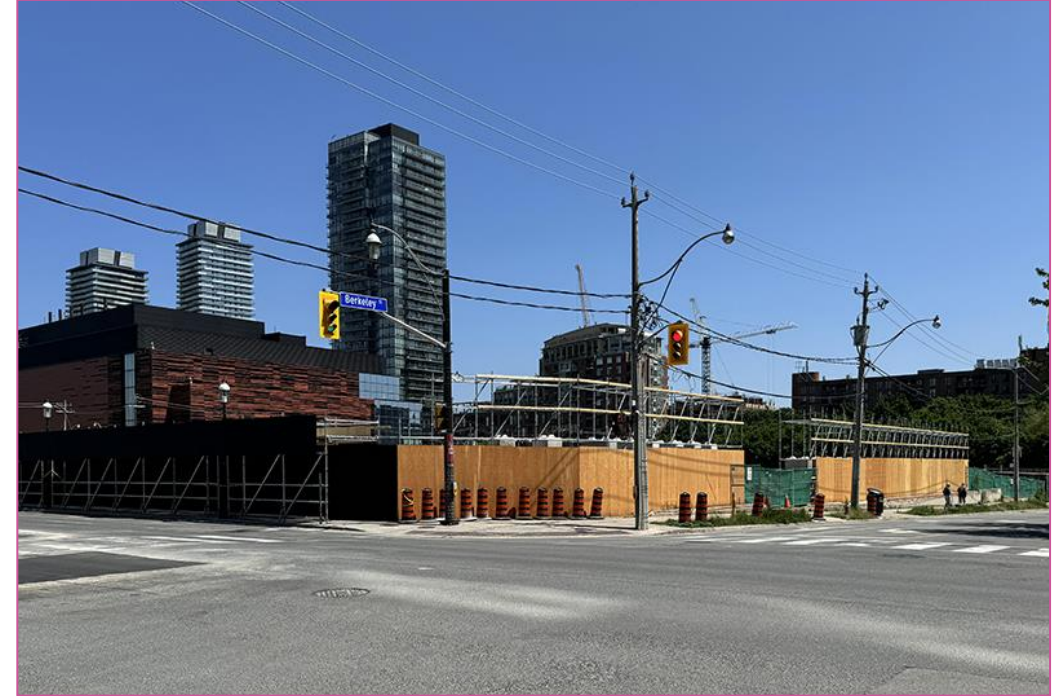
Guide wall preparations and pour



Pile drilling along King Street East

Current – South site

- Five-metre noise wall installation ongoing south of Front Street East on Berkeley Street.
- All covered walkway installations completed.
- Site preparation; well decommissioning, excavation and backfilling.



Covered walkway on Front Street East and 5m hoarding along Berkeley Street

Minimizing impacts to the community

To reduce impacts to residents and businesses in the area, mitigations will be in place including:

- Air quality monitoring to track dust debris and vehicle emissions to ensure that construction activities don't impact the quality of the environment.
- Noise barriers to help reduce noise.
- Continuous loop truck routes, reducing need for trucks to reverse using back-up alarms.
- Street sweepers and wheel cleaning as needed to ensure soil and sediment is kept off city streets and sidewalks.
- Dust suppression to effectively manage dust particles from becoming airborne by regularly moistening exposed soils and debris and mud mats that collect and suppress dirt and debris by passing vehicles.



Proposed Haul Routes: Community Discussion

Why is a traffic management plan needed?

- Ongoing Ontario Line construction at Corktown Station requires a constant flow of inbound and outbound construction vehicles, trucks and machinery to ensure the new subway line is delivered to the community as quickly and safely as possible.
- Concurrent infrastructure projects will also impact traffic and access to local streets. The traffic plan needs to be strategically delivered, knowing there are other impacting factors on local traffic.
- To ensure vehicles and equipment are safely delivered to and from the work zone, a conscious effort has been made to avoid the city's downtown core as much as possible.



Vehicles travelling to and from the downtown pre-Gardiner Expressway rehabilitation.

Proposed INBOUND routing

Routes are developed in consultation with the City of Toronto.

The map represents different routes for vehicles entering and exiting the work site, that could be **in effect sequentially over several years**.

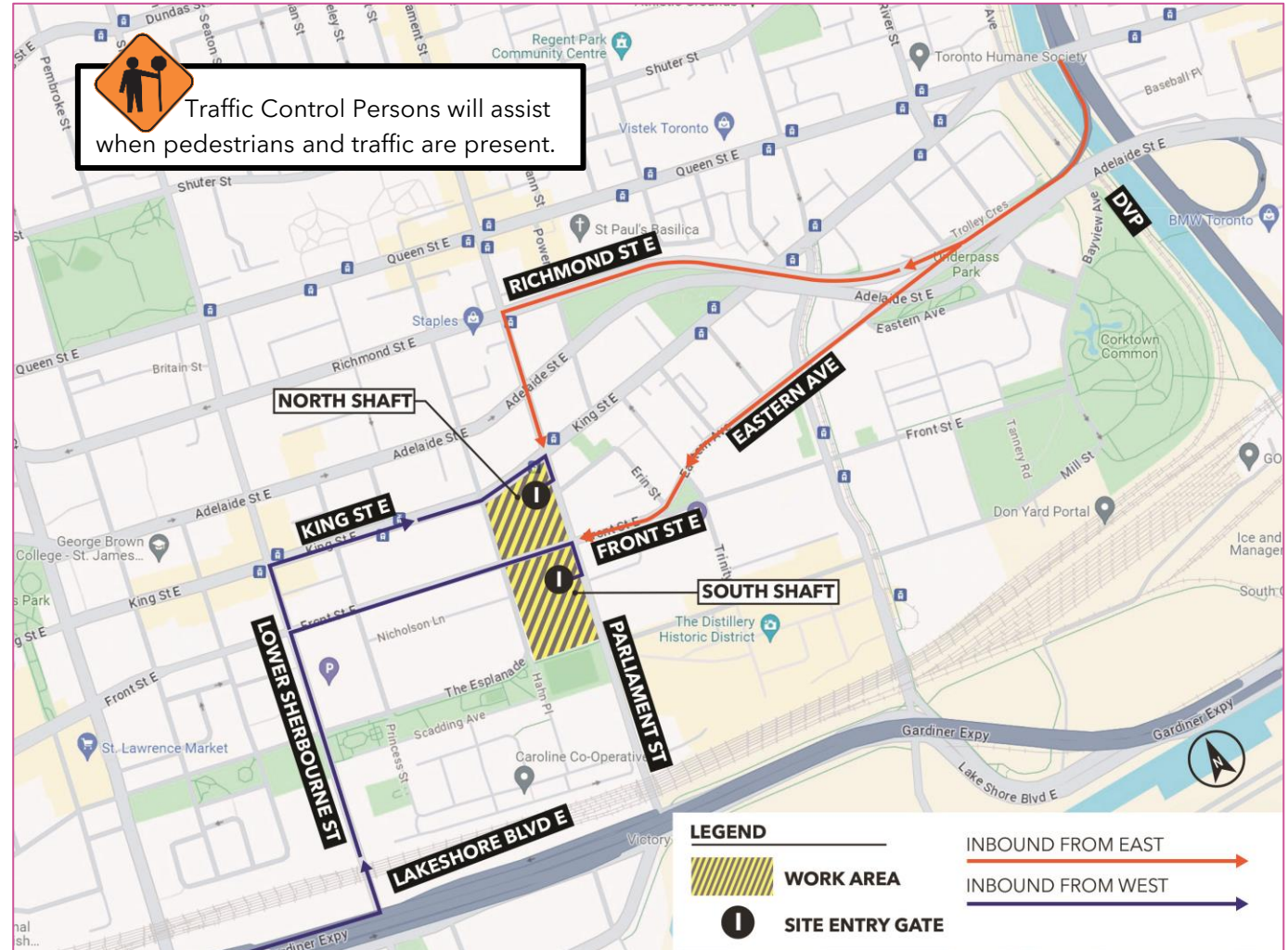
Entering from the East (Don Valley Parkway)

- Trucks coming from the Don Valley Parkway will exit onto Richmond Street, turn left onto Parliament Street and turn right into the north site.
- Trucks coming from the Don Valley Parkway will exit onto Eastern Avenue to Front Street East, turn left onto Parliament Street and turn right into the south site.

Entering from the West (Lakeshore Boulevard)

- Trucks coming from Lakeshore Boulevard will exit onto Lower Sherbourne Street, turn right on King Street East, right on Parliament Street and right into the north site.
- Trucks coming from Lakeshore Blvd will exit onto Lower Sherbourne Street, turn right on Front Street East, right on Parliament Street and right into the south site.

*Haul routes are subject to change based on coordination with the City and other third-party constructions, traffic restrictions and comments from the City.



Proposed PRIMARY OUTBOUND routing

Routes are developed in consultation with the City of Toronto.

The map represents different routes for vehicles entering and exiting the work site, that could be **in effect sequentially over several years**.

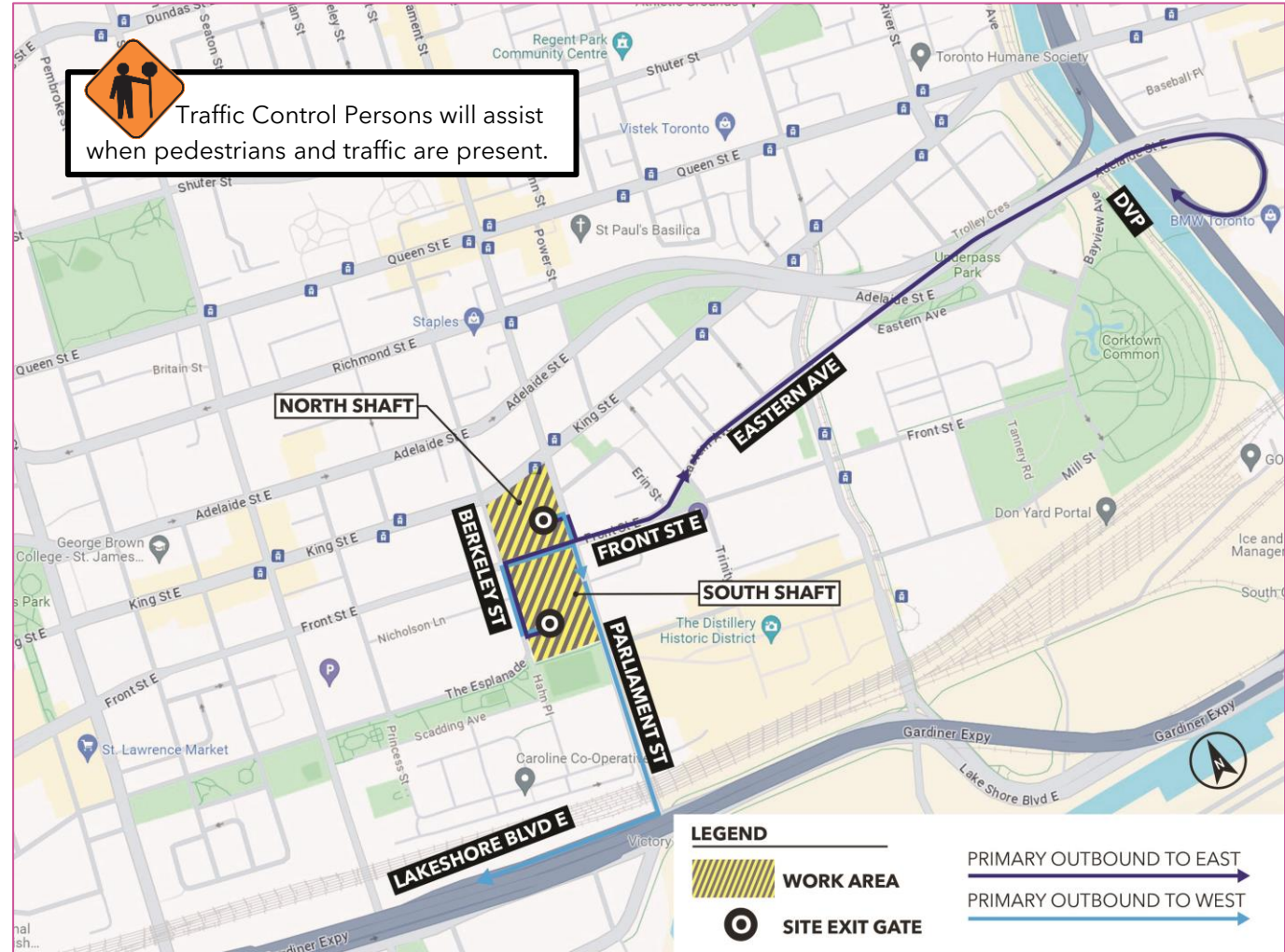
Exiting to the East (Don Valley Parkway)

- Trucks exiting the north site will turn right onto Parliament Street, left on Front Street East to Eastern Avenue and enter the Don Valley Parkway.
- Trucks exiting the south site will turn right onto Berkeley Street, right on Front Street East to Eastern Avenue to enter the Don Valley Parkway.

Exiting to the West (Lakeshore Boulevard)

- Trucks exiting the north site will turn right onto Parliament Street and enter the Lakeshore Boulevard.
- Trucks exiting the south site will make a right on Berkeley Street, a right on Front Street East and a right on Parliament Street and enter the Lakeshore Boulevard.

*Haul routes are subject to change based on coordination with the City and other third-party constructions, traffic restrictions and comments from the City.



Proposed SECONDARY & TERTIARY OUTBOUND - EAST routing only

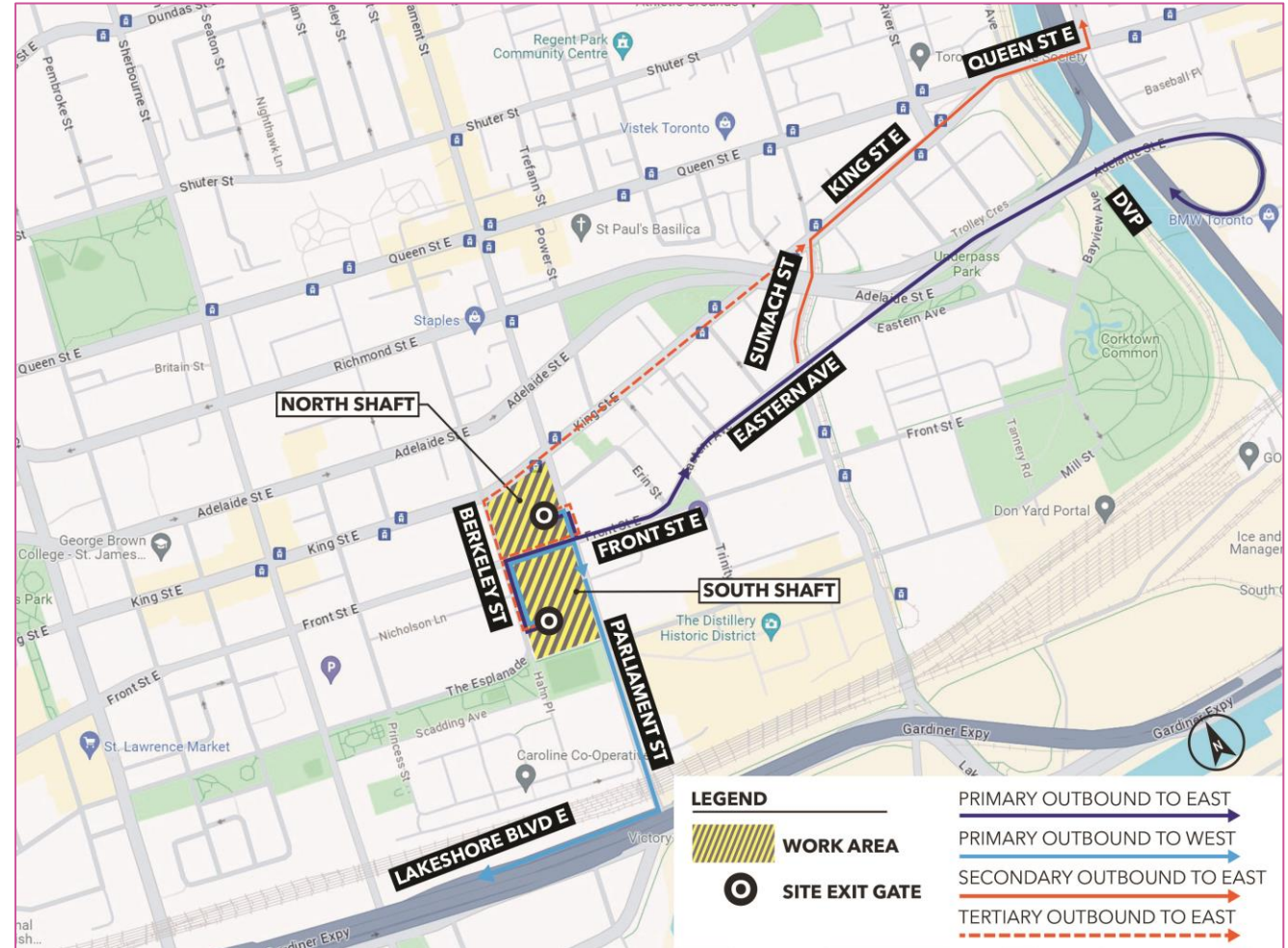
Routes are developed in consultation with the City of Toronto.

The map represents different routes for vehicles entering and exiting the work site, that could be **in effect sequentially over several years**.

Exiting to the East (Don Valley Parkway)

- **Secondary:** Trucks exiting the north site will turn right onto Parliament Street, left on Front Street East to Eastern Avenue, left on Sumach Street, right on King Street East, merge onto Queen Street East and enter the Don Valley Parkway.
- Trucks exiting the south site will turn right onto Berkeley Street, right on Front Street East to Eastern Avenue, left on Sumach Street, right on King Street East, merge onto Queen Street East and enter the Don Valley Parkway.
- **Tertiary:** Trucks exiting the north site will turn right onto Parliament Street, right on Front Street East, right on Berkeley Street, right on King Street East, merge onto Queen Street East and enter the Don Valley Parkway.
- Trucks exiting the south site will turn right onto Berkeley Street, right on King Street East, merge onto Queen Street East and enter the Don Valley Parkway.

*Haul routes are subject to change based on coordination with the City and other third-party constructions, traffic restrictions and comments from the City.



Truck types accessing the Ontario Line work zone

- **Crews will ensure all movements are monitored, with pedestrian and cyclist safety and passage being prioritized.**
- All depicted trucks have a contributing role to play in delivering Ontario Line infrastructure.

Primary construction trucks
expected at site



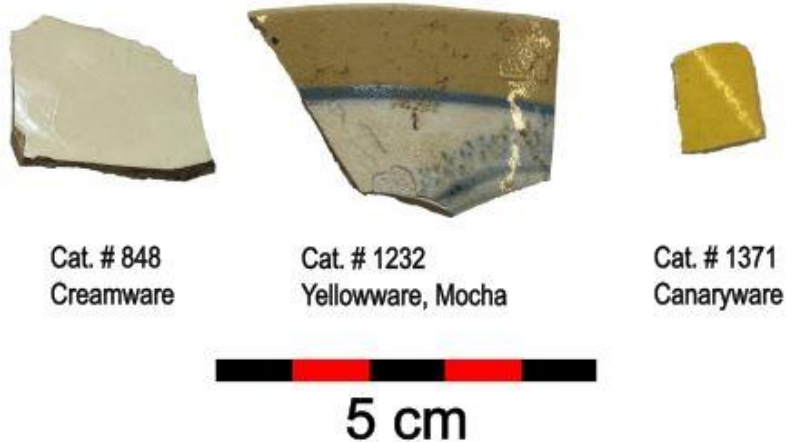
Occasional construction
trucks expected at site



Corktown Station: Archaeological Update

Current Work

Archaeological Reporting; Avoidance and Protection



A selection of 19th century ceramics from previous archaeological work at 271 Front Street East

- 265 Front Street East: Stage 4 preliminary excavation report now completed and found compliant by the Ministry of Citizenship and Multiculturalism (MCM); OTG can proceed with construction work here
- Full Stage 4 archaeological mitigation by excavation full reports being prepared for early 2025:
 - North Block: 250 Front Street East
 - South Block: 265 Front Street East; Parliament Zone at 25 Berkeley Street
- Archaeological monitoring is ongoing for the avoidance and protection of the 44 Parliament Street and 271 Front Street East areas; reporting for avoidance and protection will be under review by the MCM in July 2024; both areas will require additional archaeological investigation after the subway station has been constructed

Upcoming CLCs

Summer Schedule

| Date | Time | Format |
|--------------------------|------------|---------|
| Thursday July 25, 2024 | 6 PM- 7PM | Virtual |
| Thursday August 22, 2024 | 6 PM- 7 PM | Virtual |

Community Engagement Contact Information

Metrolinx will keep the community informed by providing Ontario Line updates and addressing questions and concerns effectively, and quickly.

Connect With Us:

Email: OntarioLine@metrolinx.com

Telephone 24/7: 416-202-5100

Ontario Line e-newsletter: [Metrolinx.com/OntarioLine](https://metrolinx.com/OntarioLine)

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