

## **Queen Spadina Excavation Virtual Open House Minutes**

Date: July 3<sup>rd</sup>, 2024, 7:00 p.m. – 8:00 p.m. (Teams Meeting)

### BIAs/Community Groups/Non-Profit Organizations/Residents

- Kevin
- Nick Culverwell
- Saied Dehgoli
- Sandy & Cynthia
- Soon Mow Teh
- Sophia Karadov
- Alexander Turpie
- Valerie Eggertson
- Alex Pickering
- Alicia Rose
- Andri
- Brad Struthers
- Cathryn
- CH
- CJ
- Greg Napoliano
- Hayden Poon
- Heather Jordan
- John
- Alan Liu
- Alex Horber
- Jackson
- Bruce Bennett
- Deigo Ferreira

- Daniel Walton
- Jaye
- Josh

### Metrolinx

- Malcolm McKay
- Mark Clancy
- Mark Farmer
- Kenia Barreto
- Ross Anderson
- Bradley Naismith
- James Francis
- Raheel Ahmed
- Franca DiGiovanni

### City of Toronto

- Julia Murnaghan
- Michael Paolucci

### Ontario Transit Group (OTG)

- Aga Szcotka
- Sergio Gijon
- Allison Dewhirst
- Jennifer Marques

## **OVERVIEW:**

On Thursday, July 3, 2024, **Metrolinx**, in collaboration with **Ontario Transit Group (OTG)**, conducted a virtual information session to inform the Queen-Spadina community about the next major phase of construction, excavation, scheduled to start mid-July.

**Metrolinx** introduced the project, followed by an explanation on the process of excavation, potential community impacts such as noise, dust and vibration, construction equipment for this next phase of work, increased truck traffic, and hauling routes delivered by the contractor, **OTG**.

**OTG** provided a summary on the process of excavation and what to expect in terms of the timelines, hours of work and mitigation efforts. The community can anticipate excavation to begin in mid-July as the crews are nearing the completion of piling works. The excavation process will remove layers of soil and bedrock, with trucks hauling out materials to approved haul routes.

The meeting addressed potential community impacts such as noise and dust, the presence of construction equipment on-site, and increased truck traffic with traffic management in place to ensure safe interaction with construction and public traffic. **Metrolinx** and **OTG** reassured residents of the safety measures to mitigate these impacts, including air quality, debris management, and strategies to minimize and suppress dust noise and vibration impacts.

After a question-and-answer period, **Metrolinx** closed out the meeting reassuring the attendees of their availability to address questions and/or concerns throughout their presence in the community.

## **QUESTIONS:**

- **A representative from the Queen Street BIA asked if businesses can claim extra expenses due to the need to additional clean and service air filters from equipment located on roofs more.**
  - **Metrolinx** replied that the first step on the project is to stop the dust through mitigations on-site, to lessen impact to the community. Measures like the use of water and use of mud mats were mentioned. To complement that, Metrolinx noted that dust is monitored, and changes made as needed, emphasizing the importance of keeping a clean construction site. The representative was encouraged to reach out to Metrolinx to discuss a specific situation.

- **A resident asked about how the Ontario Line will be constructed through the downtown core, specifically how teams will tunnel and avoid existing infrastructure, like gas lines and water lines underground.**
  - **Metrolinx** shared the station area map, showcasing the intended route through the neighbourhood and locations of future station sites, noting the Ontario Line will be quite deep through the area in order to avoid utilities, and also to get below the existing TTC station.
  
- **An attendee asked about expropriation notices shared earlier in the year, and whether the process is complete.**
  - **Metrolinx** noted that this process is completed in this area.
  
- **An attendee asked about the working hours for the project.**
  - **Metrolinx** reviewed the working hours shared in the presentation, noting that changes to those hours would be discussed
  - A community member requested clarification on the acceptable level of dust, asking if it is possible to petition for stronger measures such as wrapping the construction site to keep dust inside.
  - **OTG** addressed the question, noting that piling works are more in the top levels of soils, which are thinner and more easily distributed, and that excavation is different because as we dig deeper we expect less dust. OTG also shared insights into mitigations planned, such as the use of more water and lessons learned from recent works. The team also noted that for excavation, some of the area will be covered with asphalt to help minimize dust from trucks driving on granular materials.
  
- **A meeting member asked why the Queen-Spadina site will not utilize a covering on the site, similar to King-Bathurst.**
  - **Metrolinx** confirmed the covering is an acoustic shelter, noting the work hours planned at King-Bathurst are different, and that the need isn't the same.
  - **OTG** added that at the Queen-Spadina south shaft space is limited, noting that the site footprint doesn't facilitate use of a acoustic shelter.

- **A representative of the Horseshoe Tavern asked about vibration from work, asking if it will get worse during excavation and how the project is monitoring how much movement is happening.**
  - **OTG** noted that the first 18 meters of material to be excavated is very soft and expected to be easily excavated. Below 18 meters, there will be rock but the impact is expected to be less due to the depth. OTG noted that the tunnel would be excavated using a tunnel boring machine, which is not expected to create vibration on the surface. OTG also spoke to the use of vibration monitors on-site, noting that anything over a determined acceptable level generates an alert so the team can investigate, and take action if needed. The team also noted that feeling vibrations can be personal, and some people may feel them more than others.
  
- **A resident asked why work on weekends seems noisier during early hours.**
  - **Metrolinx** noted that when piling happens, the team cannot only do half a pile and then continue the next day. The start of a piling is typically part of the louder work. Excavation is different and more of a consistent noise, and is often described as less impactful than the noise generated by a piling rig.
  
- **A resident asked what lessons were learned from other projects, and how those lessons will be applied for the Ontario Line.**
  - **Metrolinx** noted there are differences from other projects, like Eglinton, most notably that the Ontario Line project is largely happening within property lines and using a different method for tunneling. While in some cases the street has needed to close, it's been minimized.
  - **Metrolinx** also noted that the Ontario Line contracting approach has been different, with several different contracts in place for the project allowing the project to proceed even if one contract is behind schedule. The team also noted there have been early and advanced works happening for the past several years. **Metrolinx** also pointed to the fact that the trains procured for this project are fully automated, and a contractor is already focused on the operations and maintenance preparations.