

Ontario Line

King-Bathurst Station

Construction Liaison Committee

October 3, 2024



Agenda

Welcome

- Introductions
- Land Acknowledgment
- Safety Moment
- Action Items

Presentation

- Construction Updates
- Upcoming Work
- We Are Here For You

Feedback and Discussion (30 Minutes)



Land Acknowledgment

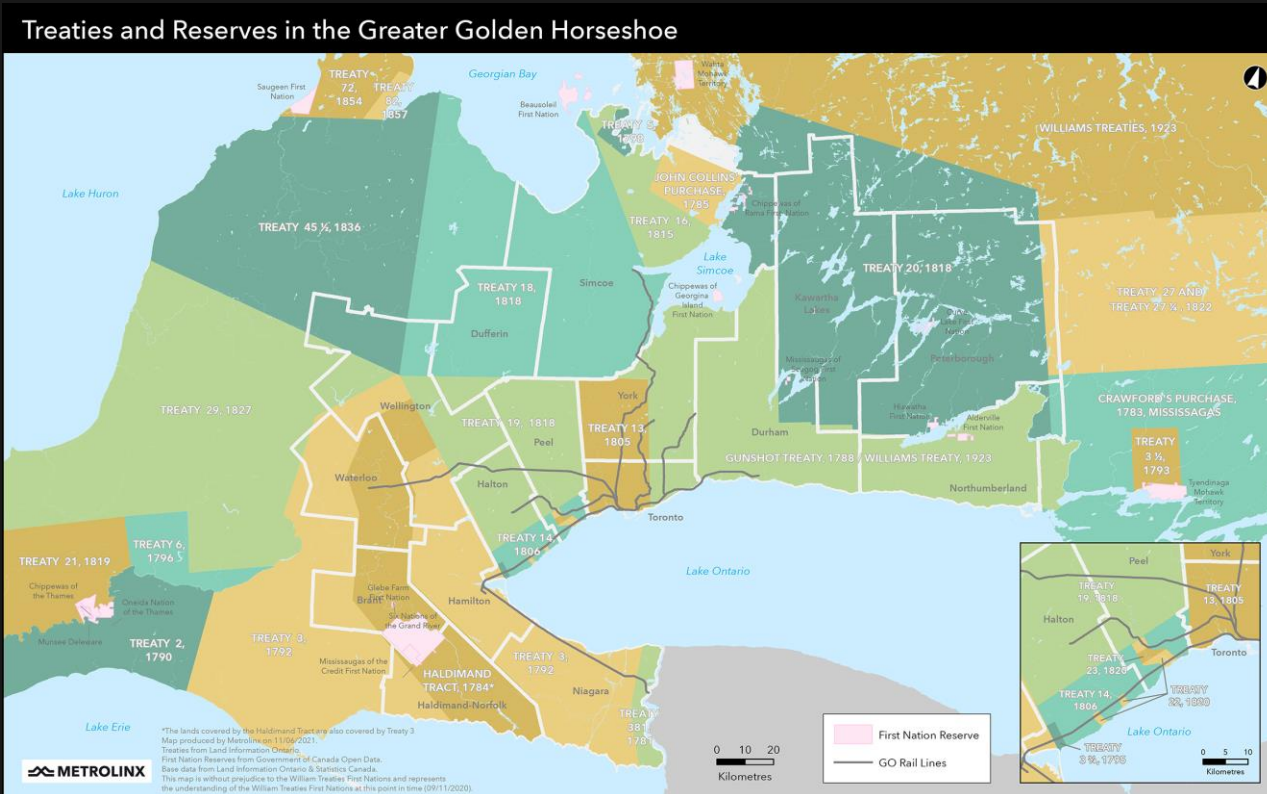
Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.

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 - BE AWARE WHILE COMMUTING

Whether you're taking the subway, streetcar, bus or train, safety is paramount. Here are quick tips for a safer rail commute:

- 1. Stay Back:** Always remain behind the yellow line while waiting for your vehicle to arrive.
- 2. Mind the Gap:** Watch your step and be mindful of the gap between the platform or road and the vehicle.
- 3. Hold On:** Always grip handrails or bars while the vehicle is moving to prevent falls.
- 4. Stay Alert:** Be aware of your surroundings and report any suspicious activity or items to transit staff.
- 5. Respect Personal Space:** Avoid crowding fellow passengers and keep bags clear of walkways to prevent accidents.
- 6. Watch Your Step:** Be cautious when boarding or exiting, especially in adverse weather or low-light conditions.
- 7. Know Your Route:** Familiarize yourself with the transit system map and schedule to navigate confidently.

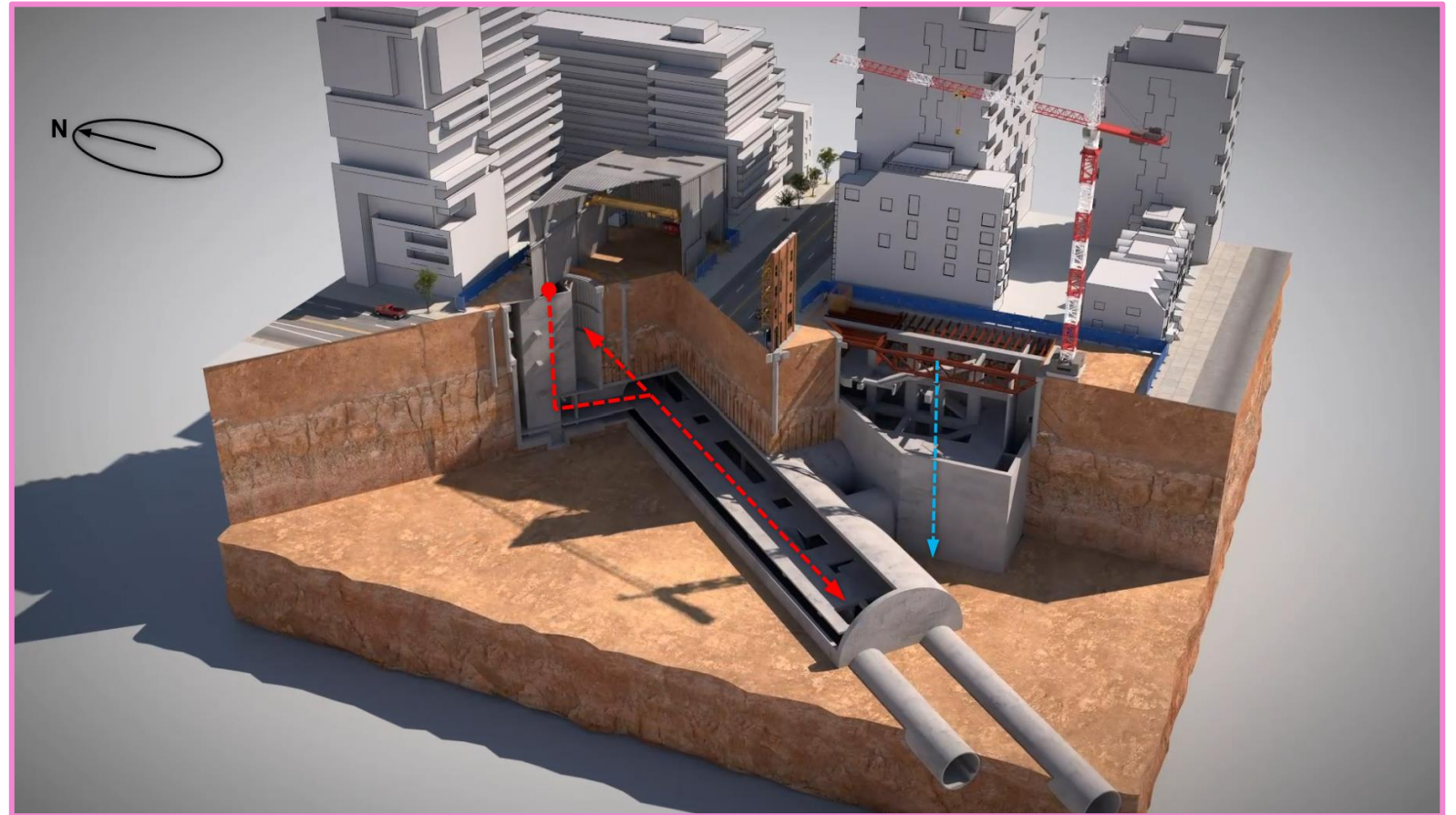


CLC ACTION ITEMS - SEPTEMBER 2024

#	ACTION ITEM	RESPONSE	STATUS
1	Why is there no acoustic shelter on the south site?	<p>The excavation shaft on the south site is a larger footprint than the north side, and the site also houses a tower crane, which is needed for excavation support and would not fit inside a shelter.</p> <p>The shelter also helps to facilitate and manage 24/7 work at the north site. The south site excavation occurs during regular construction hours.</p> <p>The north site will also provide access to the station cavern works, once the shaft is complete. This is the process of creating the future space at the Ontario Line tunnel and platform level. Additional information provided in this presentation.</p>	Complete
2	Why is there construction work outside of normal daytime working hours?	<p>Hours of work for transit expansion construction in Toronto are typically 7am-11pm seven days a week. These additional hours for major infrastructure routes reduce the overall project timeline which lessens overall impact. The construction taking place outside normal daytime hours will occur within the north site acoustic shelter, allowing crews to work 24/7 on the excavation shaft and finish their work faster.</p> <p>Additional work goes to support utilities monitoring work outside of busy traffic and pedestrian hours.</p>	Ongoing
3	Construction vehicles queuing on Bathurst Street northbound	<p>Working with the construction team and the sub-contractors, OTG and Metrolinx will ensure 1:1 communication with 1Hotel in advance of major deliveries on Bathurst Street, as the roadway is a shared space. We endeavor to be collaborative and communicative neighbours for the community.</p>	Ongoing
4	North site lights angled downward	<p>To alleviate flood lights entering condos, OTG has angled the stanchions downwards to ensure fewer light infractions into resident condos. The team will also be reaching out to the condo to explore additional ways to advance the installation of the acoustic structure.</p>	Complete

SITE LAYOUT - KING-BATHURST NORTH AND SOUTH

- **The north site will excavate to nearly 40m below the street level and then proceed as the entry point for cavern work.**
- The station cavern work will create the future underground station area and subway platforms, as the area is hollowed out from north to south.
- This excavation and cavern work will be detailed at future upcoming King-Bathurst meetings.



Rendered model of the King-Bathurst Station layout looking northeast

Ontario Line

King-Bathurst Construction Updates

South Site Excavation



North Site Acoustic Shelter



KING-BATHURST STATION CONSTRUCTION LOOK-AHEAD (SUBJECT TO CHANGE)

Major construction milestones to propel the Ontario Line subway forward, at King-Bathurst.

Time	Activity	Details & Purpose
Early Fall	Acoustic shelter completion	A large external covering structure is being installed over the north excavation site, to protect from noise and dust and to allow work to progress around the clock.
	Capping beams	Installation of capping beams at the north site, to complete the piling process, is underway. South site capping beams are complete.
	Excavation (ongoing)	Excavation is underway at the south site. At the north site, the excavation process will commence later in the fall. This process will create a shaft to connect to the future station cavern and the tunnels. Soils and rock will be excavated to create shafts from the street level to the station level, approximately 40m underground.
Mid to Late Fall	Mobile crane installation	At the north site, an overhead crane will be installed inside the acoustic shelter, to assist with excavation.
Winter	Cavern work	Commencing on the north site, the future station cavern work will commence, hollowing out the area to be used as the underground platform area.

COMPLETED WORKS: SOUTH SITE CRANE INSTALLATION

- **On the south site, a tower crane has been successfully installed.**
- This type of crane is affixed to a permanent base, allowing the crane arm to move back and forth across the construction site, loading materials and delivering them to precise locations; in this case, above the future excavation shaft.
- The crane will now be tested and commissioned over the next few weeks.
- **Why is this crane needed?** Over the next few seasons, while excavation takes place, the overhead crane will lift equipment and hoist up the excavated material during the shaft and tunnel excavation.



Tower crane installed at King-Bathurst (south).

ONGOING WORKS: CAPPING BEAMS

- As piling works have now completed, the next phase of support of excavation involves installation of capping beams.
- **How does it work?** Crews connect the exposed king piles with horizontal rebar, creating a trench above the piles to be filled with concrete.
- **Why are capping beams needed?** Capping allows for even weight distribution at the excavation shaft.
- By capping the piles, the structural supports stay securely in place, and upcoming excavation efforts are reinforced both vertically and horizontally.
- **The capping beams at the north site are now complete, and the south site is nearly complete.**



Crews complete capping beams on piles, by connect horizontal rebar to the king piles.

ONGOING WORKS: NORTH SITE ACOUSTIC SHELTER INSTALLATION

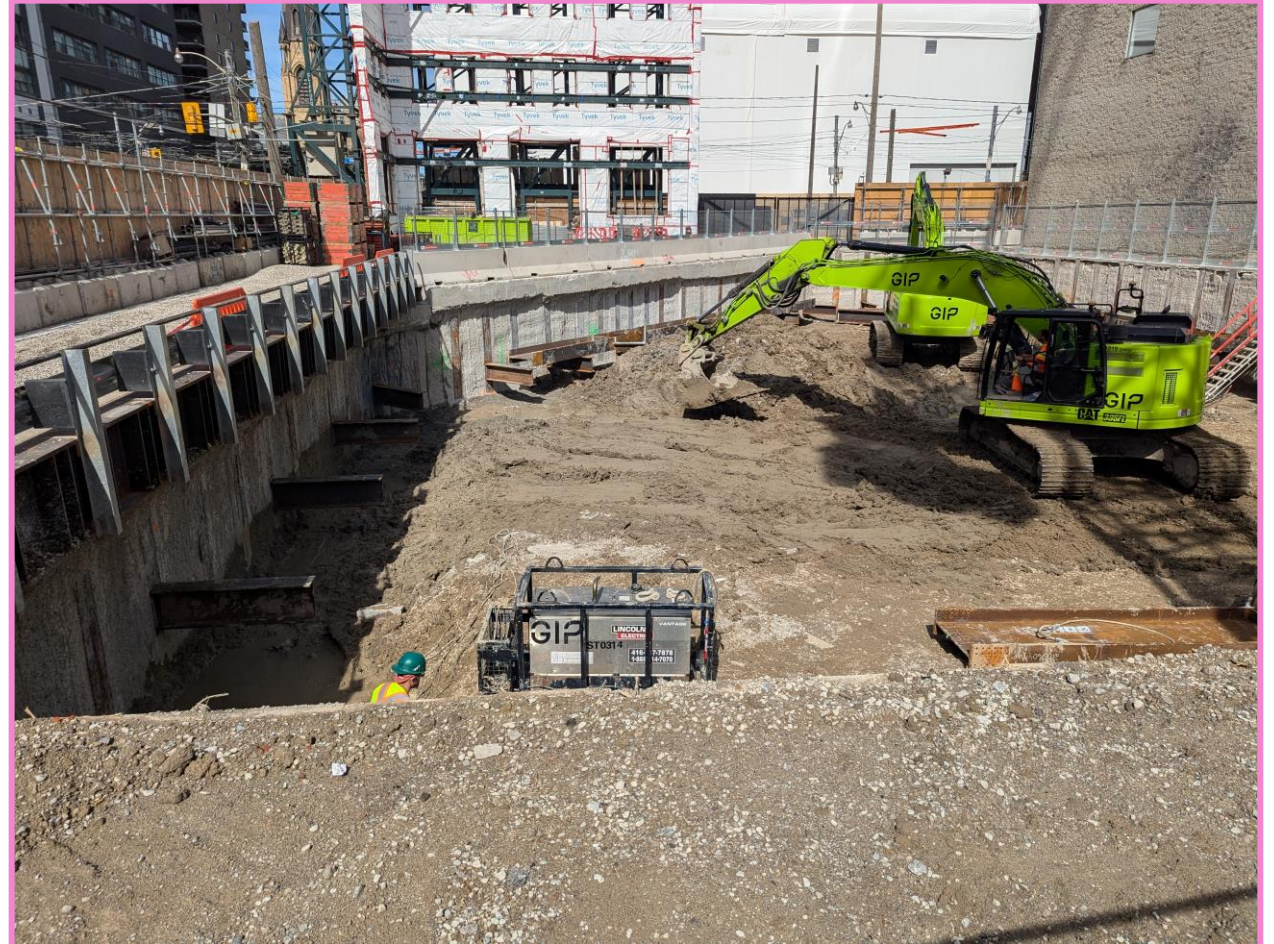
- **At the north site, an acoustic shelter is being constructed and completed**, including ventilation and lighting installation.
- An exterior canvas has been added as weather protection, with acoustic panels being installed on the interior.
- The roof section of the shelter is the final step in advance of ongoing excavation work and mobile crane installation
- **Why is this shelter needed?**
- Acoustic shelters act as protection from the elements for excavation work, a noise barrier for machinery, and to prevent excess dust and dirt from entering the community.
- The shelter allows the work crews to excavate 24/7. The excavation work itself allows crews to dig down to the future station platform and tunnel level, where the station cavern will be created. More information on this process will be provided in November.



Current installation works of the acoustic shelter exterior canvas.

ONGOING WORKS: STRUTS AND WALERS INSTALLATION TO SUPPORT EXCAVATION

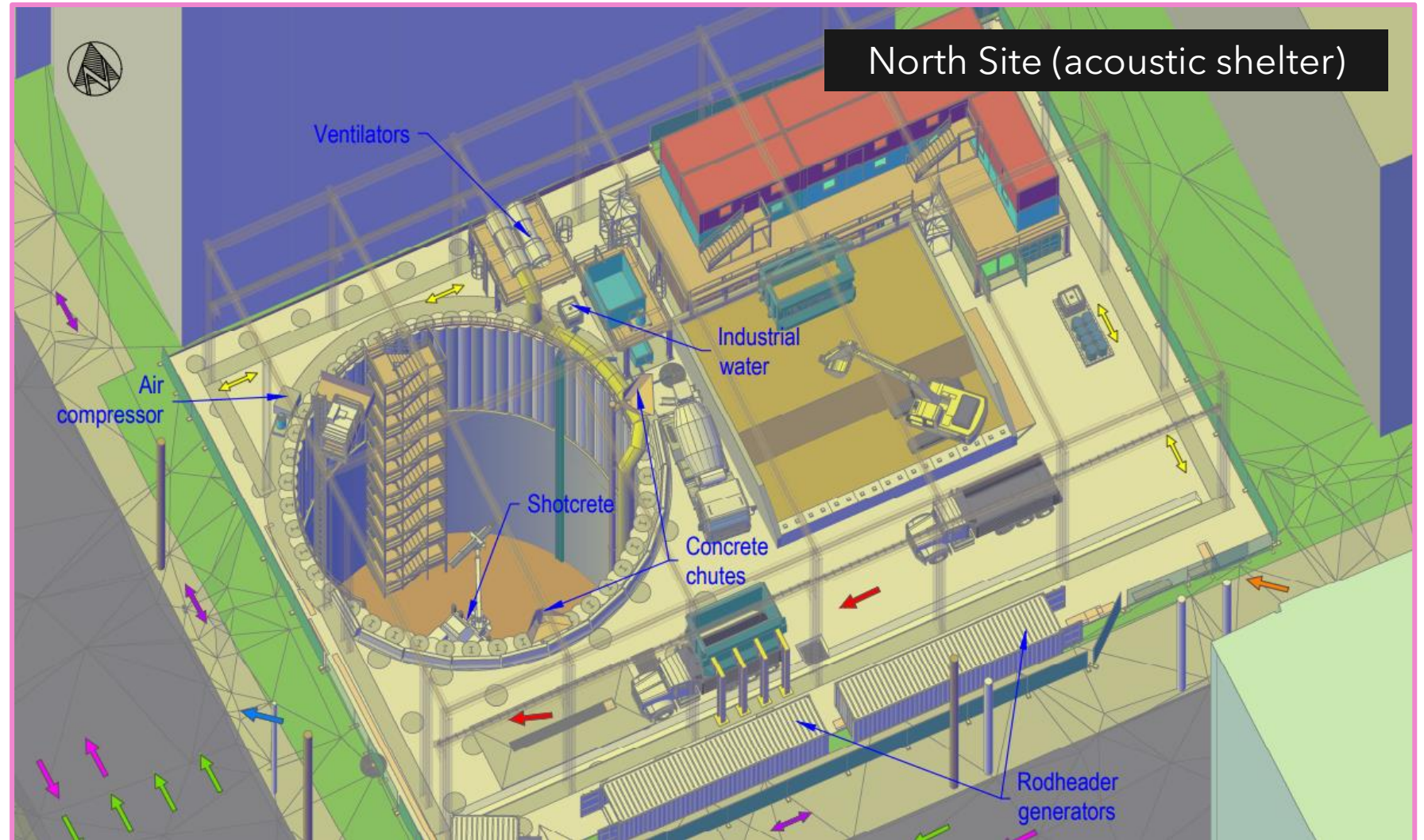
- At the south site, large cross beams will be installed spanning the width of the excavation shaft
- These beams are called **struts and walers**.
- **Why was is this process needed?** These beams are bracing systems, adding additional structural support for the excavation shaft. They ensure stability and strength at the top of the trench.
- **On the south site:**
- 700 Tons of struts and walers will be installed.
- The installation process is ongoing, as is currently taking place at level 1 of 5, as we dig deeper.



Preliminary work on struts and walers (beams protruding on the left) while excavators dig down, at the south site.

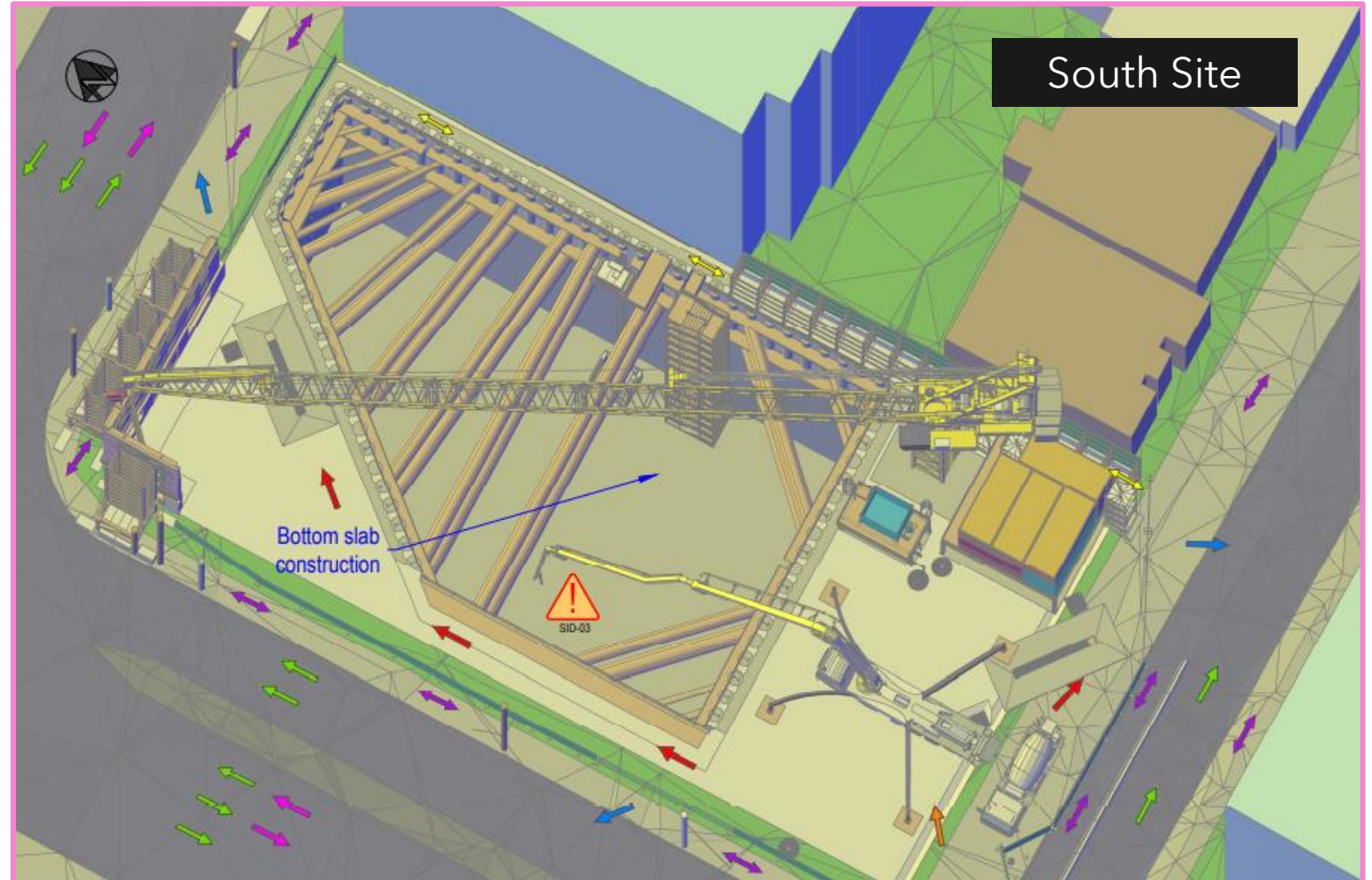
ONGOING WORKS: NORTH SITE PREPARATION

- **Excavation is expected to commence at the north site as of the week of October 7th with excavation works occurring in the daytime.**
- Minor overnight works will continue at the north site until the acoustic shelter is complete. Once the shelter is complete an additional excavation shift will be added and proceed in a 24-hour sequence.
- This phase of work at the north site will last through December 2024.



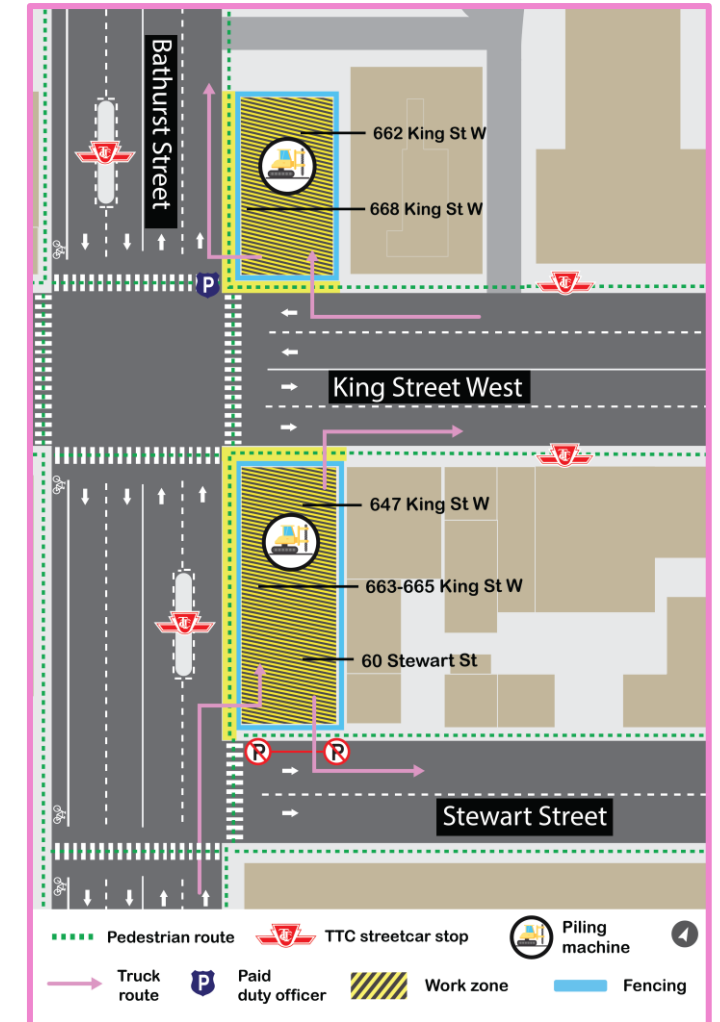
ONGOING WORKS: SOUTH SITE EXCAVATION

- **Excavation has commenced at the south site, with crews working from 7:00 a.m. to 7:00 p.m.**
- Struts and walers are being installed across the future excavation shaft perimeter to add additional structural support.
- The newly-assembled tower crane will assist in moving materials as the shaft created to reach the future subway platform level.
- This excavation work will run through late spring, 2025.



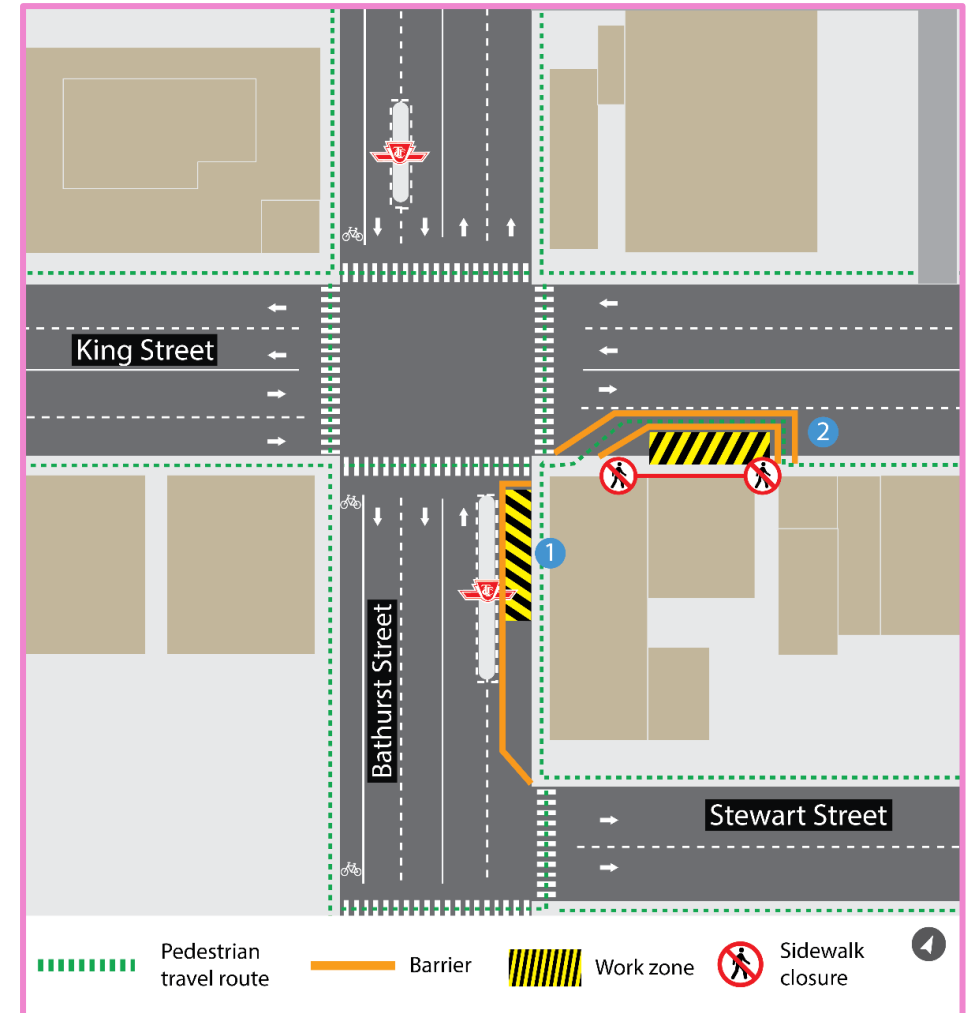
EXCAVATION TRUCKING ROUTES

- **During excavation, trucks are required to haul away excavated dirt, rock and soils.**
- **Trucks will follow dedicated routes to enter and leave both the north and south sites.**
- At the north site, trucks will enter on King Street West (westbound) and exit onto Bathurst Street northbound.
- At the south site, trucks will enter via Bathurst Street (northbound) and exit onto Stewart Street (eastbound) or King Street West (eastbound) if needed.
- Lanes or sidewalks will not be closed; traffic control crews will guide trucks, vehicles, pedestrians and cyclists to ensure safety as needed.



ONGOING WORKS: UTILITIES MONITORING

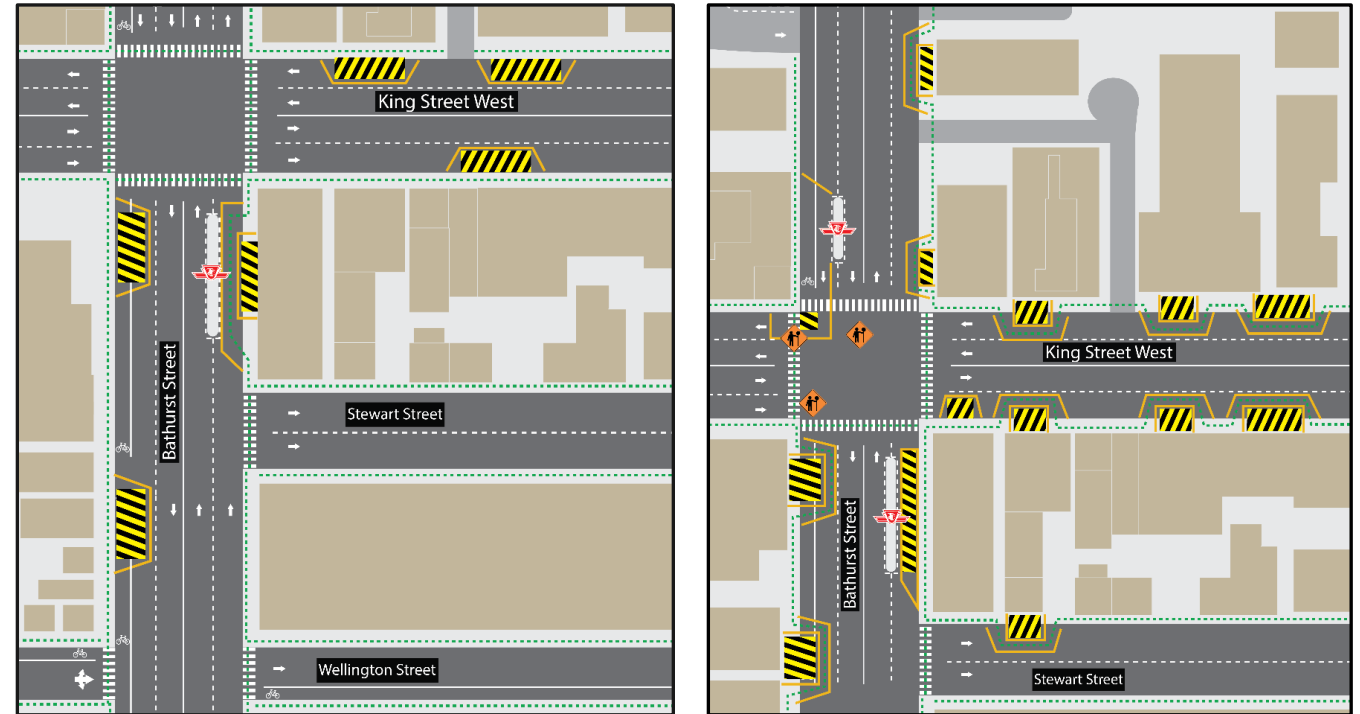
- **Hours of work: Weekdays (Monday-Friday) 10:00 a.m. to 3:00 p.m. or between 5:30 p.m. to 11:00 p.m.**
- **Duration of work: Up to 2 weeks.**
- Crews are installing monitors and conducting investigative utility works on King Street West and Bathurst Street, as indicated in the areas shown in yellow on the map to the right.
- Monitoring devices are installed to monitor the area around utilities during construction. They will be installed underground and covered with a flush mount. They are expected to be in place until the completion of the project and may occasionally be revisited by crews.
- Installations and lane occupancies will not occur simultaneously.
- Multiple lanes or sidewalks will not be blocked, as crews work on individual locations before re-opening and moving to the next location.



Utilities monitoring locations.

ONGOING WORKS: UTILITY MONITORING SENSORS

- **Hours of work: Weekdays (Monday-Friday) 9 a.m. to 5:00 p.m.**
- **Duration of work: Up to 7 weeks.**
- Crews are installing sensors within current utility and ground monitoring on King Street and Bathurst Street, as indicated in the areas shown in yellow on the maps above.
- Sensors are installed to automate the monitors within the area around utilities during construction of the future Ontario Line subway tunnels and station.
- Installations and lane occupancies will not occur simultaneously.
- Multiple lanes or sidewalks will not be blocked, as crews work on individual locations before re-opening and moving to the next location.



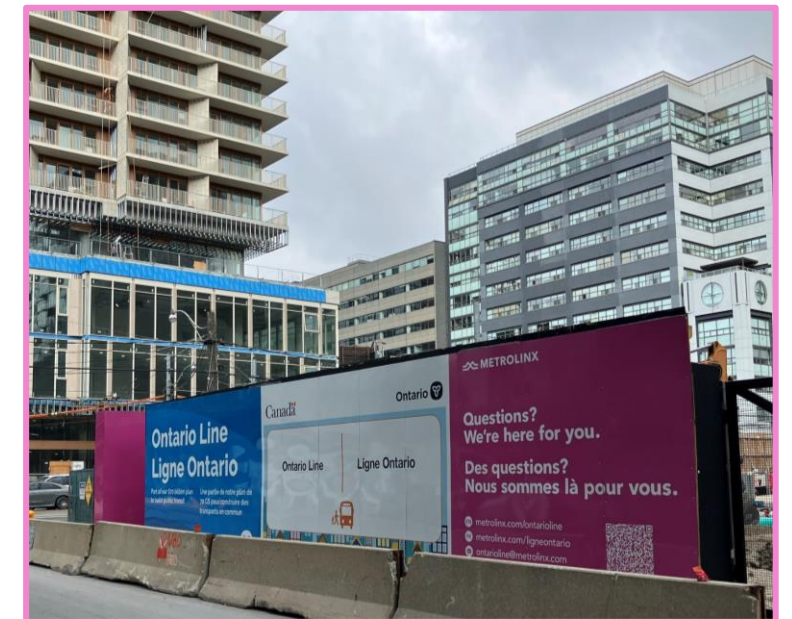
Utilities monitoring sensor locations.

ONGOING WORKS: LONG-TERM SIGNAGE & HOARDING INSTALLATION

- Long-term plywood hoarding featuring Metrolinx branded signage has been installed at the south site of King-Bathurst.
- Additional hoarding space is painted black and will also soon feature community art.
- This initiative ensures ensure a safe, clean and esthetically pleasing construction site for the community.
- Hoarding also helps mitigate dust, debris and noise from the construction sites.
- As a next step, hoarding and artwork will be applied to the north site, in the coming months.



Concept artwork for King-Bathurst sites.



Hoarding installation at the south site.

UPCOMING WORKS: NORTH SITE OVERHEAD CRANE INSTALLATION

- Within the acoustic shelter, an overhead crane will be installed. This type of crane can move back and forth across the construction site, connected to rails above the excavation shaft.
- This work will be completed in mid fall, allowing excavation to be completed.
- **Why is this crane needed?** The overhead crane will help support excavation, as it lifts and lowers equipment and materials in the excavated shaft, and on site.



Example of an overhead crane; a mobile crane to help hoisting operations within the long-term acoustic shelter.

REMINDER - TRUCKING AND TRAFFIC ROUTES DURING EXCAVATION (SUBJECT TO CHANGE)

During excavation work, community members can expect:

- Trucks entering and leaving worksites daily, following a specified route. Traffic safety support will be provided by designated flag persons as needed.
- Trucks will use fixed routes to access both sites, moving north on Bathurst Street to enter the area, and exiting via Adelaide Street or Stewart Street toward Spadina Avenue, and the Gardiner Expressway.



Ontario Line

Reducing Impacts to the Community

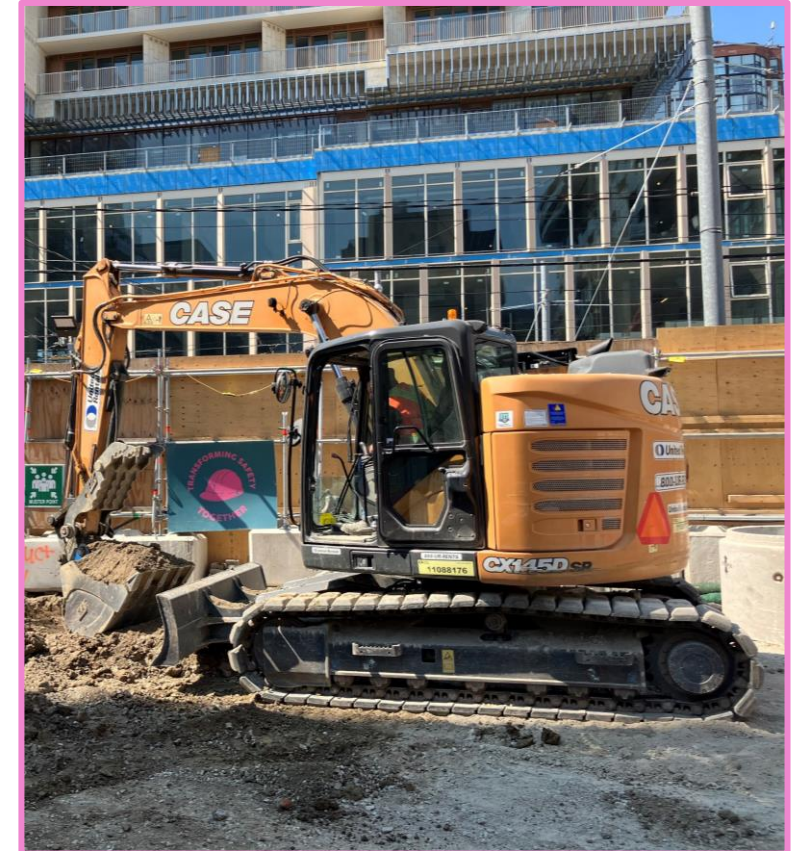
WHAT TO EXPECT WITH EXCAVATION AND EQUIPMENT

During excavation work, the community can expect:

- Noise from excavation equipment, loading of excavated material on to trucks.
- Equipment used during this operation includes cranes, excavators, dump trucks concrete pumps, and delivery trucks.
- Several trucks entering and leaving worksites daily, following a specified route.
- Trucks will use defined routes, and workers on site will work within dedicated timeframes for excavation activities.



Protective hoarding surrounding the south site.



Early excavation work on the south site.

MITIGATIONS TO REDUCE COMMUNITY IMPACT

- Noise and vibration monitoring devices are placed on site for active tracking of impact to ambient noise levels.
- Site hoarding to help reduce noise, including sound dampening blankets and dust barriers, to reduce noise and debris in the neighbourhood.



Street sweeper cleaning debris and dirt from city streets.

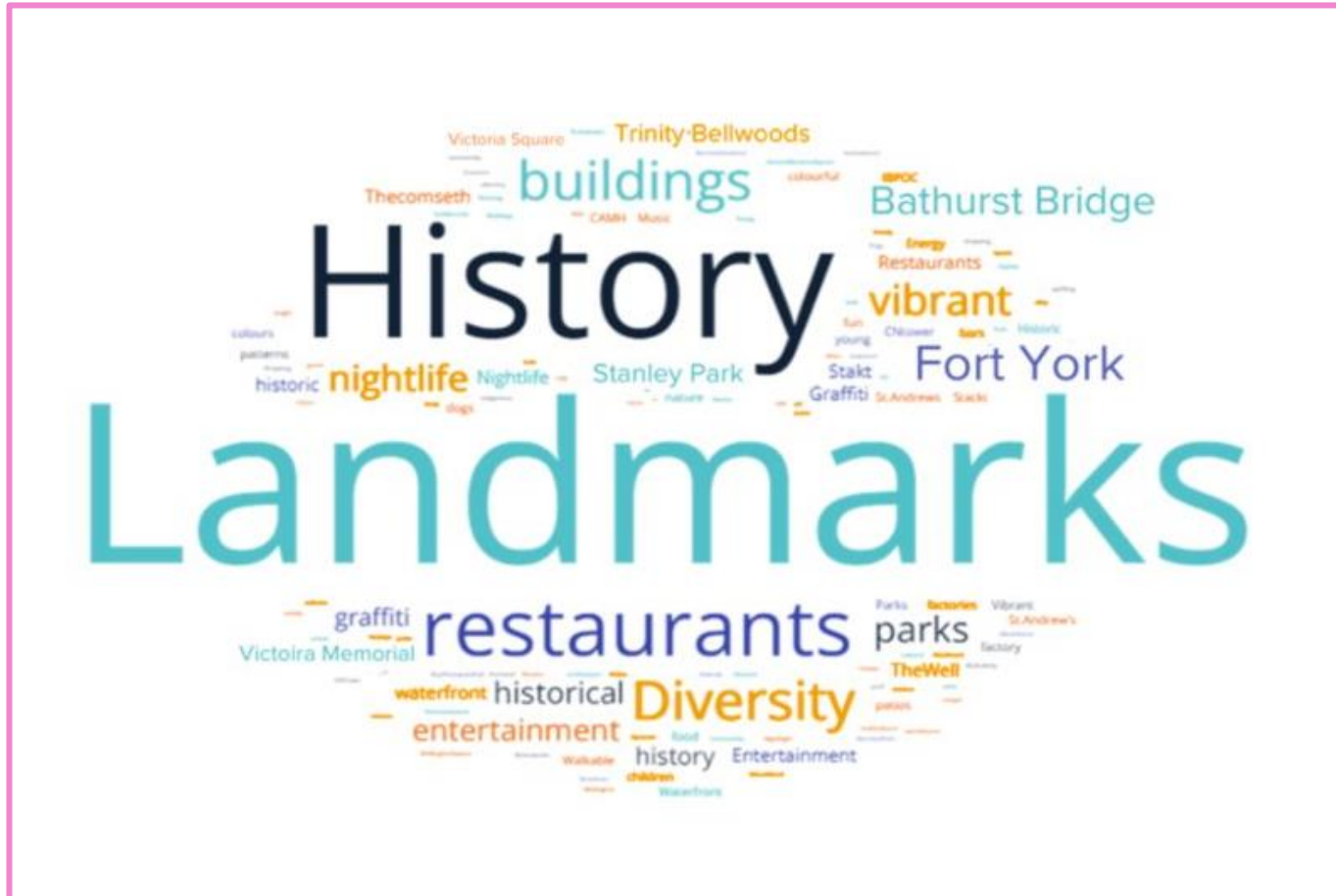
- Traffic control persons and safety gates, to ensure safe movement of vehicles, pedestrians, cyclists and transit, when construction vehicles need to access the sites.
- Continuous loop truck routes, reducing need for trucks to reverse using backup alarms.
- Site paving, street sweepers and wheel cleaning are used as needed, to ensure soil and sediment is kept off city streets and sidewalks.



Paved worksite to reduce dust.

COMMUNITY ARTWORK - SURVEY RESULTS FOR KING-BATHURST NEIGHBOURHOOD

A survey was conducted via Survey Monkey from July 27 to August 23, 2024, collecting feedback regarding artwork themes for respective Ontario Line neighbourhoods.



Survey promotion took place at CLC meetings, social media, Breakfast Television, CityNews and CityNews 680, as well as door to door canvassing.

Most Requested themes:

- 41.51% History
- Entertainment history
- Historic buildings
- 37.74% Neighbourhood attributes
- Nightlife, restaurants entertainment
- Urban, vibrant, high energy

Next Steps:

- Collaborating with Metrolinx to establish the partners
- Working with partners to develop concept and sketches

CONTACT METROLINX AND STAY CONNECTED

Metrolinx will keep the community informed by providing Ontario Line updates and addressing questions and concerns effectively, and quickly. Visit [Metrolinx.com](https://www.metrolinx.com) to find information on participating in upcoming Ontario Line Construction Liaison Committees (CLC).

Connect With Us:

Email: OntarioLine@metrolinx.com

Telephone 24/7: 416-202-5100

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



Scan the QR code for Metrolinx e-newsletter subscription

Follow us on social media:



@OntarioLine



Départs in 14 minutes

- Osgoode
- Queen
- Moss Park
- Cork Town
- Quana
- East Harbour
- Leesville
- Gerrard
- Pape
- Coakburn

Departs
Départ
4 min

King-Bathurst

Departs	18:20	18:30
18:20	18:20	18:30
18:30	18:30	18:40
18:40	18:40	18:50

King-Bathurst

King-Bathurst





KING-BATHURST