

Ontario Line

Queen-Spadina

Construction Liaison Committee

November 5, 2024

 **METROLINX**



Agenda

Welcome

- Introduction
- Land Acknowledgment
- Safety Moment
- Action Items

Presentation

- Construction Update

Q/A and Discussion

- Community Engagement Update
- Contact Us



Land Acknowledgment

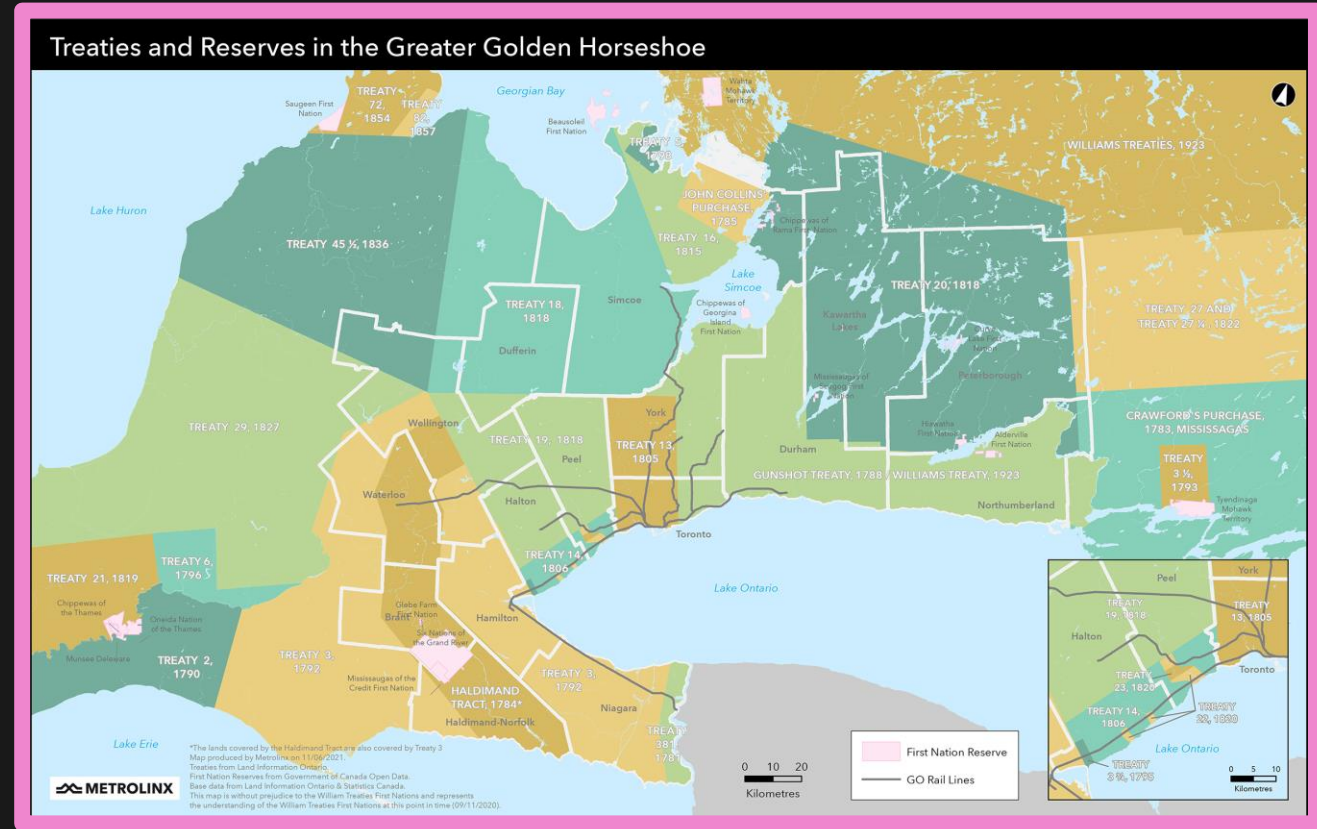
Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.

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 - COMMUNITY SAFETY AROUND CONSTRUCTION

As the work continues to deliver the Ontario Line, numerous safety protocols for trucks have been implemented across the various work sites to keep pedestrians, cyclists and vehicles safe:

- Traffic control flag persons are present at construction vehicle entry and exit points (gates) to give verbal and hand signals to approaching & exiting trucks.
- Constant communication with other traffic control persons using radio, coordinating vehicle movements.
- Speed limit signs (10km/hr) that are posted and displayed at gates.
- Ongoing briefing with delivery truck companies to follow site safety requirements when entering and exiting.
- **As a pedestrian or cyclist, be aware of vehicles and look both ways.**



Traffic control person aiding pedestrians

OCTOBER CLC ACTION ITEMS - COMPLETED

	ACTION ITEM	RESPONSE	STATUS
1	Ogden Public School expressed concern about truck traffic on Bulwer Street during school drop-off and pick-up hours	OTG has added a flagger at the corner of Bulwer Street and Soho Street during designated times that coincide with drop-off and pick-off times at the school. The flagger will be in place during periods of frequent truck movement.	Completed
2	A member of the public requested an update about lighting around the Queen-Spadina South construction site	OTG provided an update on the lighting, noting it is installed and operational. Some lights identified as flickering were adjusted.	Completed.

Construction Update: North Site

UPDATE ON CURRENT WORKS - FUTURE NORTH STATION

- To support excavation, large cross beams are being installed, spanning the width of the excavation shafts.
- **These beams are called struts and walers.**
- The beams act as bracing systems, adding additional structural support for the excavation shaft. They ensure stability and strength at the top of the trench.
- About 700 tones of struts and walers will be installed.
- The installation process remains ongoing, currently taking place at level 2 of 5 as crews continue to dig deeper.
- This work is taking place from Monday to Saturday, on a 24-hour work shift.

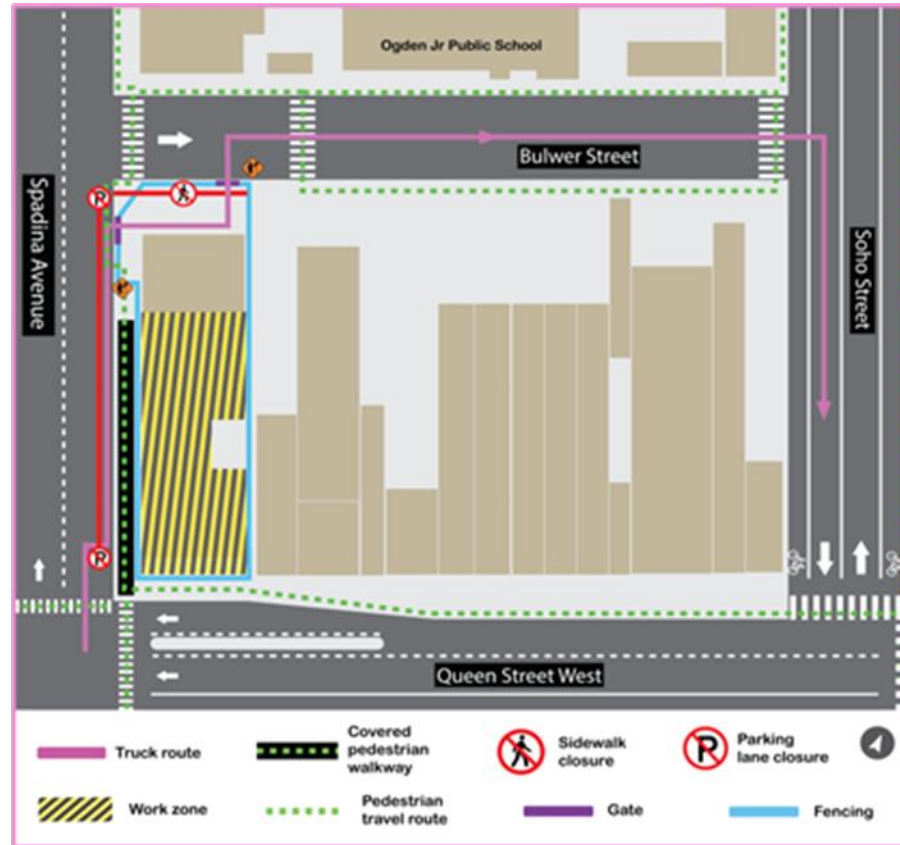


View of excavation work at the North site, October 2024

FUTURE NORTH STATION - ACCESS POINTS

North Site

- Trucks will enter via Spadina Avenue at Bulwer Street and exit on to Bulwer Street. Trucks will proceed eastbound on Bulwer to Soho Street to exit the neighbourhood.
- The parking lane along the Spadina Avenue will remain closed.
- **Please use the north sidewalk along Bulwer.**
- Traffic control personnel will be on-site to manage vehicle and pedestrian safety during truck movements. During periods with frequent truck movement, an additional flagger has been added at the corner of Bulwer Street and Soho Street during timeframes aligning to local school drop-off and pick-up time.
- Residents of Bulwer Street will continue to have access to their parking, and businesses in the area will still be able to receive deliveries.



Site gate at Bulwer Street (Queen-Spadina North)

Construction Update: Future South Station

UPDATE ON CURRENT WORKS – FUTURE SOUTH STATION

- Excavation work is underway at the future South station site and is expected to continue through late summer 2025.
 - Work is expected weekdays from 7:00 a.m. to 11:00 p.m. and Saturdays 7:00 a.m. to 5:00 p.m.*
- Capping beam pouring completed
- Struts and walers installation in progress (level 1)
- Installation of drainage pipes for the water treatment plants

****Crews may not always work extended or weekend hours. Occasional overnight shifts may be required and will be notified.***



View of South site at Queen-Spadina, October 2024

UPDATE ON CURRENT WORKS - FUTURE SOUTH STATION

Focus on: Support of excavation and installation of capping beams

How does it work? Crews connect the exposed 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.



View of works in progress at the future South station site



Upcoming work

Upcoming Work: Station Cavern

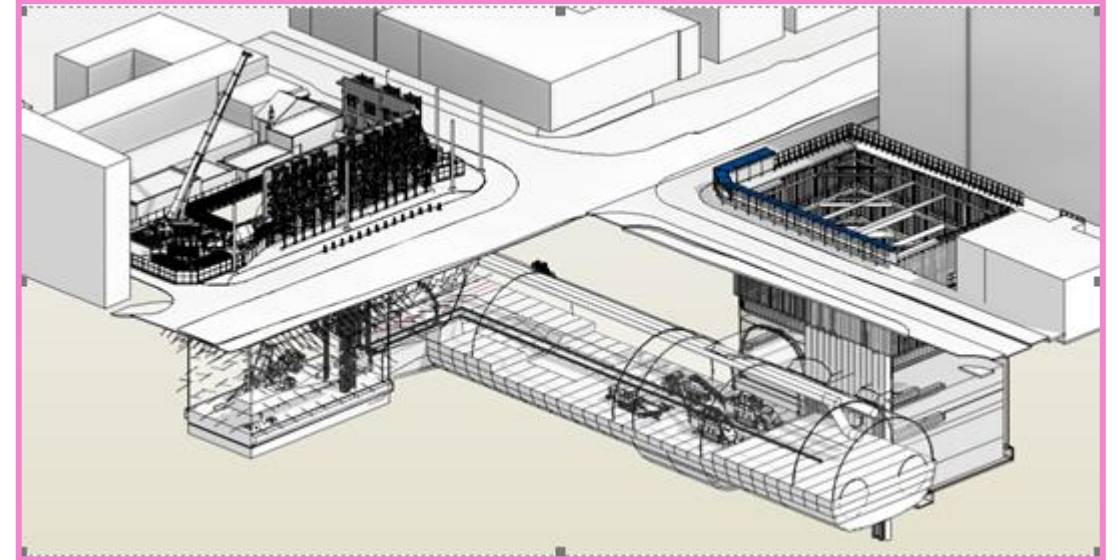
Starting in December 2024 and continuing into 2025, work on-site will begin for station tunnelling, also sometimes referred to as the station cavern. This on-site work prepares the site for the future station platform; it is also where the tunnelling will pass in the future. This process is essential in large-scale tunnel construction projects.

How does it work?

At site and using specialized machinery, crews will dig a station cavern, creating a fixed point where excavation ends and the future subway tunnel will connect with the station shaft.

What to expect?

Specialized machinery will be used to excavate the station cavern, removing soil, rock, and other debris generated.



Artists rendering of station cavern; for reference only

2024 - EARLY 2025 CONSTRUCTION LOOK-AHEAD*

Queen-Spadina

Time	Activity	Location	Details & Purpose
Fall/Winter 2024	Monitoring Installation	Various	Monitoring points installed to track impact to ground, utilities, and other infrastructure throughout construction
Fall 2024 to late 2025	Excavation + Station Cavern works	Future North / Future South	Excavation activities, including digging of station cavern for future platform and to connect with future tunnel
Fall 2024 to early 2025	Signage + Artwork	Future North	Installation of marketing signage at the future North site Community Artwork program underway for Queen-Spadina

***dates subject to change based on unforeseen circumstances*

Managing Impacts to the Community

Managing Community Impacts

- Monitoring in place to actively track noise, dust and structural impacts.
 - Monitors trigger alarms for team to investigate at specified rates to mitigate impacts to the community and surrounding buildings
- Plywood hoarding around the perimeter of the site to help reduce noise, as well as use of sound dampening blankets where possible to do so safely.
- Traffic control persons and tools like scissor gates to ensure safe movement of vehicles, pedestrians, cyclists and transit, when construction vehicles need to access the sites.
- Continuous loop truck routes, where possible, minimizing need for trucks to reverse.
- Site paving, street sweepers and wheel cleaning (mud mats) to help keep soil and sediment off city streets and sidewalks.



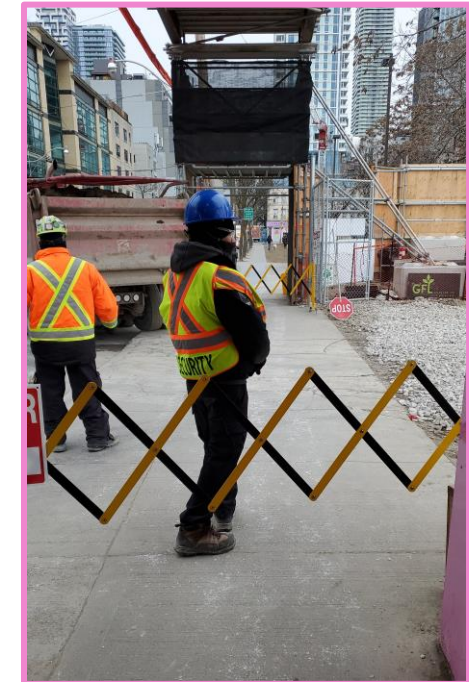
Example of noise monitoring device



Example of noise monitoring device



Example of mud mat installed



Example of scissor gate to aid in pedestrian safety

Discussion

Community Engagement

CLC TERMS OF REFERENCE (TOR) EXCERPTS

Purpose

- The CLC is a forum for all participants to engage, listen and participate in open, transparent, collaborative, and respectful conversations regarding the construction of the Ontario Line.
- The CLC is an advisory body, not a decision-making body.

CLC Membership

- CLC community members include residents, business improvement area (BIA) representatives, resident associations, business owners or community groups who reside or work in the neighbourhood and who have a direct interest in the project or are most impacted by the project.
- Metrolinx selects CLC members at its discretion to ensure appropriate representation from the community. CLC meetings are not open to individuals, groups or associations that are not confirmed members. Meeting invitations are not to be shared beyond confirmed CLC members.

CLC Scope

- Metrolinx makes decisions about the project, such as its design, route, construction method, construction sequencing, and the location of station(s) and essential transit infrastructure, which are outside the scope of the CLC.
- Discussions at CLCs, however, may touch upon these and other topics related to the Ontario Line to facilitate inclusive and meaningful two-way communication and information sharing and allow impacted communities to provide feedback to Metrolinx on community concerns and proposals.

CLC TERMS OF REFERENCE (TOR) EXCERPTS CONTINUED

Membership Roles and Responsibilities

- The CLC is a collaborative forum between the various stakeholders involved in the construction of the Ontario Line, including Metrolinx, the contractor, the local community, and the City of Toronto.
- The CLC provides a platform for these groups to work together to discuss project details, issues/concerns for resolution and to facilitate communication, collaboration and engagement among these stakeholders throughout the construction period.
- The committee will be chaired by a Metrolinx representative, who is responsible for ensuring meetings start and end on time, are conducted in an orderly manner, follow the agenda, and facilitate discussions that encourage diverse opinions and collaborative problem-solving.

Meeting Format

- The CLC will meet monthly or bi-monthly where established. CLC dates will be set at least six months in advance. CLCs can be virtual, in-person, or hybrid in format.
- Meetings will run for approximately 60 minutes, depending on the agenda items.
- CLC meeting agendas will be established with input from CLC members.

Keeping You Informed

Metrolinx will keep the community, residents and businesses informed by providing project updates, seeking input and feedback, while addressing questions and concerns effectively and quickly.

Next CLC meeting: December 3, 2024 (online)

Connect with us:

- Bradley Naismith, Community Engagement Advisor
- Ross Andersen, Senior Advisor, Community Engagement

Email: OntarioLine@metrolinx.com

Telephone 24/7 @ 416-202-5100

Follow us on social media:

Twitter / Facebook / Instagram: @OntarioLine



*Scan here to sign up
for the Ontario Line
e-newsletter*

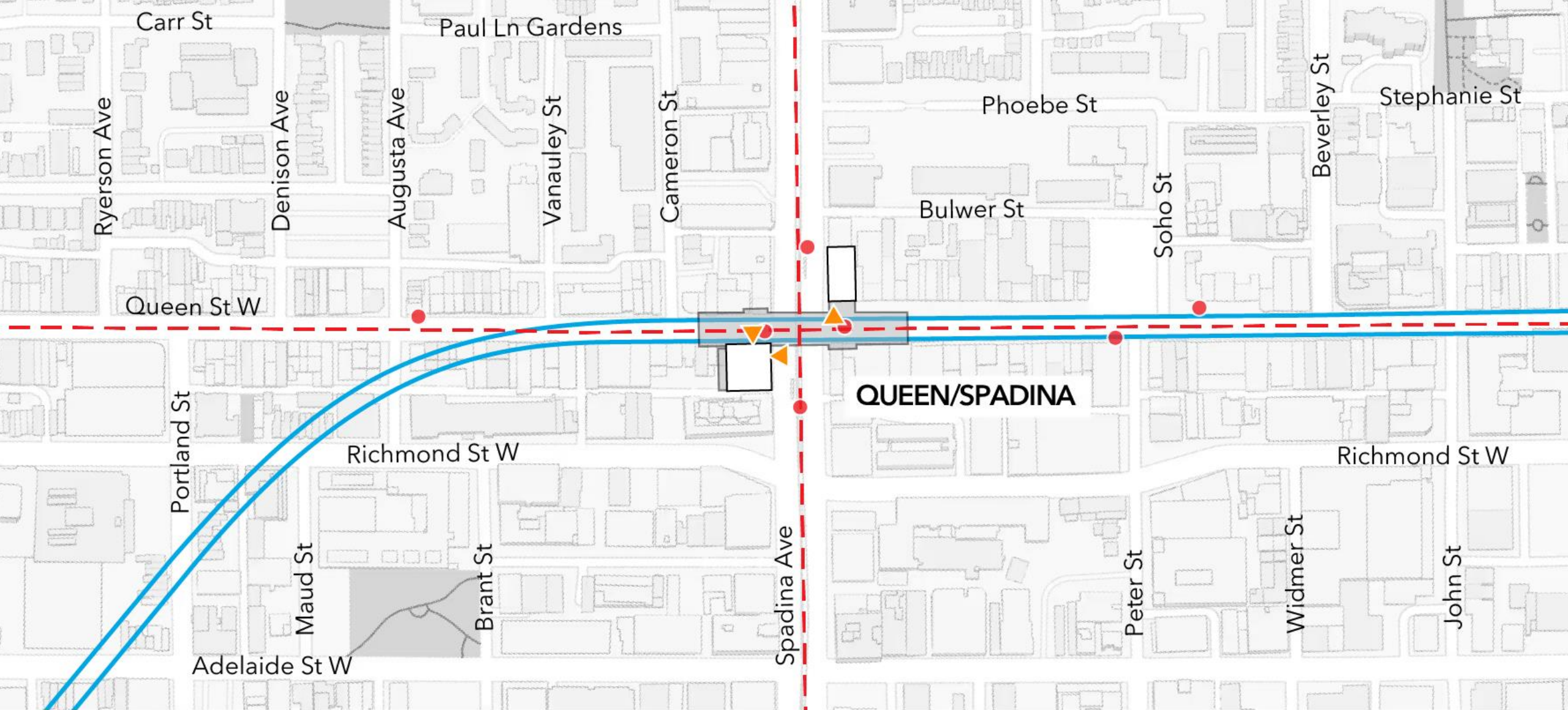


*Scan here to explore
Ontario Line CLC
documents*



METROLINX

Appendix

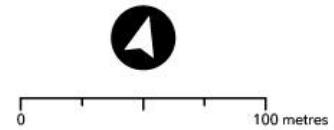


QUEEN/SPADINA

Queen/Spadina Station

- Tunnelled
- - - Streetcar Line
- Streetcar Stop
- ▲ Station Entrance
- Station Building
- Underground Station Area

Note: Heritage attributes will be conserved where possible.





Artist's rendering – subject to change. Transit-Oriented Community proposals not shown.



Artist's rendering – subject to change. Transit-Oriented Community proposals not shown.