

Ontario Line

# Osgoode CLC Meeting

November 27, 2024



# LAND ACKNOWLEDGMENT

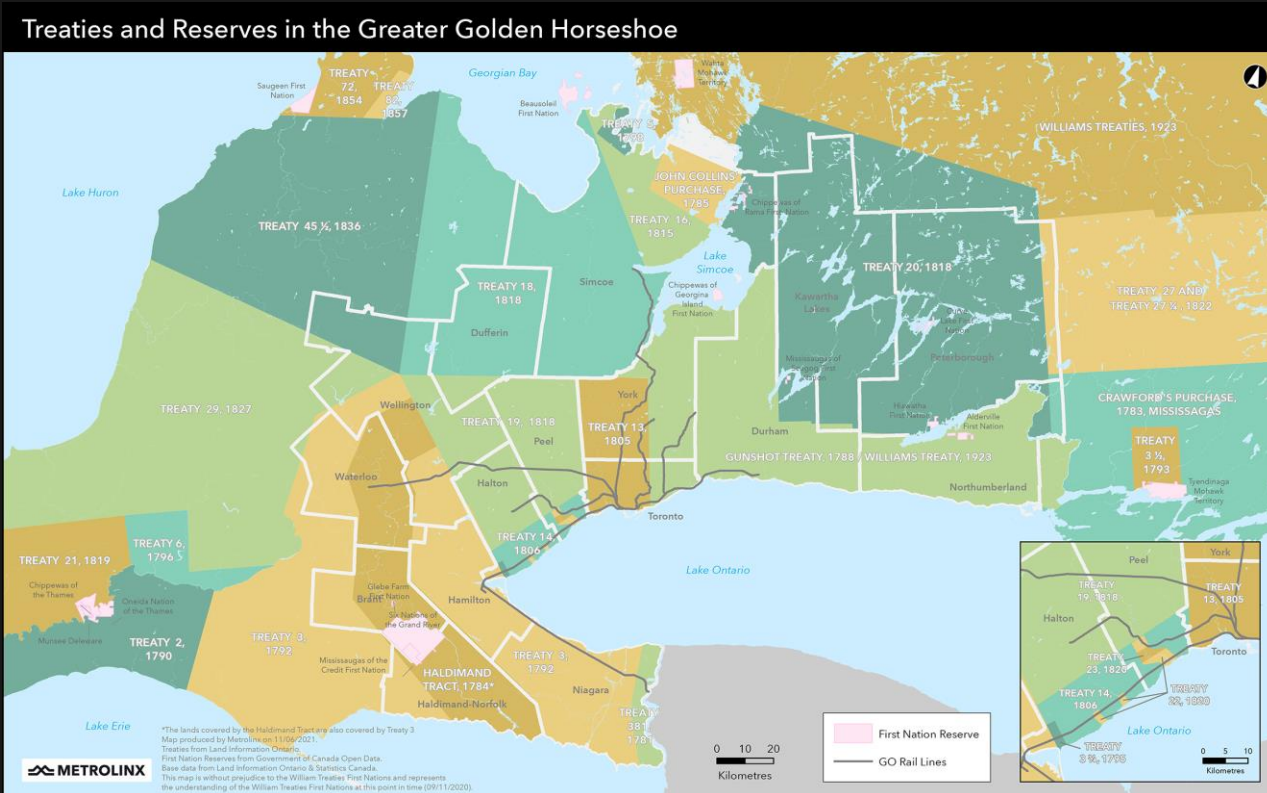
Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.

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.





# Agenda

## Welcome (5 minutes)

- Introduction
- Land acknowledgement
- Action items

## Presentation (25 minutes)

- York Street trackwork
- Construction updates
- Look ahead

## Community Engagement Updates (5 minutes)

- CLC Terms of Reference

## Feedback and Discussion (15 minutes)



*View of platform in future Osgoode Ontario Line station – Note: Initial conceptual designs - including finishings, signage, and accessibility features - to be informed by further planning and consultation.*

# Safety Moment

## STAYING SAFE AROUND THE OSGOODE CONSTRUCTION SITES

**As the work continues to deliver the Ontario Line, numerous safety protocols are in place to ensure everyone's safety around construction sites:**

### **Pedestrian Safety:**

- Follow designated pathways and detours, such as the new pathways set up on University Avenue
- Avoid crossing into restricted areas or roadways; barriers are in place for your protection

### **Stay Alert:**

- Be aware of heavy equipment and vehicles entering and exiting the site.
- Obey directions of flaggers on-site and around works; they are there for your safety.
- Limit distractions, such as headphones or texting, near the construction zone.

### **Cyclist Caution:**

- Dismount and walk bikes through pedestrian detours as necessary.
- Follow cyclist-specific signage and share pathways responsibly.



*Pedestrian Safety signages at University Avenue.*

# OCTOBER CLC ACTION ITEMS\*

	<b>ACTION ITEM</b>	<b>RESPONSE</b>	<b>STATUS</b>
<b>1</b>	<b>OTG</b> to provide an update on the installation of the Vibration Monitor at Campbell House Museum.	OTG coordinating permissions to install with Campbell House Museum.	In progress
<b>2</b>	<b>MX</b> to share the reports on the noise and vibration exceedances at CLCs.	A standard approach across all South Civil stations is in development. Noise and vibration exceedances, including corrective action will be rolled out over the next few months and will be a standing item a CLC meetings.	In progress
<b>3</b>	<b>OTG</b> to conduct sound monitoring at nearby buildings that have raised concerns with MX about overnight piling noise on the north site	OTG conducted additional monitoring at nearby buildings to assess noise impacts and provided a report to Metrolinx.	Closed
<b>4</b>	<b>Metrolinx and City of Toronto</b> to provide updates about York Street Trackwork as available.	York Street trackwork is complete and the streetcar detour is now in operation.	Closed
<b>5</b>	<b>Metrolinx</b> to provide update on noise investigations conducted in relation to Osgoode piling works to impacted properties, as available.	Updates on these findings will be communicated to the impacted buildings directly by Metrolinx by end of this week/early next week.	In progress

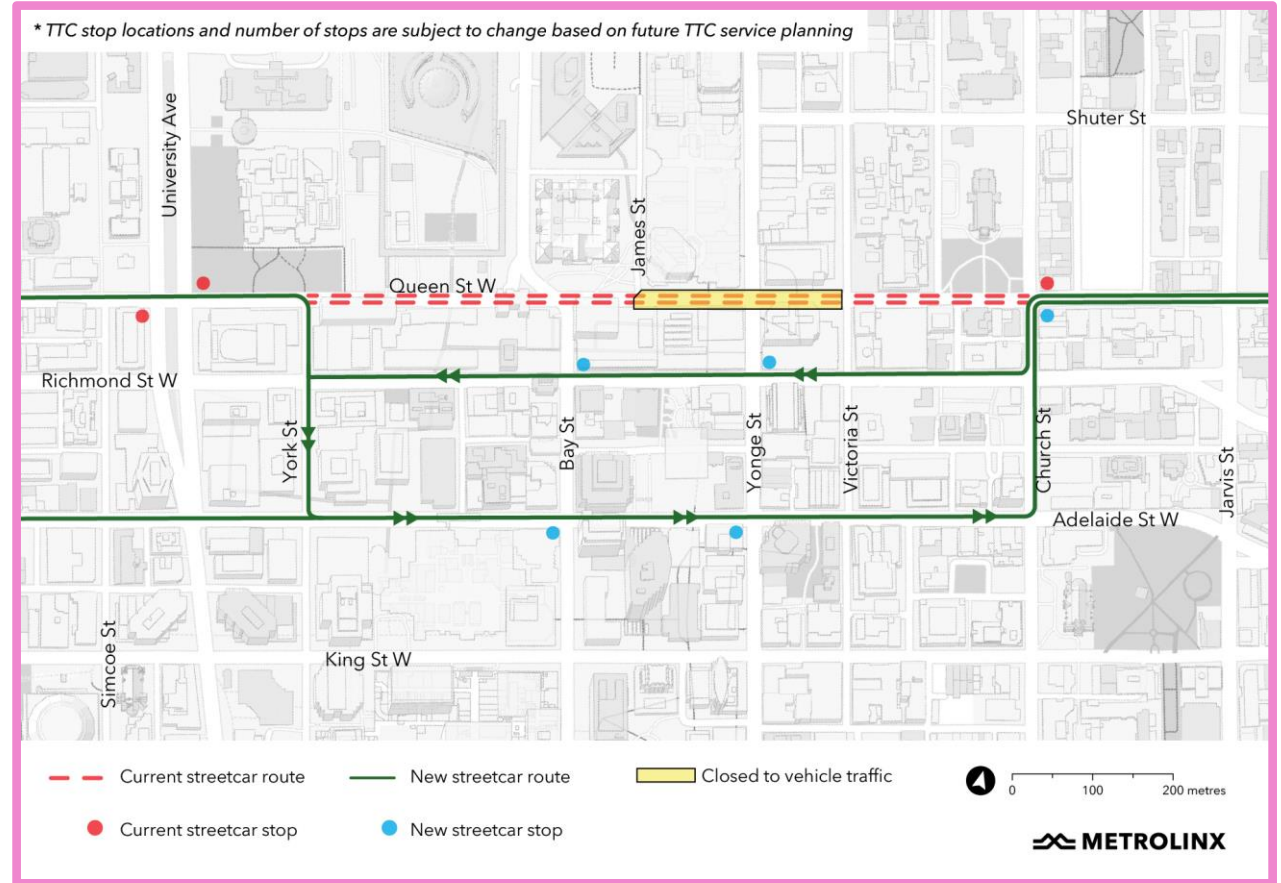


# York Street Trackwork



# Update: York Street Track Installation

- The 501 Queen streetcar diversion is now complete. Streetcar service went into operation on **Sunday, November 10**.
- Metrolinx worked in partnership with TTC and the City of Toronto to build the new tracks, allowing for a short streetcar diversion around Ontario Line construction at Queen and Yonge streets.
- The 501/301 Queen streetcar will operate along Queen St., diverting east via Adelaide St. and west via Richmond St., and connecting to Queen at Church St. and York St
- The new tracks also create additional streetcar diversion options in the downtown core for things like emergencies, events such as TIFF and planned streetcar infrastructure work.
- To read TTC's news release, click [here](#)



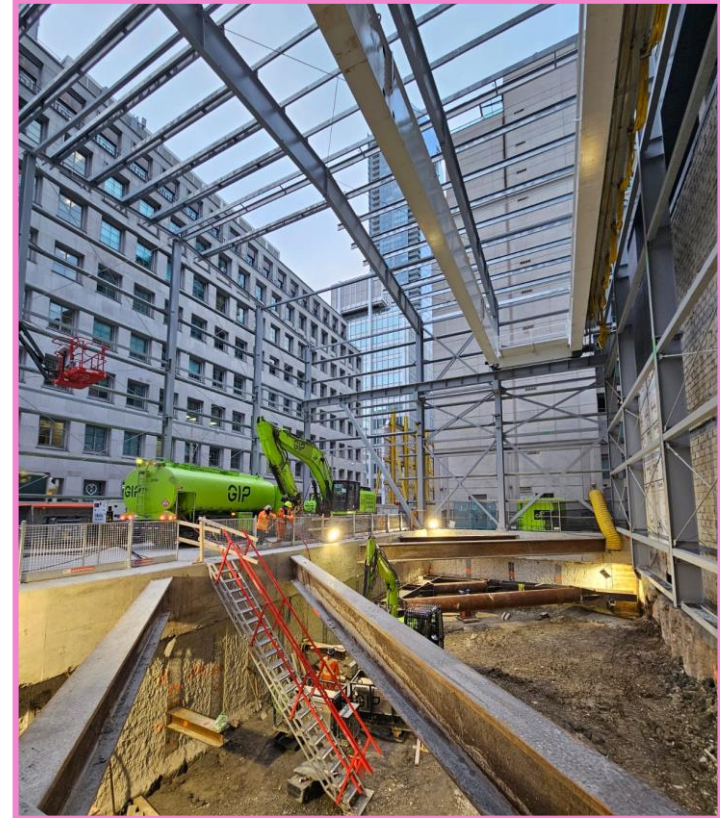
# Construction Updates - OTG



# Construction Update

## Future South entrance

- Work to advance excavation is underway, including:
  - Installation of the acoustic shelter
  - Installation of overhead crane
  - Early excavation works
  - Capping beams and struts and walers - installed to stabilize and support the excavation walls
- Crews are currently working from 7:00 a.m. to 11:00 p.m., weekdays (Monday - Friday), with occasional weekend work as required.
- Excavation preparation works are expected to be completed by the end of December.
- Occasional extended or overnight construction work may be required to complete necessary activities.

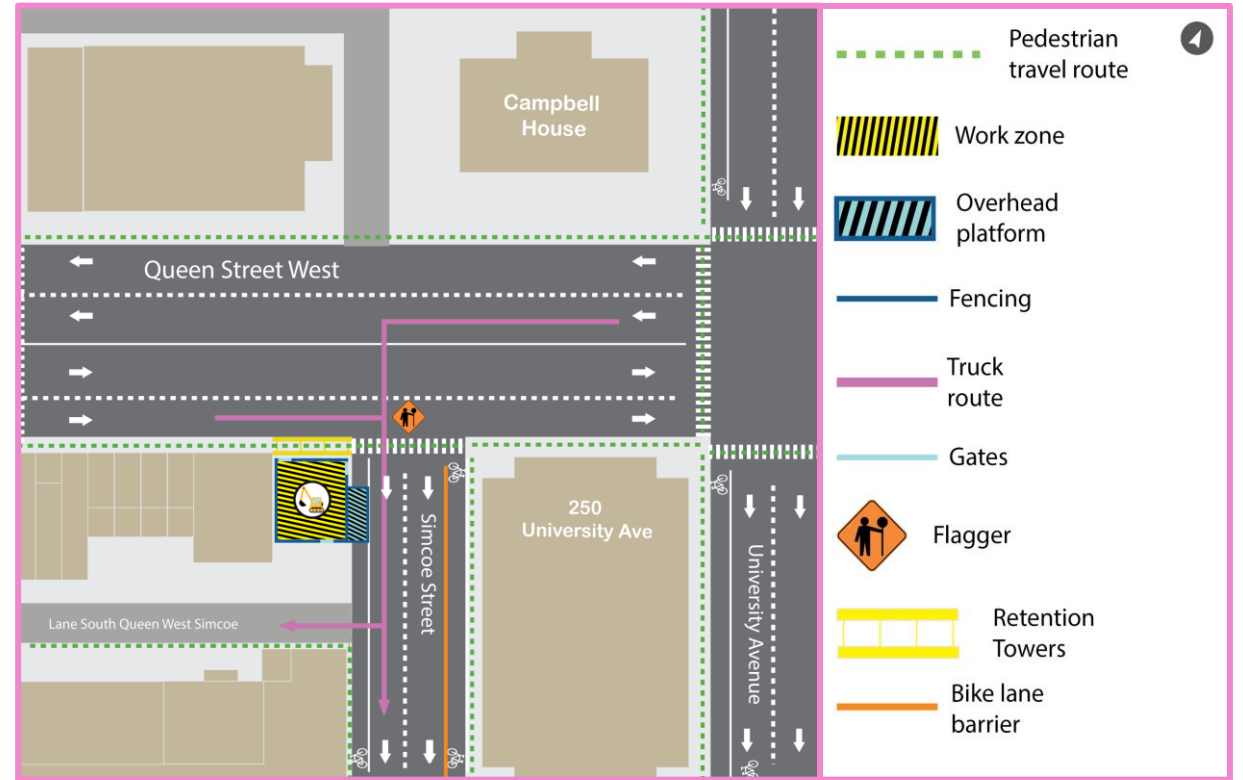


*View of Osgoode South site progress – November 2024*

# Construction Update

## Future South entrance

- Additional excavation work is expected to start at the future South entrance site in January 2025.
- This work is expected to take place 24-hours a day, seven days a week.
- Work will take place inside of the acoustic shelter.
- Trucks will enter the site from the corner of Simcoe Street and Queen Street West and exit on Simcoe Street at the south end of the site, providing a continuous, forward-motion truck route.

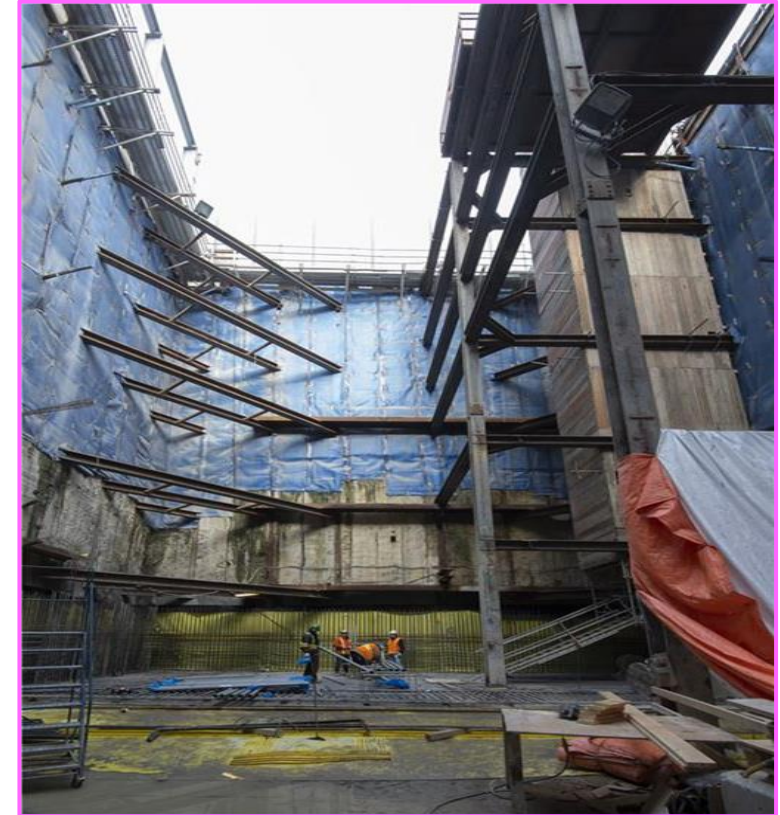


Trucks route Map Future Osgoode South station.

# Construction Update

## What is station excavation?

- Station excavation involves creating a vertical or near vertical passageway from surface to depth where the subway tunnel and station will be constructed.
- With the use of specialized equipment, crews will remove soil and bedrock to a depth of approximately 40 m below the street level.
- The newly drilled and poured secant pile walls which secure the perimeter of the excavation zone.
- Temporary steel bracing will be installed as the excavation progresses as a reinforcement for the excavation area.



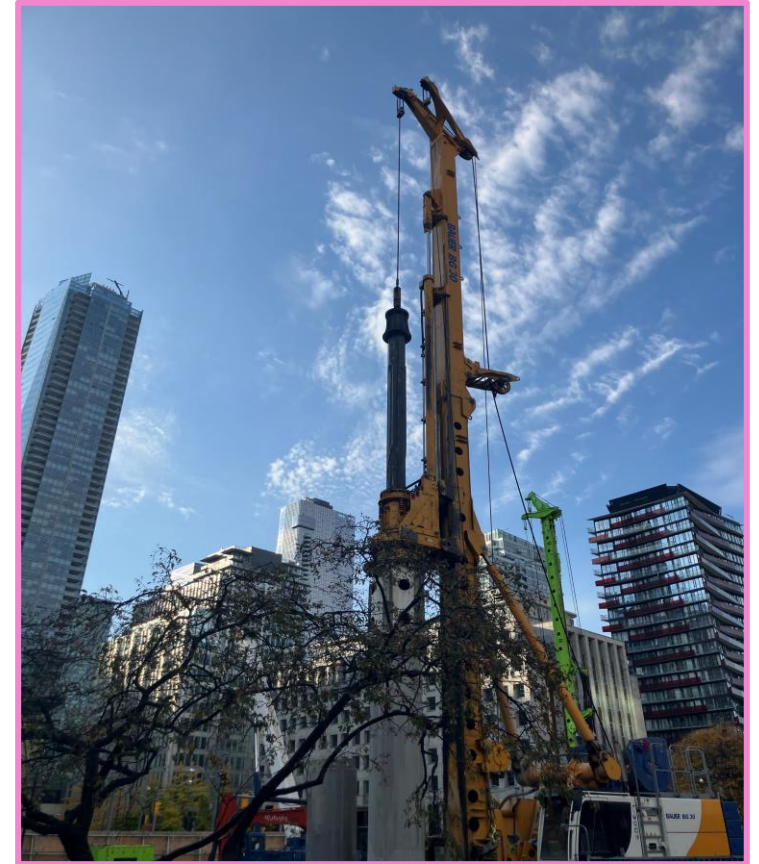
*Image used is for illustrative purposes only*



# Construction Update

## Future North station entrance

- Piling work is ongoing at the future North station entrance site; work is expected to be completed in early 2025.
- Upon completion of piling at the North site, crews will move to the Ventilation shaft site (just north of the site along University Avenue). Timing for this work is TBD.
- Crews are currently working overnight (7:00 p.m. to 7:00 a.m.).
- Utilities work is also currently underway at the ventilation shaft.
- TTC staircase demolition is now complete.

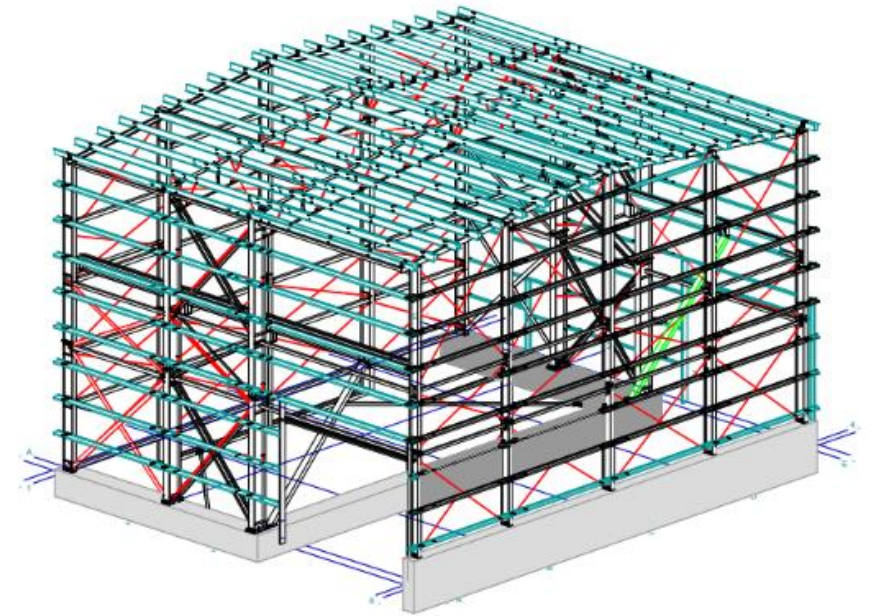


*Piling at the Osgoode North site*

# Construction Update

## Future North entrance

- Excavation preparation works are expected to start at the future North entrance site upon completion of piling. This work will continue to take place overnight.
- **At the north site, an acoustic shelter will be constructed**, including ventilation and lighting installation.
- Work will start with installation of a structure in early 2025, upon completion of piling works.
- Once completed, exterior cladding will be added to cover the structure.
- **Why is this shelter needed?** Acoustic shelters are large, steel-frame-supported site cover structures, acting as protection from the elements for excavation work, a noise barrier for machinery, and to prevent excess dust and dirt from entering the community.



*Illustration of an acoustic shelter structure (frame); for reference purposes only*

# Action to Reduce the Community Impacts

## Future North entrance

- OTG conducted additional investigations into noise in late October 2024, in response to complaints.
- Investigations were conducted at neighbouring buildings, at street level and within units where possible.
- Results demonstrated that construction work is within noise limitations for the project.
- Additional measures were implemented to minimize noise impacts, including:
  - Cleaning the auger at a high speed, instead of the usual forward/reverse motions, which can create a jarring sound.
  - Reduced the forward/reverse auger jog with less intensity to reduce sound.
- Impact of work will be monitored and adjustments made where possible.



*Queen Street West - example of monitoring in October 2024*



# Monitoring Impacts to the Community

## Noise and Vibration

- **Monitoring noise and vibration levels utilizing** sound meters and real-time monitoring systems, to track and control noise and vibration emissions to help minimize disturbances to the community and ensure project regulations compliance; devices are placed on neighboring buildings within the project zone of influence.
  - Devices generate real-time alerts to allow team to monitor, track and act if needed.
  - When it comes to vibration, devices monitor potential structural impact of vibrations; personal thresholds for perception of vibrations can vary.
- **Additional local noise measurements** being conducted at residential and commercial buildings.
- **Site hoarding** to help reduce noise.
- **Acoustic shelter** to reduce noise impact of construction activities, where site working hours and footprint facilitates use.
- **Continuous loop truck routes** where possible, reducing need for trucks to reverse using back-up alarms.



*Examples of noise monitoring devices in use*

# Construction Look Ahead

Timing	Activity	Location	Details & Purpose
Ongoing	Ground Monitoring Point Investigations	Various	Ongoing monitoring of points installed to support project works
In progress; Late 2024 - Early 2025	Excavation Preparations (including crane installation, acoustic shelter)	South site	Installation of crane for excavation and building to mitigate the impacts of noise, dirt, dust from the construction site
In progress; Late 2024/early 2025	Piling	North site Ventilation Shaft	Install foundations to support future excavation of station site; upon completion of north site works, crews will pile for the future ventilation shaft site (timing TBD).
Early 2025 to Spring 2025	Excavation (Phase 1)	South site	Initiate excavation of shaft to the station level, to provide connection with future station platforms.
Early 2025 - Spring 2025	Excavation preparations (including crane installation, acoustic shelter)	North site	Preparation activities for excavation at future north site, including installation of crane and shelter.

# 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.

The complete CLC Terms of Reference will be posted and available online.

# 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:** The next CLC meeting will be on January 29, 2025. The meeting invite will be sent shortly.

**Connect with us:**

- Julia Orsini, Community Engagement Advisor
- Ross Andersen, Senior Advisor, Community Engagement

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# Discussion





# Appendix

# Monitoring Impacts to the Community

## Dust mitigations

**Dust suppression will be effectively managed through the use of the following mitigations at site:**

- **Mud Mats** provide a stable and supportive surface for over soft or unstable ground preventing vehicles and heavy equipment from sinking and reducing the amount of mud created with more frequent passage. Additionally, knocking soil off tires from vehicles leaving the site helps to contain sediment inside of the site and off of surrounding roads.
- **Water Suppression** assists by regularly moistening exposed soils and debris preventing dust particles from becoming airborne.
- **Acoustic Shelter** to contain dirt and debris within the site.
- **Air quality monitoring** to track airborne emissions to ensure that construction activities don't impact the quality of the environment.
- **Street sweepers** and **wheel cleaning** as needed to ensure soil and sediment is kept off city streets and sidewalks.
- **Expanded paving of frequently used areas** within the site minimizes the amount of loose soil that can be disturbed by vehicle traffic further reducing dust emissions.



*Example of a mud mat*



*Example of street sweeper*



*Example of dampening soils to suppress dust*