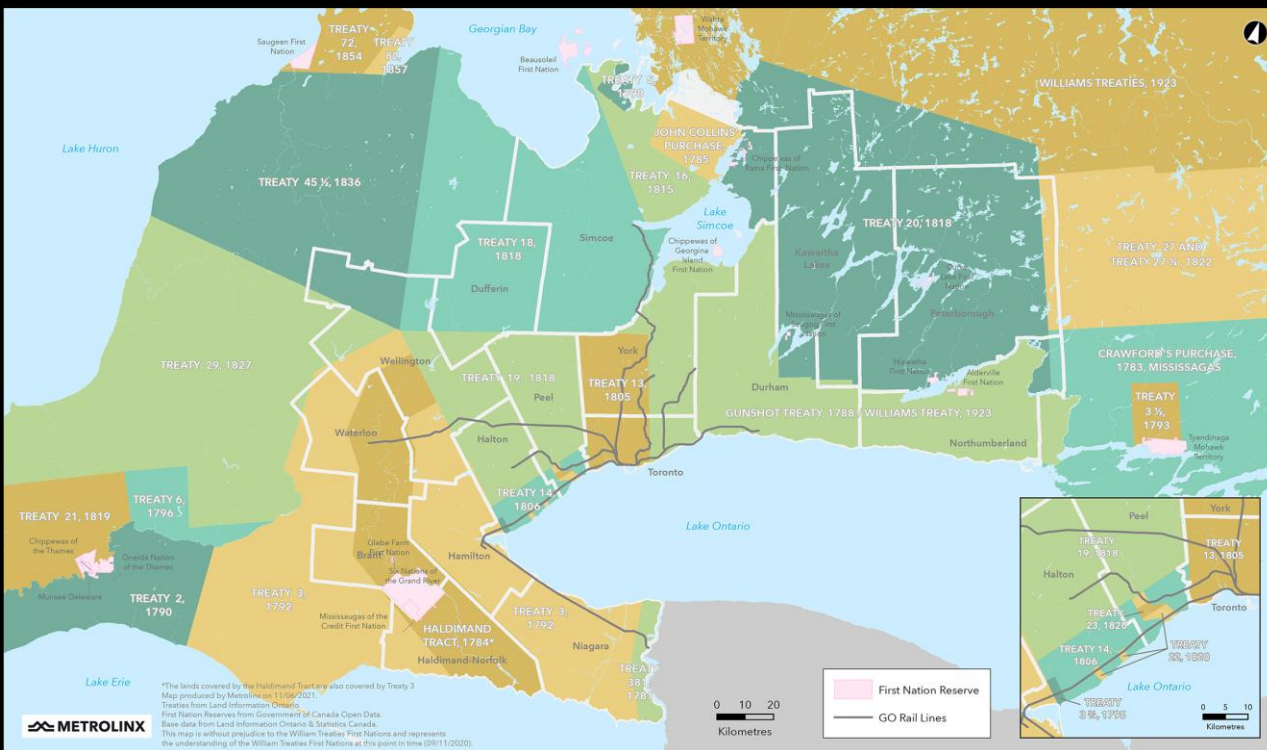


# Land Acknowledgement

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.

**Ontario Line**

**Construction Liaison Committee**

**Pape-Cosburn & Minton Place**

**October 23, 2024**

# AGENDA

## 1. CLC Overview & Introductions

- What is a CLC?
- Participants and Introductions

## 2. Cosburn Station

- Scope of Work
- Upcoming Work

## 3. Minton Place Portal

- Scope of Work
- Construction Updates
- Recent Utility Strikes

## 4. Don Valley Crossing

- Scope of Work
- Construction Updates

## 5. Don Valley Tree Restoration Tour

## 6. Discussion

# CLC Overview & Introductions

# Construction Liaison Committee (CLC) Terms of Reference

## What is a CLC?

Construction Liaison Committees (CLCs) provide open, two-way communication and sharing of information before and during the construction of the Ontario Line project. The CLC will focus on the impacts from the Ontario Line within proximity of Pape & Cosburn and Minton Place.

The CLC is a forum for Metrolinx and representatives of the committee to proactively communicate and discuss Ontario Line construction activities and community impacts in a collaborative and respectful manner.

## Membership

CLC members include representatives from Metrolinx, our construction partners (Green Infrastructure Partners and Pape North Connect), and from organizations and representatives of the community.

## Meeting Schedule

- The CLC will meet monthly for an hour, subject to change based on construction progress and membership availability.
- We will establish a regular meeting time for the CLC, subject to change where appropriate.
- The CLC agenda will be organized with input from the CLC members.

## CLC Area of Focus

- This CLC will cover the all construction for the future Ontario Line infrastructure at the northern end of the Pape segment, from Cosburn Station north to the Minton Place Portal.
- In addition, works within the valley to construct the Don Valley Crossing bridge between Minton Place and Overlea Boulevard will be covered.
- Items further north/east on Overlea Boulevard and south of Cosburn Station will be covered by other CLCs.



# CLC Participants

## Community Members

- Representative from 111 Cosburn Ave
- John Athanasopoulos (Pape Village BIA)
- Paul Blizzard
- Fotis Kanteres
- Vivian Manyara (Kennedy House)
- Pastor Jim Parker (Bethany Church)
- Karen Urban
- Sonia van Heerden
- Carolyn Wong (Pape Village BIA)
- Eric Yapp

## Elected Officials

- Councillor Fletcher's office
- MPP Tabun's office
- MP Dabrusin's office
- Trustee Sara Edhardt

## City of Toronto

- Representatives from:
  - Transportation Services
  - Transit Expansion
  - Economic Development and Culture

## Metrolinx

### *Community Engagement*

- Sean Major
- Phil Rodriques
- Nestor Arellano

### *Program Sponsor*

- John Potter

### *Construction Management*

- Easton Gordon
- Brian Mitchell
- Phillip Wu
- Randy Schwartz
- Zaidun Alganabi

## Contractor - Leaside Valley Builders

- Raymond Deasy

## **Getting to know you:**

- What is one thing you hope to learn at the CLC?



# Contracts Overview

## Sewer Relocations

To accommodate the future excavation and construction of Cosburn Station, work is being done to relocate sewer infrastructure to the laneway west of Pape Avenue between Gowan Avenue and Cosburn Avenue. This new sewer will be constructed using a micro-tunnel boring machine.

**Constructor:** *Clearway Construction Inc.*

**Timeline:** Fall 2024



Example: Micro-tunnel under active rail line (Ontario Line work)

## Portal and Bridge Construction

At the north end of Pape Avenue at Minton Place, crews will construct a portal through the side of the Don Valley as part of the Don Valley Crossings (DVC) contract. North of the portal, they will construct two bridges: one connecting Minton Place and Thorncliffe Park, and one connecting Thorncliffe Park and Flemingdon Park.

**Constructor:** *Leaside Valley Builders*

**Timeline:** 2024-2028



Rendering: Minton Portal and Don Valley Crossing

## Station and Tunnel Construction

The Pape Tunnels and Underground Station (PTUS) constructor will build the stations and other major infrastructure on Pape Avenue, including Cosburn Station, as well as construct the twin bored tunnels under Pape Avenue. At Minton Place, they will take over the portal in 2028 and finalize construction in the area.

**Constructor:** *Pape North Connect*

**Timeline:** 2025-2031

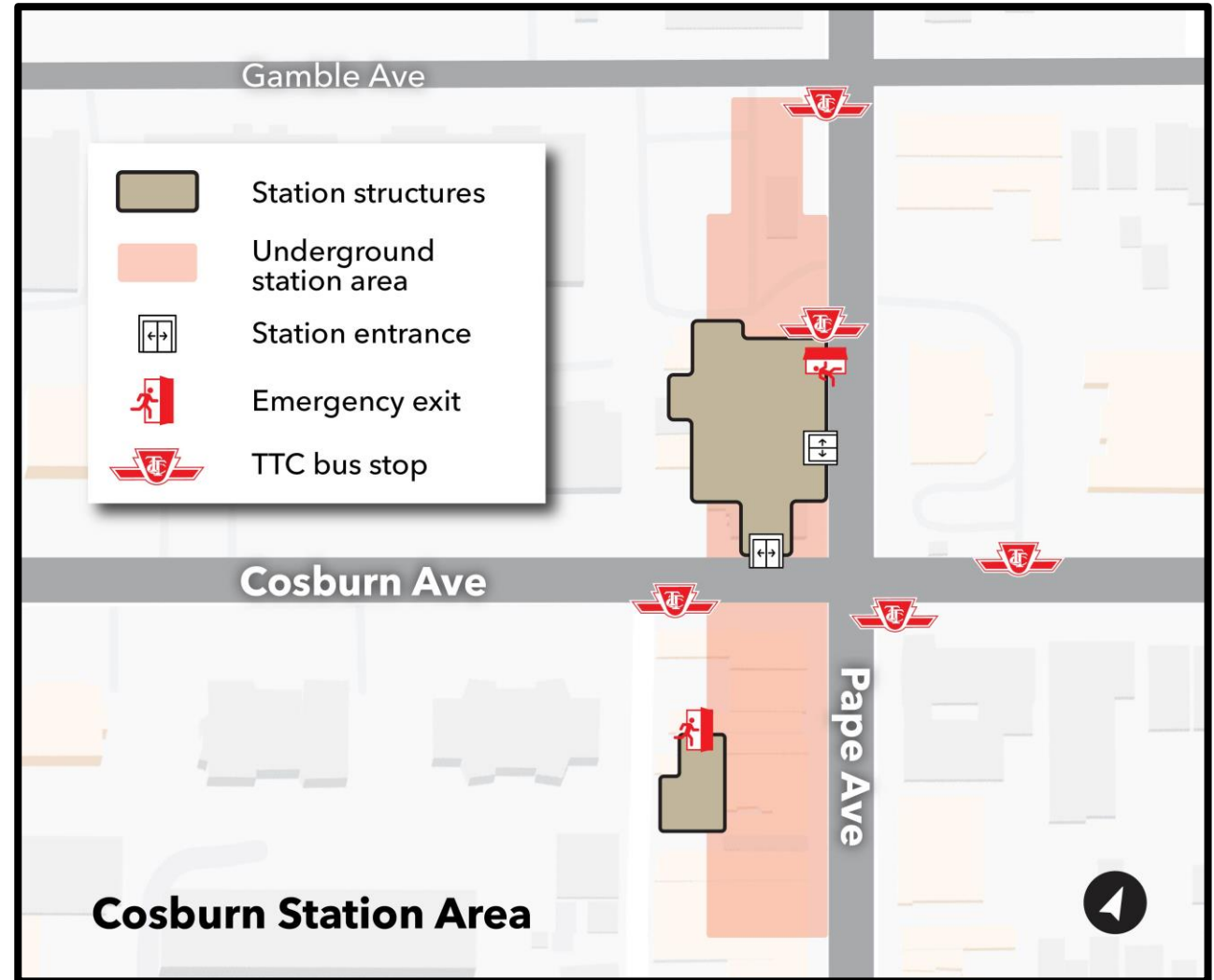


Example: Toronto-York Spadina Subway Extension (TYSSE) Tunnel.

# Cosburn Station Overview

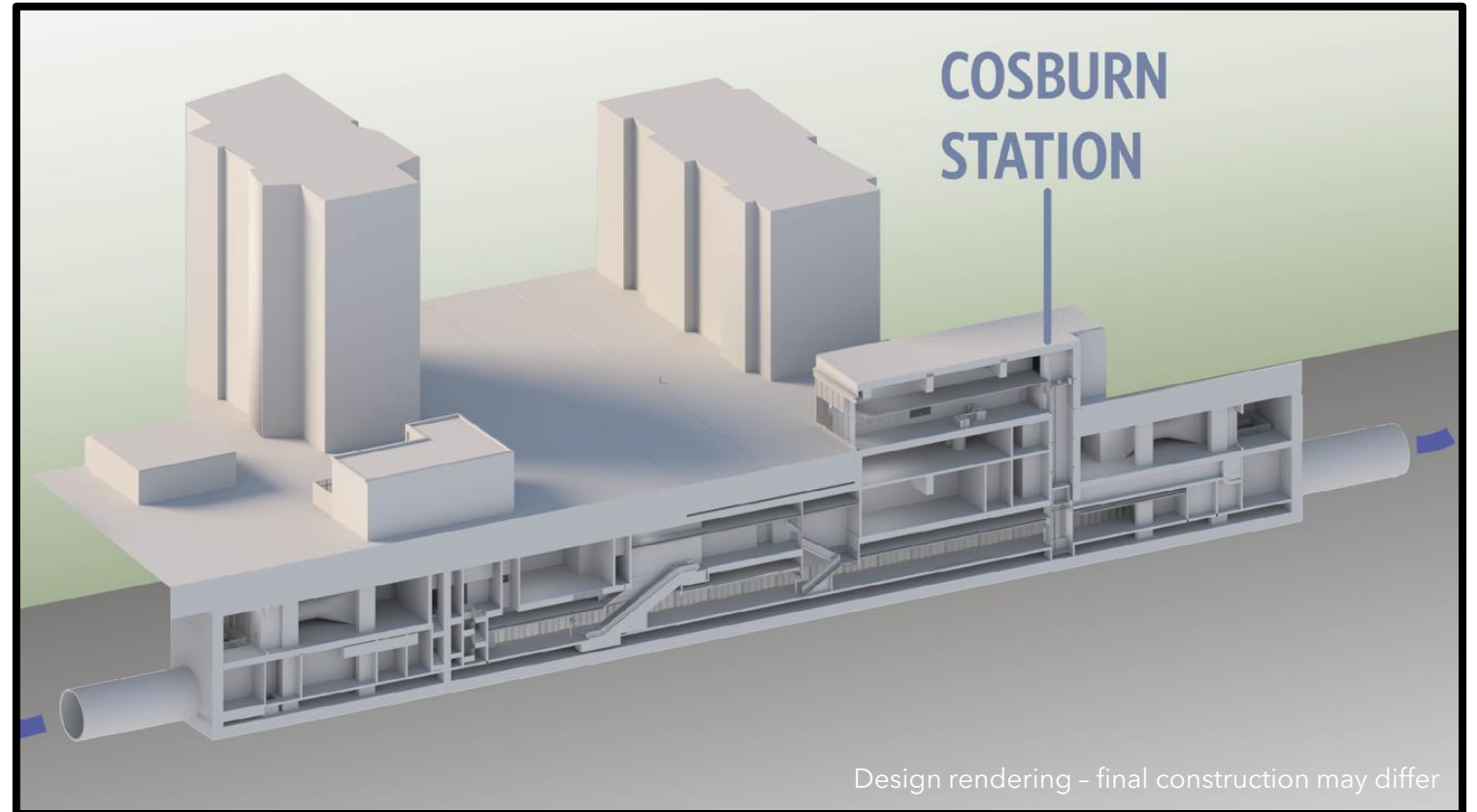
## Cosburn Station Overview

- Cosburn Station will be an underground station located at Pape Avenue and Cosburn Avenue. It will be the northernmost of the two underground stations on Pape Avenue.
- The station building will be situated west of Pape Avenue and north of Cosburn Avenue, with an emergency exit located south of Cosburn Avenue.
- An estimated 2600 people will use the station during the busiest travel hour, including 2200 transferring from local buses.
- The station will be constructed as part of the Pape Tunnels and Underground Stations contractor's work.



## Cosburn Station Overview

- Design and construction methodology for Cosburn Station are still being worked through and finalized by the construction team.
- The image pictured right represents an early-stage design cross-section of Cosburn Station. It is intended to show the general station layout and its geographical location relative to the apartment buildings west on Cosburn Avenue.
- At this stage of the project on Pape Avenue, many design details are preliminary. When updated designs are available, we will share them with the CLC.





# Rendering



## Cosburn Station Transit-Oriented Community

- Infrastructure Ontario is managing the proposed Transit-Oriented Community at the future Cosburn Station. This proposal includes approximately 623 residential units.
- For more information, visit: [engageio.ca/en/cosburn](https://engageio.ca/en/cosburn) or scan the QR code below:



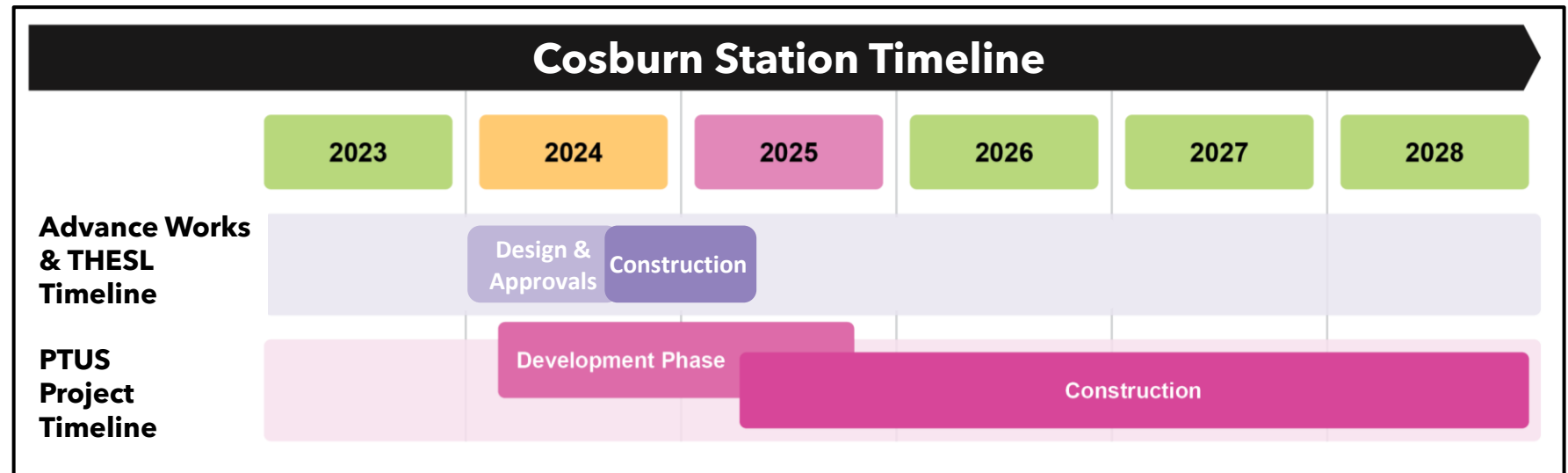
# **Cosburn Station Upcoming Work**



# Cosburn Station Timeline

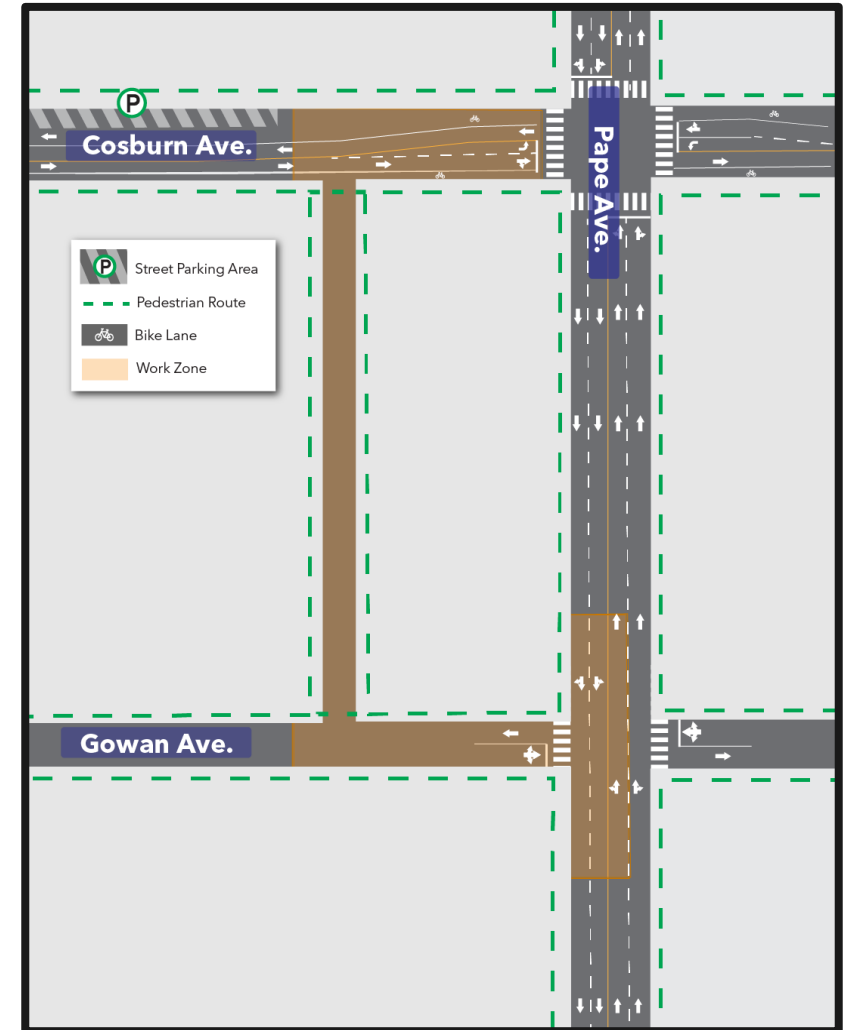
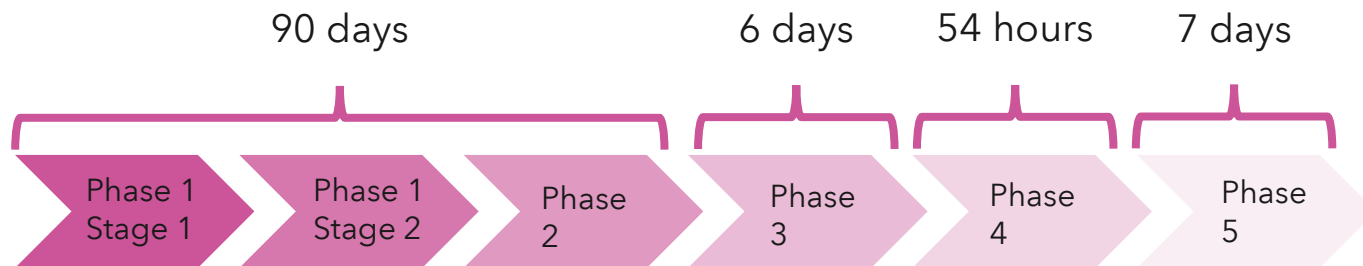
- In the coming months, teams will aim to complete advanced utilities relocations that will clear the way for major station construction activities handled by the PTUS project.
- Prior to major station construction, the PTUS project is in the *development phase*, which involves advancing design and determining methodology for future construction. During this phase, the PTUS contractor is undertaking the following preparatory activities:
  - Noise and vibration baseline monitoring
  - Progressing engineering design
  - Environmental surveys and sampling

**Construction of the PTUS project is anticipated to begin at Cosburn Station with demolitions in early 2025.**



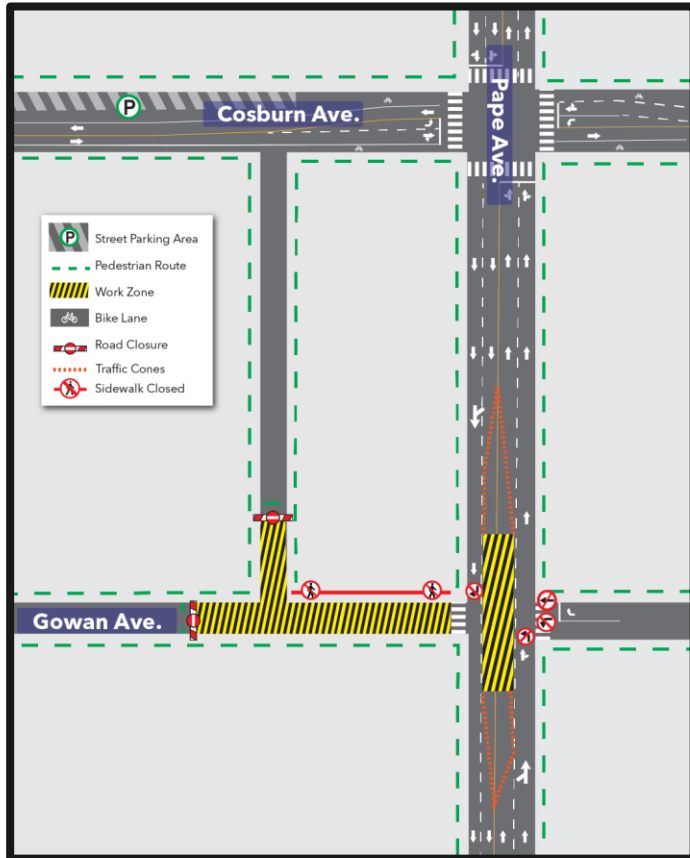
# Pape-Cosburn Sewer Relocation

- Clearway will begin relocating the sewer situated below Pape Avenue to the laneway west of Pape between Cosburn Avenue and Gowan Avenue in November.
- **This work was previously scheduled to begin in June but has been delayed due to unexpected subsurface conditions.**
- The sewer and watermain are being relocated to accommodate the future excavation and construction of Cosburn Station.
- The new sewer will be constructed with a micro-tunnelling machine below the laneway.
- Work will be done through five primary phases.
- Hours of work are Monday to Saturday 24 hours a day and work is expected to be completed within four months.



Total footprint of sewer relocation works

# Pape-Cosburn Sewer Relocation - Phase 1 (Stages 1 & 2)



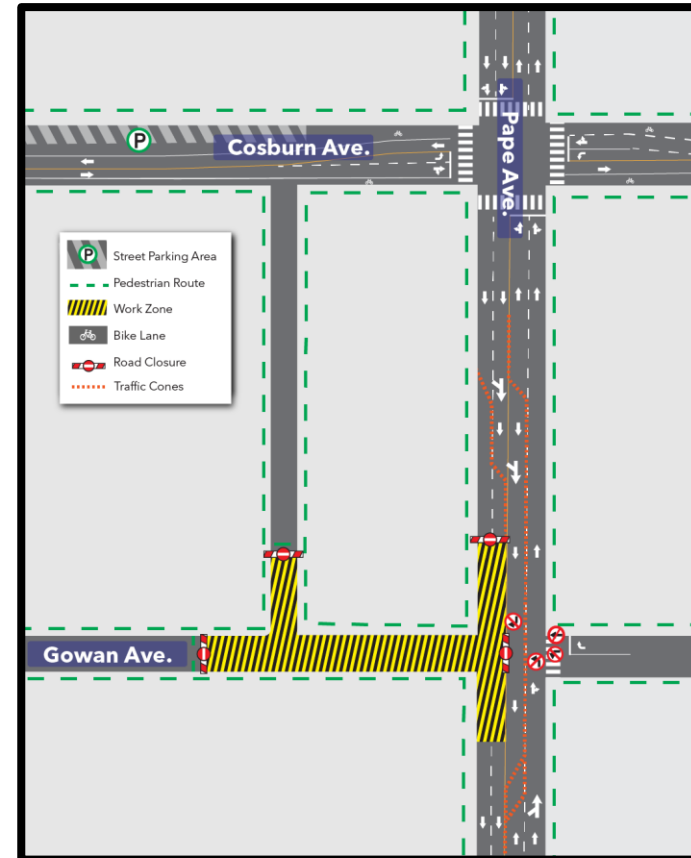
Phase 1, Stage 1

## Stage 1 Description:

- Sewer removal and water main relocation in two centre lanes of Pape Ave
- Micro tunnel-boring machine (TBM) launch shaft construction on Gowan Ave

## Key Impacts:

- Centre lane restrictions on Pape Ave
- Full closure of Gowan approaching Pape Ave
- Laneway entrance closure at Gowan Ave
- Right turns only from westbound Gowan onto Pape Ave
- Sidewalk closure on north side of Gowan



Phase 1, Stage 2

## Stage 2 Description:

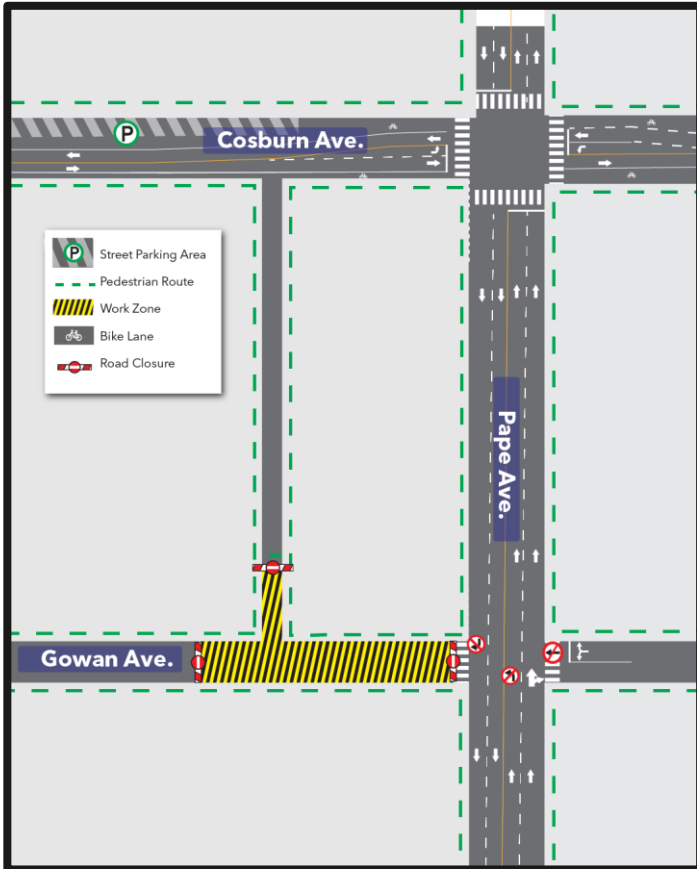
- Sewer removal and water main relocation in two southbound lanes of Pape Ave
- Micro TBM launch shaft construction on Gowan Ave

## Key Impacts:

- Southbound lane restrictions on Pape Ave
- Full closure of Gowan approaching Pape Ave
- Laneway entrance closure at Gowan Ave
- Right turns only from westbound Gowan onto Pape Ave

# Pape-Cosburn Sewer Relocation - Phase 2 & 3

Duration: 45-50 days



Phase 2

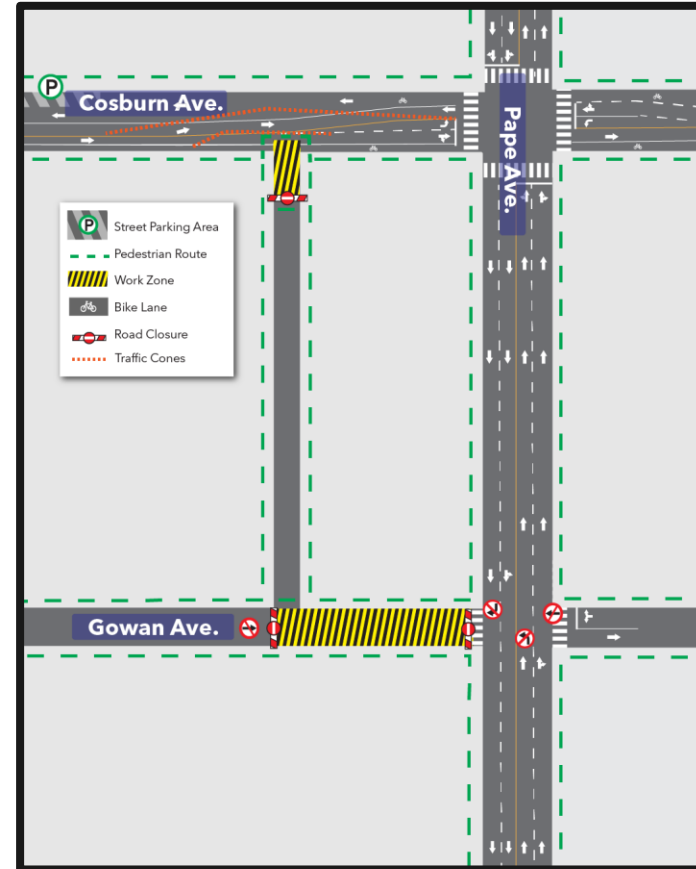
### Phase 2 Description:

- Micro TBM launch shaft construction on Gowan Ave
- Micro TBM launch and tunnelling northward within the laneway

### Key Impacts:

- Full closure of Gowan approaching Pape Ave
- Laneway entrance closure at Gowan Ave

Duration: Six days



Phase 3

### Phase 3 Description:

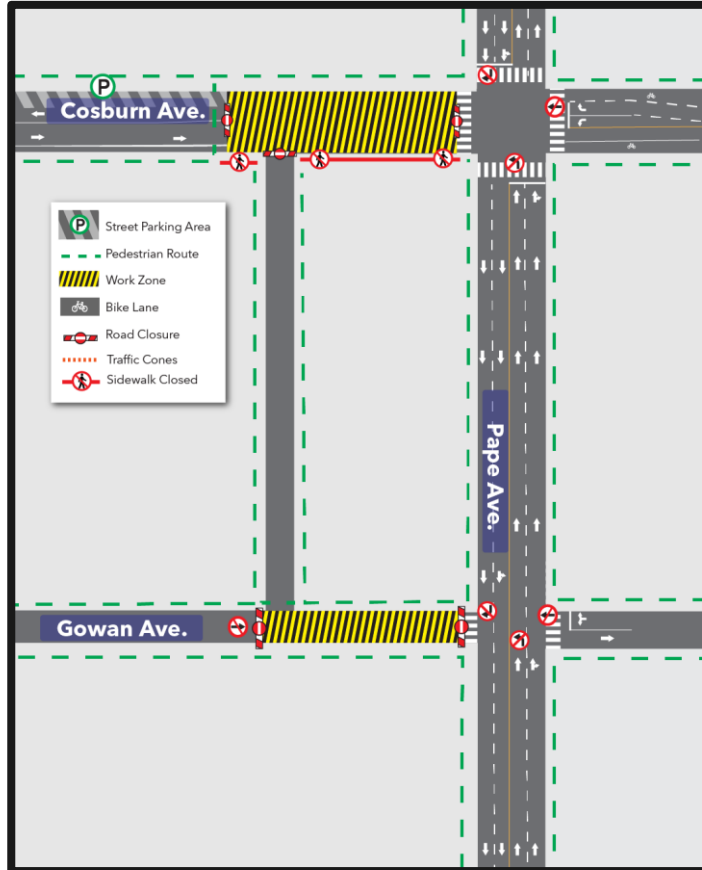
- Micro TBM receiving shaft construction
- Conclusion of sewer tunnelling
- Micro TBM launch shaft construction on Gowan Ave

### Key Impacts:

- Full laneway closure to cars (pedestrian access maintained)
- Lane restrictions on Cosburn (traffic maintained)
- Full closure of Gowan approaching Pape Ave
- Minor pedestrian rerouting at north end of laneway

# Pape-Cosburn Sewer Relocation - Phase 4 & 5

Duration: 54 hours (one weekend)



Phase 4

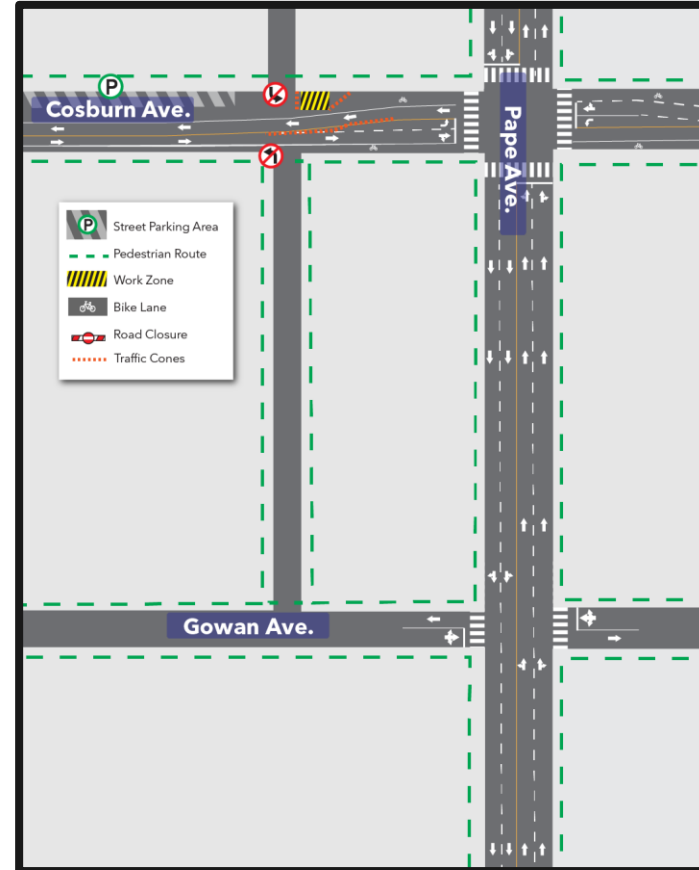
## Phase 4 Description:

- Micro TBM extraction on Cosburn Ave

## Key Impacts:

- Full closure of Cosburn approaching Pape Ave
- TTC buses re-routed for weekend (TTC to communicate full details)
- Sidewalk closure on south side of Cosburn near work zone
- Full closure of Gowan approaching Pape Ave
- Full closure of laneway

Duration: One Week



Phase 5

## Phase 5 Description:

- Sewer gate valve construction on north side of Cosburn Ave

## Key Impacts:

- Lane occupancy on north side of Cosburn Ave (traffic maintained)
- No left turns out of laneways northbound or southbound onto Cosburn Ave
- Laneway reopened between Gowan Ave and Cosburn Ave



## Upcoming Work: Pape-Cosburn Toronto Hydro Relocations

- Following completion of sewer relocation works, crews working for Toronto Hydro will access the laneway to perform electrical relocations.
- The purpose of this work is to relocate underground electrical lines away from the future construction area for Cosburn Station.
- This work will be divided into five phases and will take approximately six months to complete. Completion is anticipated by mid-2025.
- During this work, there will be minor lane occupancies in the vicinity of the Pape/Cosburn/Gowan area, as well as work within the laneway connecting Cosburn and Gowan west of Pape Avenue.
- There will be no service disruptions as a result of this work.
- Following this work, crew will return to pull cables through the new electrical ducts in 2025.



*The laneway west of Pape Avenue*



# Upcoming Work: Cosburn Station Property Demolitions

- Metrolinx has acquired 19 properties on the west side of Pape Avenue between Gamble and Gowan.
- These properties will be demolished to make way for the future Cosburn Station.
- Demolition is tentatively scheduled to begin in winter 2025; Metrolinx will provide notice to the community in advance of the confirmed start date.
- Before demolition, work will take place to sample materials from the buildings and remove any hazardous materials that are identified.
- Following demolition, the next phases of work will begin.



*Properties to be demolished are outlined in red.*

# Minton Place Portal Construction Updates



## Minton Portal Scope of Work

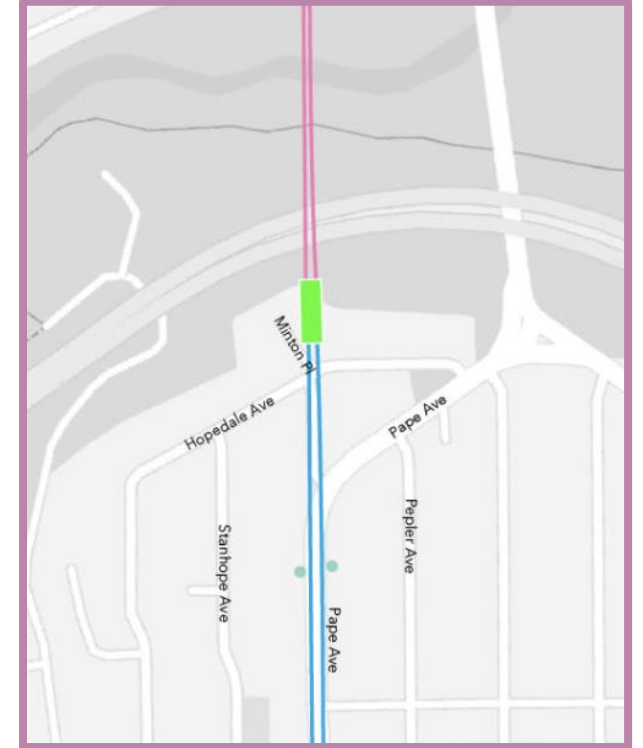
The Minton Place Portal for **The Ontario Line** will serve as the point where the underground tunnel emerges at the eastern embankment of the Don Valley, transitioning onto the Don valley crossing bridge. This structure will connect the Pape tunnel section with the elevated part of the Ontario line that spans the Don Valley.

Minton Place Portal work includes construction of portal's support of excavation (SOE), base slab and slope stabilization at Minton Place, about 180 m west of the Leaside Bridge.

To facilitate excavation of tunnel portal and the Don Valley Crossing bridge abutment, support structure ("SOE") is required. SOE consists of secant piles, soil nails, soil anchors, tie back anchors, struts and walers.

These supports are installed directly into soil to ensure slope stability by preventing cave-ins, improving load bearing capacities, and controlling soil erosion. Ultimately, these structures ensure safety of the excavated work zone and help protect the environment by preventing landslides and soil erosion.

Further works will include the installation of the temporary concrete barrier, vegetation clearing and root grubbing, excavating 2 m from grade level and compacted gravel backfill to increase soil bearing capacity for drilling rig for piles. Equipment, like the one seen to the right, will be used for pile drilling.



# Minton Place Portal Progress to Date

Construction activities have begun at the Minton Place Portal. Works-to-date have included:

## Completed:

- Temporary fences installed around work area
- Utility disconnection
- Demolition works of four properties on Minton Place
- Removal of all demolition debris
- Tree removal and vegetation clearing
- Installation of temporary concrete barrier and dust screen over the retaining wall adjacent to the Don Valley Parkway.
- Installation of sediment and erosion controls at all work locations

**Please note:** The installation of sediment and erosion controls will continue throughout the project's lifecycle, based on the needs of the works being performed.

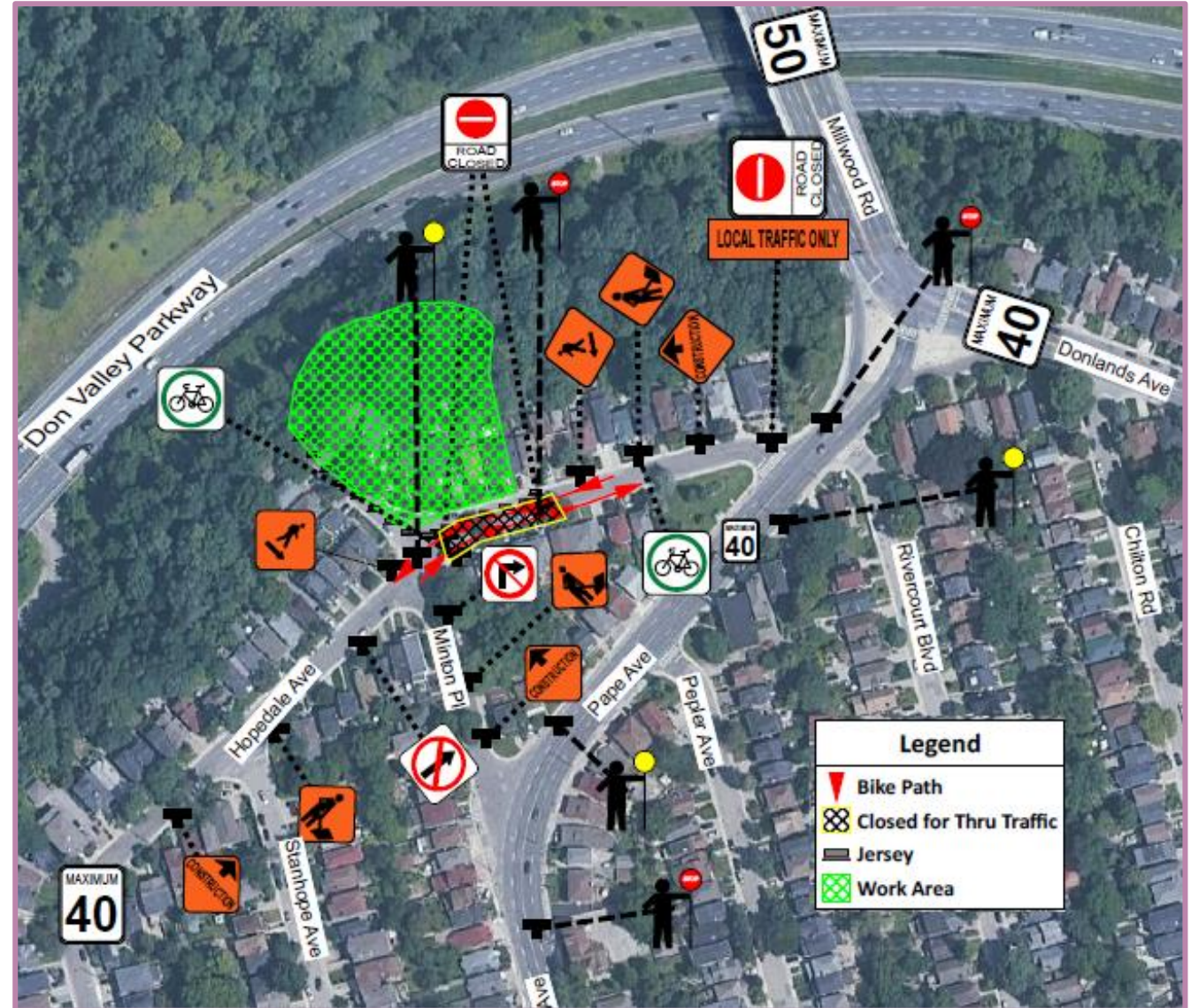
- Excavation and backfill for drilling rig and crane pad.  
(Estimated Completion November 2024).





## Potential Traffic Impacts

- A section of Hopedale Avenue and Minton Place will be closed to traffic to make space for construction. However, access and exit routes will remain open for local residents. Cyclists and pedestrians will still be able to move through the area safely.
- Residents will be provided with advance notice of any road closures. Clear signage will be placed at the entrances of these roads to inform drivers about the closures and to direct traffic flow.
- The traffic management plan for Minton is provided on the right.



# **Recent Utility Strikes At Minton Place**

## Telecommunication Line Incident

- On the morning of October, 18, an incident involving a subcontractor delivering a bulldozer to site resulted in telecommunications wires being downed.
- The downed wires were hung at a lower height than the rest of the overhead infrastructure, leading to accidental contact.
- The wires that were pulled down were inactive and have subsequently been removed.
- There was a reported interruption of Rogers service to nearby houses; this was determined to be unrelated to this incident.
- LVB has coordinated with telecommunications providers to raise the existing cables in the area and remove any that have been abandoned.

## Enbridge Line Incident

- On the morning of October 21, a plastic gas main was damaged during digging activities near the Minton Place site. Approximately 22 customers were affected.
- The fire department arrived within 20 minutes to secure the area, and Enbridge workers were dispatched.
- Enbridge capped the main feed of the gas line and completed repairs that afternoon. Service was then gradually restored over the afternoon and evening hours.
- An investigation is currently ongoing into the incident.

# Don Valley Crossing Construction Updates



## Don Valley Crossing Scope of Work

The future **Don Valley Crossing** (DVC) bridge is a balanced cantilever design that will be approximately 34 to 38 metres tall at its highest point. The crossing will carry Ontario Line trains between the Minton Place tunnel portal and Thorncliffe Park.

- The scope of work for the Don Valley Crossing bridge includes construction of a five-span cast-in-place segmental bridge structure.
- A temporary bridge will be installed to provide access to the southern piers.
- Slope stabilization efforts will be implemented on key areas such as the northern piers, and the access road to the northern piers.
- The work also involves site grading, slope reinforcement, and site remediation to ensure stability and proper restoration after construction.



## DVC Bridge Construction Look-ahead (Subject to Change)

Major construction milestones in autumn/winter 2024 to propel the Ontario Line subway forward at Minton Place Portal:

Activity	Details & Purpose	Estimated completion
Northern piers access road construction	To facilitate access for construction vehicles to construction site. Works include stripping, grubbing, clearing, and importing materials.	November 2024
Soil nailing	To provide slope stabilization by supporting the existing soil.	TBD
Toe berm installation	To stabilize the existing slope west of the central pier.	November 2024
Soil anchors to provide soil stabilization	Drilling and installation of soil anchors could occur this year. Soil anchors are used to actively stabilize slopes.	TBD



## Potential Traffic Impacts

- A stretch of Redway Road leading to the construction area is subjected to traffic control measures. Traffic lights will be installed at the summit and base of the hill indicated in red in the map to the right.
- Signage will be installed to identify the route to the construction site. Signage will also be installed to identify trail closures and detour routes for trail users.
- We are also investigating establishing a cyclist and pedestrian lane bypassing the job site to facilitate access to the redirected trails.



## Mitigation Measures for Potential Impacts

- The main potential impacts to residents resulting construction activities at the Minton Place Portal and Don Valley Crossing include **Air Quality, Noise, and Vibration.**

**To mitigate and control these potential impacts, the following measures have been introduced on site:**

- Air Quality, Noise and Vibration monitors have been installed at the site.
  - Water trucks and water tanks are available on site to provide dust suppression via moistening loose/dry dirt.
- Should exceedances occur with respect to any of these potential impacts, site personnel will provide a report on current construction activities to the environmental team to investigate.
  - All necessary and reasonable steps will be taken to remedy the exceedance. Reports will be provided to Metrolinx.

# Don Valley Tree Restoration Tour



# Don Valley Tree Restoration Tour

- On Saturday October 5 residents of Minton Place, members of PACCT, staff from Metrolinx, the City of Toronto and Evergreen Brickworks went on a “tree restoration tour” in the Don Valley.
- The tour provided space for community members to learn about the approaches that have been used in other projects completed by the City of Toronto and Toronto Region Conversation Authority.
- In that tour folks saw progress from tree planting and restoration work that have occurred over the last 5 to 30 years.
- In addition, community members were able to see how wetlands, river and creek valleys can be restored.





# Don Valley Tree Restoration Tour

Chorley Park Switchback - City of Toronto Project

- In the pictures below and to the right, you can see the difference between the original date when planting was completed in 2018 compared with one year later and six years later.
- These pictures demonstrate the amount of growth that occur over a relatively short period of time.
- Metrolinx is open to hosting future tours with community members related to tree and valley restoration.



# Next Steps

## Future CLCs

- The CLC is an **iterative process** – we will adjust the presentation structure where needed based on your concerns and feedback.
- We will keep track of questions raised in discussions so that they can be answered, where needed, in future CLCs.
- Each CLC will incorporate an Action Item tracker to ensure that community concerns are being tracked and relevant changes communicated to the CLC members.



# Discussion







# Questions & Concerns from the Minton Place Community

# Summary of Concerns from the Minton Place Community

**Please note:** The below is a summary of concerns raised; Metrolinx also has the concerns and questions documented and this is meant for presentation purposes.

- **Increased noise:** Removal of trees and homes has increased the noise from the Don Valley Parkway and the bridge
- **Parking impacts:** Parking replacement or alternatives for residents impacted by vertical drilling.
- **Damage to Overhead Wires at Hopedale Avenue:** Concerns raised about future damage, and safety issues with pedestrian traffic in the area.
- **Damage to Landscaping and Property:** Concerns related to vibration and large machines damaging property and landscaping near the site.
- **Property Expropriation:** Concerns raised about the possibility of “last minute” expropriation similar to “homes across from Pape Ave Junior School”.
- **Communication and Accountability:** Frustration over lack of timely communication, work notices regarding construction activities, and the lack of accountability for damages.
- **Lack of Contractor Identification:** Difficulty in identifying contractors and subcontractors
- **Ineffective Hotline:** Residents prefer a 24- hour call line for this site specifically in case there are major issues.
- **Easy Remedies to Disruption:** For example, car wash or window washing credits for those impacted by dust.
- **Unsightly Construction Materials:** Presence of an unsightly trailer and portable toilets that remain in front of homes.
- **Tree Removal and Replacement:** Need for a higher replacement ratio than the minimum outlined in Metrolinx's Vegetation Guidelines.

# Responses to Questions from the Minton Place Community

## **Piling Placement:**

- When will pilings be placed at Minton and Hopedale?
  - How long will the piling placement process take?
  - Will construction activity occur be from 7am to 11pm, Monday through Friday?
- Secant pile installation will start at the end of November.
  - Piles will be drilled rather than driven; this is quieter operation that results in far less vibration.
  - Standard hours will be 7 AM to 7 PM, with work taking place until July 2026.
  - We'll come back with further details at the next CLC.

## **Tunnel Boring:**

- When will tunnel boring start at Pape and Gerrard?
  - How long will it take to bore to Pape and O'Connor? And Minton and Hopedale?
- Currently, tunnel boring is estimated to begin in mid-2026. This is subject to change as design and construction plans continue to develop.
  - We cannot yet speculate on tunnel boring speeds or timelines, as we have not yet procured the tunnel boring machines.

# Responses to Questions from the Minton Place Community

## **Expropriation:**

- Does Metrolinx anticipate expropriating additional homes along Minton, Hopedale, or Pape?
  - When will residents be notified?
- 
- Metrolinx does not currently have plans for any additional expropriations in the Minton Place area.
  - Metrolinx only expropriates homes when it is deemed absolutely necessary to enable construction or ensure the safety of residents.
  - Residents will be notified as soon as plans are confirmed.

## **Compensation for Damages:**

- How long will it take for Metrolinx to compensate homeowners for damages to their homes?
- 
- Compensation and/or restoration for damage is dealt with on a case-by-case basis, with the goal being to resolve issues as soon as it is feasible.



# Responses to Questions from the Minton Place Community

## **Mitigation for Loss of Amenities:**

- How does Metrolinx plan to compensate homeowners for the loss of view, peace, and beauty of their homes due to the construction project?
- Metrolinx recognizes this is change will be difficult for many in the community and that we will continue working with them to manage construction and do it in a way that reduces its impact on the neighbourhood.

## **Site Disposition post-Construction:**

- What will the site be once construction is completed?
- Can we please have a park, maybe a playground?

Crews will be installing a parkette around the emergency exit building. Design is still in the early stages so there are no renderings to share at this time.