

Ontario Line**Lakeshore East Joint Corridor Construction Liaison Committee (CLC)**

December 12, 2024

Meeting Minutes

6:00 PM – 8:00 PM (Teams Meeting)

ATTENDEES**BIAs/Community Groups/Residents**

Shelley Kline - LES CAC
Linda Sargeant - LSE CAC
Kit Chapman - LSE CAC
Catherine Riddell - LSE CAC
Katherine Mellin - LSE CAC
Stephen Davies - LSE CLC

Elected Officials/Staff

Nicholas Valverde - Councillor Fletcher's
Office

City of Toronto

Astro Man - Transportation Services
Michael Paolucci - Transit Expansion
Nancy Aranha - Transit Expansion
Terry Francoeur - Transportation Services

Dufferin Construction Company/LURA

Michael Macaluso
Hasnaa Maher
Nico Zucco

Metrolinx

Alexandra Grgas-Sorge
Frankie Lam
Katiana Moussa
John Potter
Nima Nouri
Mark Clancy
Michael Endrizzi

OVERVIEW

The nineteenth Lakeshore East Joint Corridor CLC took place at 6:00 p.m. – 8:00 p.m. on December 12, 2024, via Microsoft Teams. During this meeting, the discussion was focused on completed works, an update on the bridges, and work within the rail corridor.

DISCUSSION**1. Construction Updates**

- Noise barrier construction update:
 - **Lakeshore East Community Advisory Committee (LSE CAC):** How tall are the temporary noise barriers that will be installed around the Queen Bridge during secant piling and access road work? What is the graffiti management plan for these barriers?
 - **Metrolinx (MX):** There are two types of noise barriers - the first type will be 5 metres tall and is made of aluminum and steel panels. 120m of noise barrier will be installed on either side of the Queen

bridge at track level. The second type of noise barrier will be made of plywood and will be 3 metres tall. It will be installed along the boundary of the rail corridor, on street level, from Eastern Ave. to Queen St. E., and Queen St. E. to Dundas St. E. Barriers will also be installed around the access roads.

- **MX:** The taller metal barriers will be inaccessible to the public due to being the rail corridor. Wood panels can be easily painted over. BIA has been wanting to place a mural on hoarding which can be considered here as well.
- **LSE CAC:** Are the wooden noise barriers tall enough to prevent trespassing and mitigate noise? Can they be made taller?
 - **Dufferin Construction Company (DCC) and MX:** The wooden noise barriers are more about double the height of a standard fence along the corridor. A taller barrier would require a more complex structure which would take longer and be more disruptive to construct which may defeat the purpose of installing the noise barrier. However, DCC and MX will explore options for increasing the height of the wooden noise barrier.
- **LSE CAC:** What are the considerations to mitigate noise and light for the taller Fontbonne apartments? Can the barrier be increased for them, or have any in-building mitigations?
 - **MX:** We will try to make the barrier as tall as possible, considering space constraints within rail corridor and need to move large equipment. We also want to avoid making the noise barriers too tall, which can inadvertently reflect and amplify noises upwards. MX has already installed blinds inside units in Fontbonne to block light and found that there was no need to upgrade windows for noise because building was already built with the rail corridor in mind.
- Retaining Wall and Noise Barrier Construction Update:
 - **LSE CAC:** The map that shows the progress of the retaining wall, noise barrier, and fence installation appears to show that the retaining wall is completed around the north side of Jimmie Simpson Park, when it is not.
 - **MX:** The retaining wall in that area is not completed and installation is expected to continue until March 2025. The colours in the map shown are to distinguish between a retaining wall, a noise barrier, or a fence, and not the progress of installation. A black line is used to separate the areas. The map will be modified in the next version to make this separation clearer.
 - **MX:** For work at Booth and Paisley, concrete block installation is complete. In the new year, the noise barriers will be installed on top,

and soil replacement to reinstate the area in Jimmie Simpson Park will follow.

- **LSE CAC:** Is the text about retaining wall treatments on slide 14 referring to anti-graffiti treatment?
 - **MX and DCC:** Yes, the treatment is applied afterwards. DCC has tested an area with Sikagard coating and is hoping to have all areas covered by March 2025, depending on the weather. Sikagard was selected by MX for all projects as it is designed to be applied to concrete and will be one consistent, standard application.

2. Completed Action Items - November

- **LSE CAC, Item Number 5:** Why can't the CLC meetings for different segments of the Joint Corridor be combined?
 - **MX:** There are many different contractors for different segments, with different scopes of work and their own obligations to establish community meetings. MX will consider this action item as pending and will further explore solutions.
- **LSE CAC, Item Number 8:** The feedback given with the weekly work notice is that the areas and times were too generic.
 - **MX:** The notices have been adjusted to be more specific, with specific days and segments outlined when possible. The nature of the project poses challenges as it is active, and work happens in many different places at once. Future notices will try to be as specific as possible.
- **LSE CAC (no action item referenced):** Why was the vibration monitor in Jimmie Simpson park removed while work is still ongoing? Can it be returned? Who made the decision to remove the monitor?
 - **MX and DCC:** The noise and vibration experts, who are subcontractors to DCC, deemed that the monitor was no longer required at that location due to the progress of the work, and determined it would be more effective on the north side of the corridor where work is ongoing. The Dundas Bridge west abutment is where the most impactful work is now, and there is a monitor within the rail corridor there. The now-removed monitor in the park would be ineffective because any noise and vibration will be better captured by the closer monitor before reaching the removed monitor. In addition, this removed monitor was installed as an additional monitor in response to community concerns and was not a suggestion from noise and vibration experts. Moving forward, MX and DCC will explore the feasibility of returning the monitor.

3. Pending Action Items

- **LSE CAC Item Number 7:** Artwork should be installed on the hoarding now, especially ahead of holiday season in December.

- **MX:** Will explore this. MX has regular meetings with the BIA and provides any updates regarding artwork at these meetings and will keep the CLC members informed.

4. **Complaints and Issues Tracker**

- **LSE CAC Complaint Number 15:** Why was there no notification that Toronto Hydro was shutting power?
 - **MX:** A stem of a tree was within the rail corridor and the branches were near electric wires, which created a potential hazard. The City of Toronto was notified, and Toronto Hydro investigated and made the decision on the spot to turn off the power. MX and DCC were not notified of this decision and did not have the ability to notify the public. MX and DCC have no control over Toronto Hydro, which is a corporation owned by the City of Toronto and not a subcontractor to MX or DCC.
- **LSE CAC (other, did not refer to complaint):** A slide dedicated to graffiti management that contains any updates by MX and details any procedures. A slide on tree planting and management is also requested, with presence from the City.
 - **MX:** Will add these slides for future CLCs. Tree replacement is the responsibility of MX when it's on MX land. Toronto Parks, Forestry, and Recreation is responsible for trees on City land. In warmer weather, MX, City, and LSE CAC can organize a walk to show restoration plans.

ACTION ITEMS

1. **Metrolinx and the Riverside BIA** will explore placing mural on wooden noise barriers/hoarding around the Queen St. E. bridge.
2. **Metrolinx and the Contractor** will explore increasing the height of the wooden noise barriers/hoarding, and take extra consideration for the Fontbonne residences.
3. **Metrolinx and the Contractor** will revise the retaining wall, noise barrier, and fence installation progress map to made areas still under construction clearer.
4. **Metrolinx** to explore further ways to ensure CLC meetings consider other project work across the Joint Corridor and nearby Ontario Line works.
5. **Metrolinx and the Contractor** to explore reinstalling the noise and vibration monitor at Jimmie Simpson park.
6. **Metrolinx** will work with the BIA to explore installing artwork on hoarding as soon as possible.
7. **Metrolinx** to add slides to the CLC dedicated to graffiti management and tree management, with input on tree restoration from the City of Toronto.
8. **Metrolinx** to explore organizing a walk in the spring with the City of Toronto and LSE CAC to discuss tree restoration plans.