

Exhibition CLC June 2025

MEETING MINUTES

June 11th, 2025
5:30 p.m. - 7:00 p.m.

ATTENDEES:

OTG

- Garrick McIntosh
- Geoffrey Cardoso
- Maria Mihailescu

Elected Officials

- Councillor Malik
- MPP Glover

Residents/Stakeholders

- Abhi Kathuria
- Samantha Over
- Djordje Todoroyic
- Heidi Kurien
- Robert Howley
- Ellen Lai
- Dean Smith
- Michael Przybylowski

City of Toronto

- Vitha Sivatharman
- Nazli Dehghani
- Nancy Aranha

Metrolinx

- Bradley Naismith
- Mark Clancy
- Franca DiGiovanni
- Ross Andersen
- Mohammed El Hendy
- Jillian MacIntyre
- Saikat Basak

OVERVIEW:

On Wednesday, June 11, 2025, Metrolinx hosted an in-person CLC meeting for the future Ontario Line at Exhibition Station, in partnership with Ontario Transit Group (OTG).

After a land acknowledgement, the meeting progressed with a construction update about the future Exhibition Station and associated works. Information about the Ontario Line work zones, current and upcoming work and a traffic planning update was shared as a look at the progress made in the past several months.

TRAFFIC UPDATE:

Metrolinx presented their truck route safety plan, including key considerations used for the selection of truck routes include regulatory compliance, road suitability and traffic operations, Community impacts and route Flexibility.

During the session, attendees asked questions related to construction and haul routes.

QUESTIONS:

Dust and Debris

- The **Liberty Village BIA** (LVBIA) raised concerns about dust in Liberty Village, particularly on the Liberty Street from Hanna Avenue to Dufferin Street. The LVBIA noted that while street sweeping appears consistently, the dust removal is insufficient. They recommended that the perceived issue with street sweepers deploying water consistently. The LVBIA also suggested that dump trucks be washed thoroughly, as they enter and exit the Ontario Line sites, claiming that as dust accumulates across entire vehicles, not just the tires. The dust is reportedly affecting nearby patios.

A discussion followed wherein the effectiveness of street sweeping was discussed. Additionally, Metrolinx asked whether the LVBIA had contacted the City of Toronto Gardiner Expressway Rehabilitation project regarding dust mitigation; Liberty Village BIA responded they had not, acknowledging that while the dust may originate from the Gardiner Expressway, it is Metrolinx trucks that are visible and because Metrolinx is accessible for a discussion, the Metrolinx trucks are associated with the issue.

- **OTG** reported that crews have begun using Dufferin Street (access; south of 153 Dufferin Street) for ingress and egress, which will begin to transition truck volumes off Liberty Village streets. Most truck traffic has been related to Ontario Line portal excavation, which is nearing completion.
- **Metrolinx** noted that a Dufferin Street bridge assessment is underway, with results expected by the end of July 2025. This assessment will help determine when trucks can exit to the south of Liberty Village, after leaving the Dufferin Street access into the Ontario Line work zone. Councillor Malik stressed the importance of this assessment to ensure safety and determine the bridge's load capacity. Councillor Malik also highlighted the opportunity to improve the haul route's reliability and consider a permanent solution for the temporary bridge.
 - **ACTION ITEM:** Metrolinx to investigate feasibility of establishing a system of washing dump trucks thoroughly when both entering the site and when exiting the site in addition to the wheel washing.
 - **ACTION ITEM:** Metrolinx to share results from the Dufferin Street bridges assessment as received.

Tunneling Operations and Oversize Truck Routing

- **Attendees** inquired about the size and frequency of trucks required for delivery of materials in support of Ontario Line tunneling operations.
 - **Metrolinx and OTG** clarified that materials delivery trucks are approximately 24 metres long with only a few trucks expected per day, approximately one every few hours, once tunnel boring operations begin. These equipment and materials deliveries (pre-cast tunnel lining segments) will support tunneling from Exhibition to Corktown. Soil removal trucks exiting via Dufferin Street, using the Ontario Line work zone.
- **Councillor Malik** raised concerns about the impact of frequent large trucks on local streets, citing perception of dust and safety.
 - **Metrolinx** responded that tunneling will not begin until next year, with preparation and deliveries starting at the end of this year, and that multiple public meetings and open houses are planned to discuss details.
- **Councillor Malik** also suggested batching truck deliveries and closing a street for 1h to reduce daily disruption.
 - **Metrolinx** noted that oversize load regulations from the City must be followed.
- **LVBIA** requested that if Liberty Street must be used for oversized vehicles, truck timing should be coordinated to minimize business disruption, ideally during off-peak hours (before 6am or overnight).
 - **ACTION ITEM: Metrolinx** to share traffic management plans, mitigations and tunneling segment information as developed, in the future.
- Concerns were also raised about truck activity on Strachan Avenue, and the need to avoid road use during FIFA World Cup events.

Future Liberty New Street Planning and Traffic Coordination

- **An attendee** raised concerns about the narrow width of the proposed Liberty New Street and the potential for traffic congestion due to pick-up and drop-off (PUDO) activity near the future Exhibition Station.
 - **Metrolinx** clarified that the broader Liberty New Street is predominantly a City of Toronto delivery and outside of the scope of the Ontario Line. **OTG** confirmed that a small portion of Liberty New Street falls within their scope and is expected to be completed by 2030, aligning with station construction.
 - **OTG** responded that there will be four separate entrances to the new station building and a traffic study is underway, noting that Liberty New Street planning is still in early stages. Liberty Village BIA requested timely sharing of Liberty New Street plans and emphasized the need to improve the current Liberty Street conditions.

Crane Delivery Routing, Truck Compliance, and Community Safety Concerns

- **LVBIA** inquired about the delivery route for the next tower crane and requested that OTG use the Dufferin Street access gate if possible.
 - **OTG** responded that the current plan involves Liberty Street and Jefferson Street, subject to change.
- **LV BIA** asked that Metrolinx reference their community event calendar to avoid deliveries during scheduled events, which Metrolinx and OTG committed to doing where feasible.
 - **ACTION ITEM: Metrolinx and OTG** to report back to LVBIA regarding the truck route for the tower crane installation and deliveries, including referencing the Liberty Village event calendar to avoid deliveries during a planned event.
- **An attendee** stated there were trucks using Strachan Avenue despite the new routing plan.
 - **OTG** clarified that there is no access gate on Strachan Avenue and shared photographs from the same day, illustrating traffic flaggers at their designated gate, suggesting the observed activity may be related to other unrelated construction work.

Construction Hours, Early Deliveries, and Noise Concerns

- **An attendee** asked about the timing of current construction activities.
 - **OTG** confirmed that work is scheduled to commence at 7:00 a.m. However, a concern was raised about a loud truck reported to be driving at 4:30 a.m., on Hanna Avenue, which disturbed residents.
 - **OTG** clarified that this was not part of scheduled work and stated they would review noise monitor data and investigate the incident, as deliveries are not expected at that hour. When asked whether deliveries fall within the 7:00 a.m. to 11:00 p.m. window, **Metrolinx** explained that while notices allow for trucks to be present slightly earlier, 4:30 AM is not acceptable and should not occur.
 - **ACTION ITEM:** OTG to investigate noise monitors for exceedances during the 4:30 a.m. truck delivery, on June 11.

Next meeting date: August 13, 2025