

Union Station Rail Corridor East - GO Corridor Expansion: Early Works

Construction Liaison Committee Meeting

James Burchell, Advisor Community Engagement and Issues Management

More info: metrolinx.com/unionstation/
Contact: TorontoEast@Metrolinx.com

December 5, 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.

Safety Moment

Winter Weather Personal Safety

- Metrolinx does its best to keep our properties free of winter weather conditions
- Please exercise extreme caution in and around our property (stations, parking lots, walkways, stairwells, platforms and bathrooms)
- When waiting on station platforms, please carry your backpacks and large bags in front of you and stand well back from the yellow platform lines.
- If you see something say something!



Terms of Reference

PURPOSE:

The CLC will provide a communication forum for the Union Station Rail Corridor East (USRCE) construction project teams and community representatives of area residents and businesses to proactively and regularly communicate and discuss construction activities and community impacts. The committee is designed to enable regular access to construction-related information, including schedule and timing information for local business owners, community groups and residents, through CLC representatives and discussions.

MANDATE:

- The CLC is a communication forum to provide open, two-way communication and dissemination of information related to the USRCE area construction, including:
- Site preparation works and construction activities.
- Short- and long-term impacts of works and activities.
- Steps being taken to address impacts of works and activities.

Terms of Reference - continued

- The CLC will be a forum for two-way communication and dissemination of information related to USRCE area construction activities that impact the community. The CLC is not responsible for making decisions regarding the project. This is the responsibility of the project team.

The USRCE Team will:

- Provide accurate, understandable and timely information.
- Be open to feedback, give careful consideration to ideas, and report back to the larger project team.
- Adhere to all aspects of the Terms of Reference and Code of Conduct.

Community Representatives or Area Residents and Businesses will:

- Participate actively in regular meetings.
- Be open and receptive to ideas.
- Liaise and act as a representative of pre-identified organization/community/business or stakeholder group by providing feedback to the project team and formally communicating relevant information back to their respective groups.
- Adhere to all aspects of the Terms of Reference and Code of Conduct.

Code of Conduct

Code of Conduct is an important element in everything we do and participate in. The following items should be followed by all who attend the CLC meetings, as members and staff:

- Keep requested agenda and discussion items within the scope of the working group.
- Participate in a respectful manner.
- Continued engagement throughout all working group meetings to ensure the final product is the result of collaborative discussion.
- Do not interrupt when someone is speaking. Do not dominate discussions. Refrain from foul language and derogatory comments.

Introductions

Community Groups at the CLC table:

- Goodman Worts/Distillery District
- Corktown Common Community
- Market Wharf Condo Community
- Caroline Co-op Residents
- Cathedral Court Co-op Residents
- Longboat Area Residents Association
- West Don Lands Community
- Toronto Community Housing
- Councillor Chris Moise, Toronto Centre, Ward 13
- Councillor Ausma Malik, Spadina-Ft. York, Ward 10
- City of Toronto – Transit Expansion Office
- St. Lawrence Neighbourhood Association

Metrolinx Project staff present:

- Toronto East Community Engagement Team
- GO Expansion project team
- GO Expansion Enabling Works – USEP/USRCE

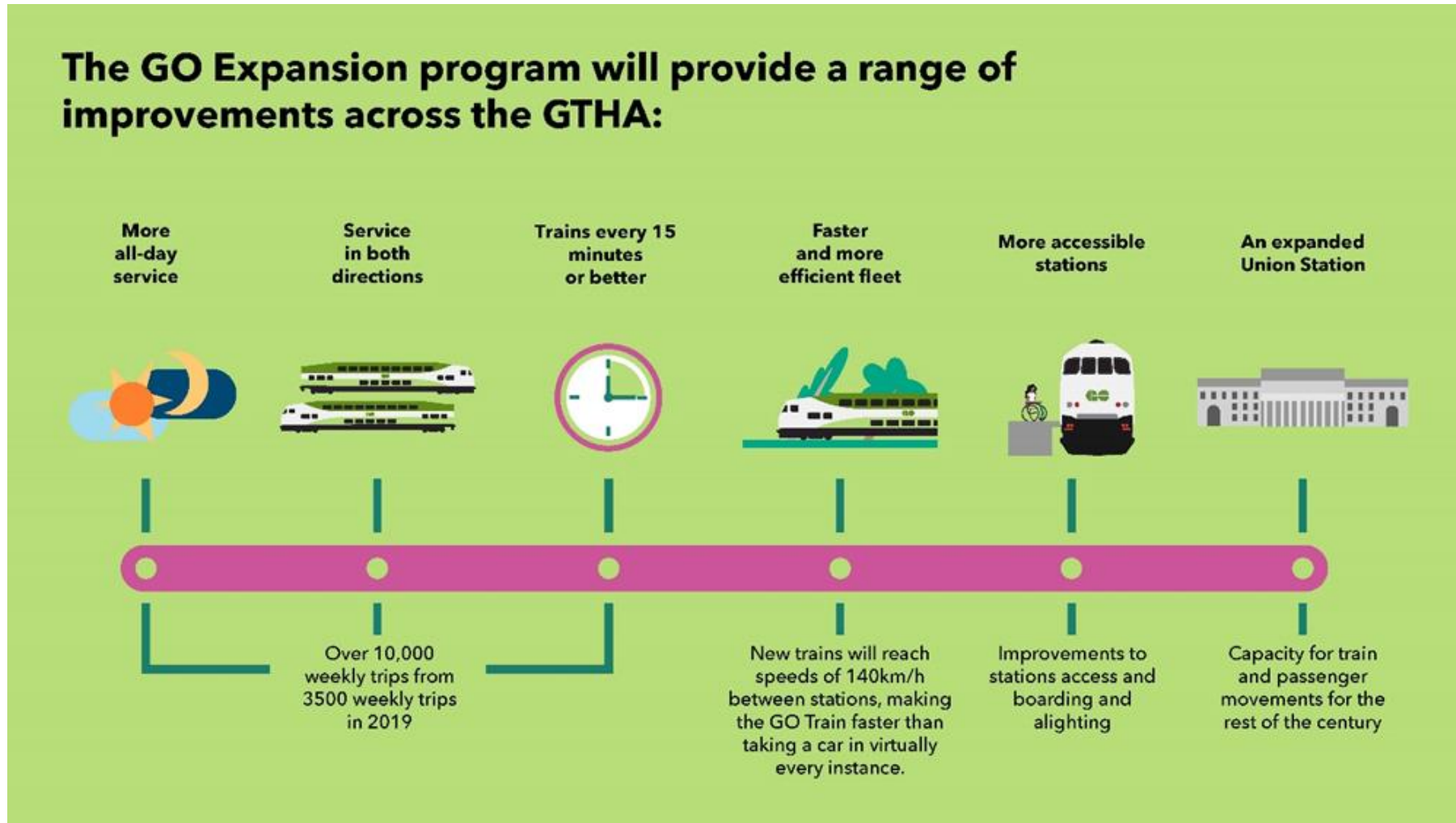
Metrolinx Partners with us today:

- OnTrack Alliance - GO Expansion Enabling Works

GO Expansion

Overview – James Burchell, Community Engagement

GO Expansion - In a Nutshell



GO Expansion Construction Projects



GO Stations

- A. Long Branch GO Station
- B. Kipling GO Station (Complete)
- C. Cooksville GO Station (Complete)
- D. Brampton GO Station (Complete)
- E. Bramalea GO Station
- F. Weston GO Station
- G. Mount Dennis GO Station
- H. Rutherford GO Station
- I. Maple GO Station
- J. King City GO Station
- K. Aurora GO Station
- L. Bradford GO Station
- M. Bloomington GO Station (Complete)
- N. Agincourt GO Station
- O. Milliken GO Station
- P. Unionville GO Station
- Q. Old Elm GO Station
- R. Eglinton GO Station
- S. Union GO Station
- T. Early Station Improvements (29 GO Stations)
- U. New Confederation GO Station

Bridges and Structures

- A. 401/409 Tunnel (Complete)
- B. Drury Lane Pedestrian Bridge
- C. Yonge Street Bridge
- D. Major Mackenzie Pedestrian Bridge
- E. Rouge River Bridge

Rail Facilities

- A. Lincolnville Layover (Complete)

Grade Separations

- A. Rutherford Road Grade Separation
- B. Steeles Avenue Grade Separation
- C. Burloak Drive Grade Separation
- D. Davenport Diamond Grade Separation

Corridor Expansion, Track and Signals

- A. Barrie Corridor Expansion (Toronto to King City GO)
- B. USRC Signaling System
- C. Lakeshore East Corridor Expansion
- D. Double Track on Stouffville Corridor
- E. Lakeshore West Extension to Confederation
- F. Kitchener Extension
- G. Bowmanville Extension

USEP/USRCE – GO Expansion OnTrack Alliance (OTA)

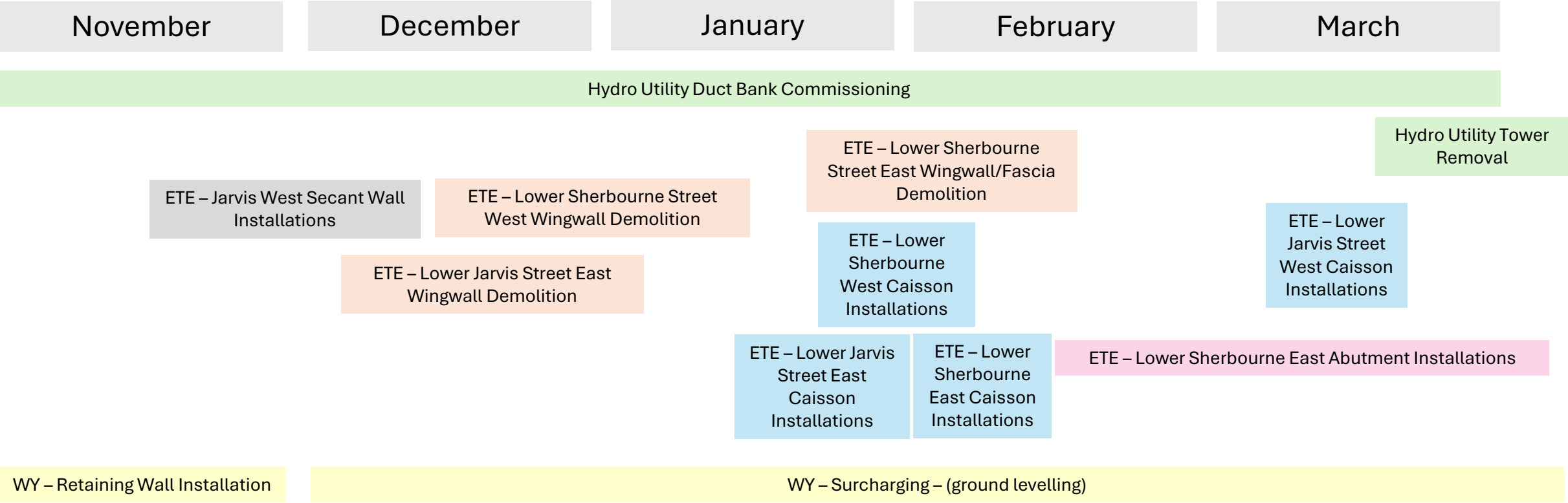
Overview – Jacob Kachuba, Project Manager,
Stations Capital Projects - USEP

USEP – Union Station Rail Corridor East (USRCE) Works

The East Track Enhancements (ETE) within the Union Station Rail Corridor (USRC) are being completed as part of the Union Station Enhancement Project (USEP)

- USRCE works are underway within the rail corridor between Union Station and the Don Yard Maintenance Facility, located adjacent to the Don River.
- Work outside of the rail corridor is now mostly limited to areas at Lower Jarvis St and Lower Sherbourne St.
- The project scope includes:
 - **Complete:**
 - Relocation of signalling infrastructure and utilities
 - Hydro Utility Duct Bank Installation
 - Hydro Utility Bridge Installation at Parliament St and Cherry St
 - **Underway:**
 - Widening the rail bridges that pass over Lower Jarvis and Lower Sherbourne Streets
 - Hydro Utility Duct Bank Commissioning
 - **Upcoming:**
 - Hydro Utility Tower Removal

USRCE Project Schedule



***Timelines are subject to change and the schedule will be updated regularly.**

Overview – East Track Enhancements (ETE)

- The rail bridges located at Lower Sherbourne St and Lower Jarvis St will be widened on the south side to accommodate two (2) future tracks.
- ETE will pave the way for increased train service and frequency to Union Station as part of the greater GO Expansion Program in the Union Station Rail Corridor (USRC).



Photo: Current aerial view of Lower Jarvis St at Lake Shore Blvd E



Photo: Current aerial view of Lower Sherbourne St at Lake Shore Blvd E

Activities - ETE

Secant Wall Drilling

Secant pile walls consist of a series of overlapping drilled concrete piles, that are reinforced with rebar. These secant pile walls are installed as a retaining wall for the rail corridor to enable foundation work for the future bridge expansion.

- Lower Sherbourne East – **Complete**
- Lower Sherbourne West – **Complete**
- Lower Jarvis East – **Complete**
- Lower Jarvis West – **Ongoing**
 - Concrete pouring ongoing (intermittent nights, temporary lane closures every 2-3 nights)

Impacts: Noise (including night work) and potential dust generation.

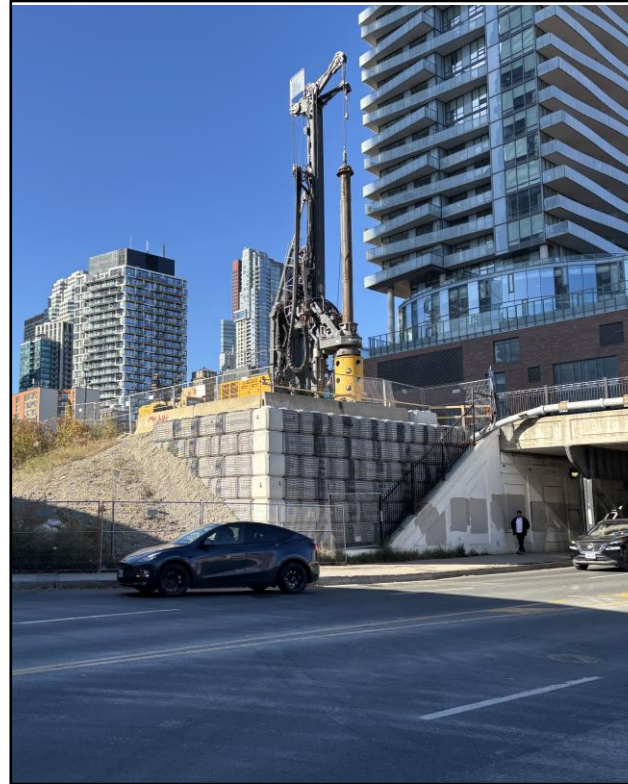


Photo: Secant Wall Drilling at Lower Jarvis West



Photo: Example of a Concrete Pumping Truck similar to the one being used on site

Activities - ETE

Tieback Installations

Tiebacks are horizontal rods that are drilled into the secant walls to reinforce them for stability, as crews begin to excavate the area in front of the secant wall to prepare for foundation work. Tiebacks are installed with a drill rig, and there may be noise impacts from this work to the adjacent community.

- Lower Sherbourne East – *Ongoing*
- Lower Sherbourne West – *Ongoing*
- Lower Jarvis East – *Ongoing*
- Lower Jarvis West - *January 2025*

Impacts: Noise (including night work) and potential dust generation.

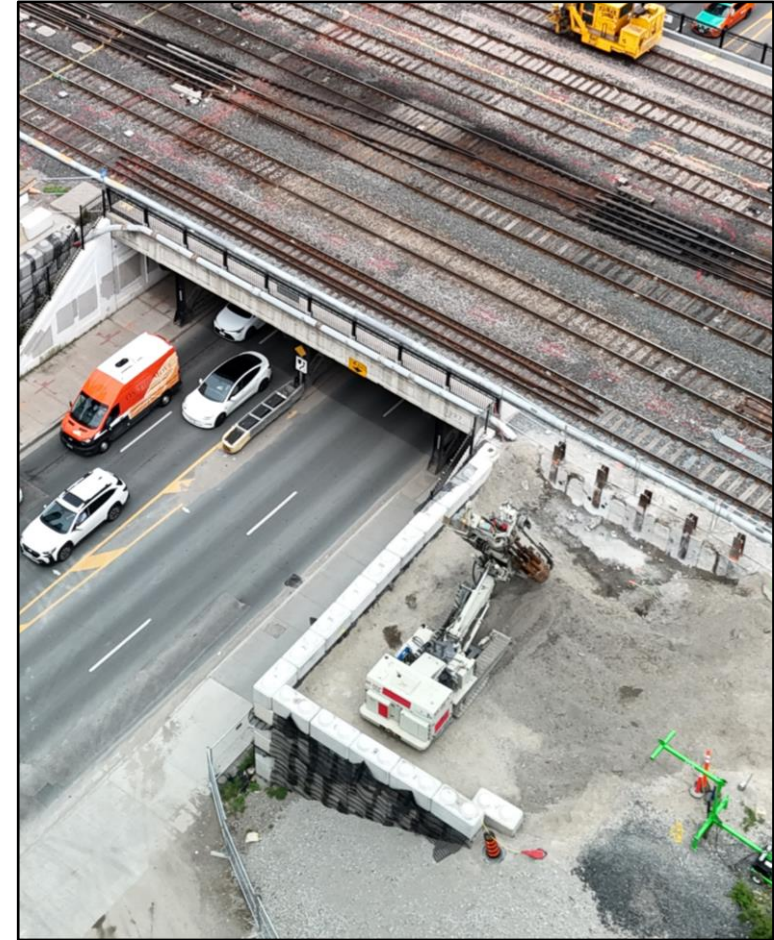


Photo: Tieback Installation at Lower Jarvis East

Activities - ETE

Wingwall Demolition

Wingwalls on the bridge structures south of the corridor will be demolished to make room for caisson foundations. To safely demolish these wingwalls, sidewalk closures and lane closures will be required during the duration of this work.

Impacts: Lane closures, noise (including night work) and potential dust generation.

- Lower Sherbourne
 - East Side – *January 2025*
 - West Side – *December 2024*
- Lower Jarvis
 - East Side – *December 2024*
 - West Side – *April 2025*

*Timelines are subject to change and the schedule will be updated regularly.

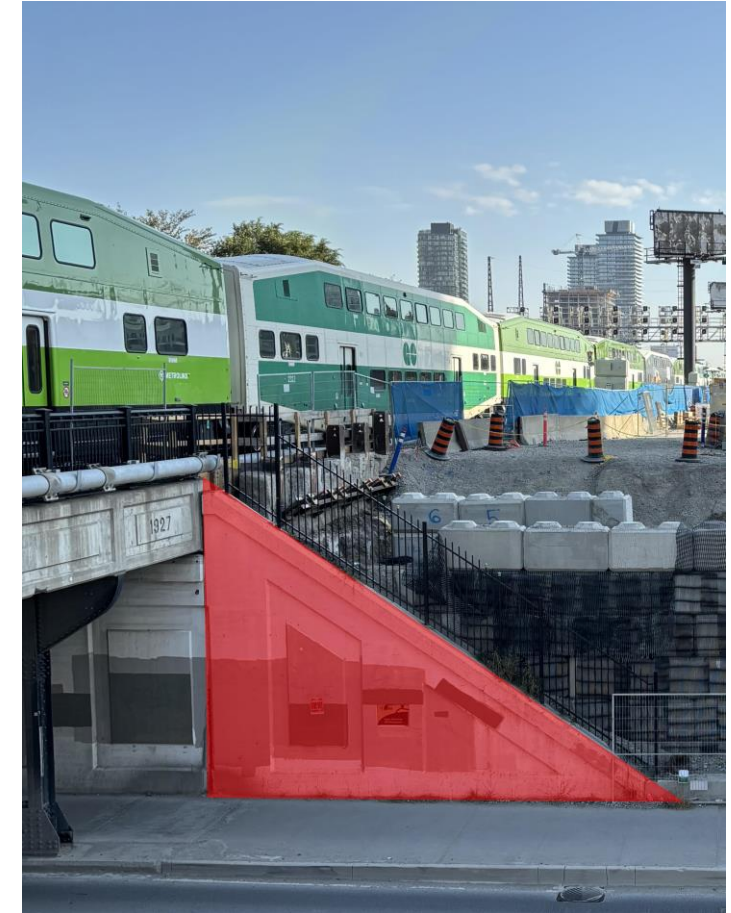


Photo: Wingwall

Activities - ETE

Bridge Fascia Demolition

The south fascia of the existing rail bridges will be demolished in preparation for the bridge expansion work.

This work will span the entire length of the bridge, street closure requirements will be coordinated with the City of Toronto.

Impacts: Road closure, noise (including night work and weekend work) and potential dust generation.

- Lower Sherbourne – *January 2025*
 - Full road closure
- Lower Jarvis – *April 2025*
 - Full road closure



Photo: Bridge Fascia

*Timelines are subject to change and the schedule will be updated regularly.

Activities - ETE

Caisson and Abutment Installations

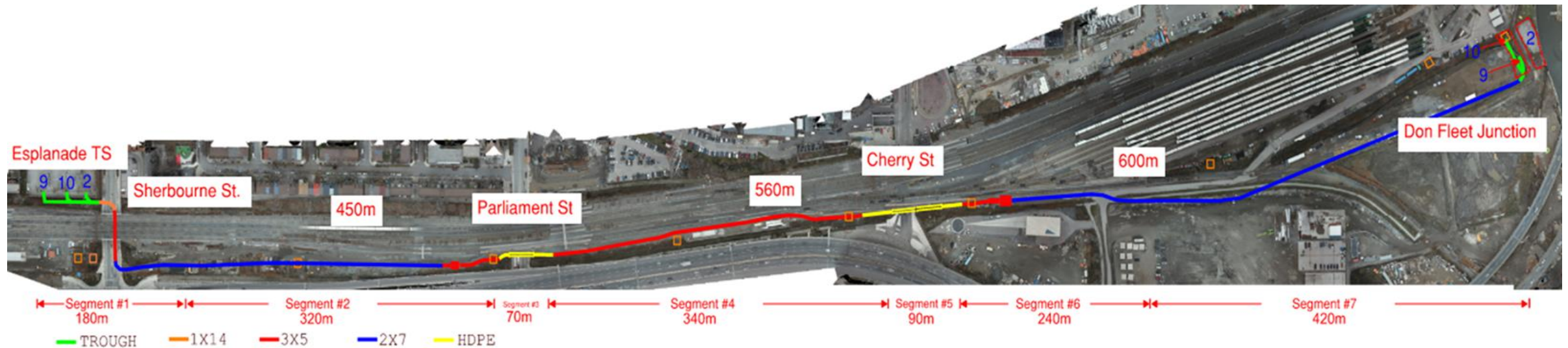
Caisson foundations are constructed by drilling a series of concrete piles that are reinforced with rebar. These foundations will be supporting the future bridge abutment extensions.

Location	Activity	Date	Impact
Lower Jarvis East	Caisson Foundations	January 2025	<ul style="list-style-type: none">Northbound east traffic lane and east sidewalk closure2-way traffic maintained
Lower Sherbourne West	Caisson Foundations	Jan-Feb 2025	<ul style="list-style-type: none">Northbound traffic restricted, southbound lane closed but traffic rerouted into existing northbound lane
Lower Sherbourne East	Caisson Foundations	February 2025	<ul style="list-style-type: none">Northbound lane closure
Lower Jarvis West	Caisson Foundations	March 2025	<ul style="list-style-type: none">Southbound west traffic lane and west sidewalk closure2-way traffic maintained
Lower Sherbourne East	Abutment Installations	Feb – April 2025	<ul style="list-style-type: none">Northbound lane closure
Lower Jarvis West	Abutment Installations	April – May 2025	<ul style="list-style-type: none">Southbound west traffic lane and west sidewalk closure2-way traffic maintained
Lower Sherbourne West	Abutment Installations	April – May 2025	<ul style="list-style-type: none">Northbound traffic restricted, southbound lane closed but traffic rerouted into existing northbound lane
Lower Jarvis East	Abutment Installations	May – June 2025	<ul style="list-style-type: none">Northbound east traffic lane and east sidewalk closure2-way traffic maintained

***Timelines are subject to change and the schedule will be updated regularly.**

Overview – Hydro Utility Relocation

- Three (3) 115kV hydro utility circuits will be relocated from aerial cables suspended on hydro utility towers into a ~1.5km duct bank going from Esplanade Transformer Station to Don Fleet Junction.
 - Segments shown in red and blue represent the underground duct bank alignment.
 - Segments 3 and 5 (in yellow) show the locations of the utility bridges at Parliament and Cherry St.
- Once the circuits are energized in the new hydro utility duct bank, this will allow for the removal of the aerial hydro utility cables and towers along the Union Station Rail Corridor, which will pave the way for increased train service and frequency to Union Station as part of the greater GO Expansion Program in the Union Station Rail Corridor (USRC).



Activities - Hydro Utility Relocation

Hydro Utility Duct Bank Installation – **Complete**

- The underground hydro utility duct bank has been installed between the Esplanade Transformer Station at Sherbourne St and the Don Fleet Junction at Don Yard.

Utility Bridge Installation – **Complete**

- Two (2) new utility bridges have been installed over Parliament St and Cherry St, respectively. The utility bridges have been clad in louvres as part of Metrolinx's commitment to the City of Toronto Public Realm Commitments.



Photo: Parliament Utility Bridge

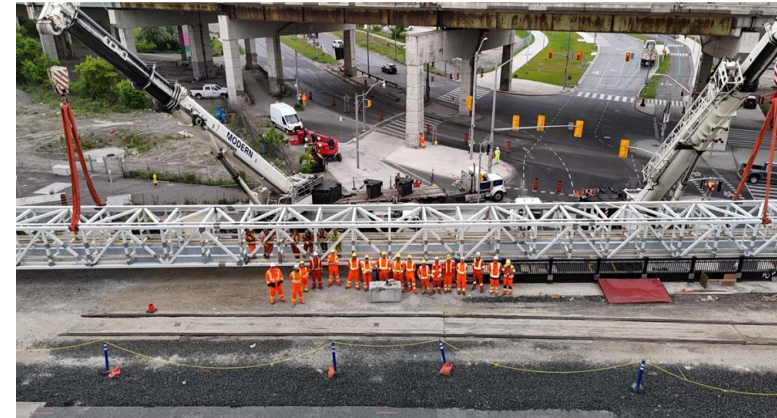


Photo: Cherry Utility Bridge Installation

Activities - Hydro Utility Relocation

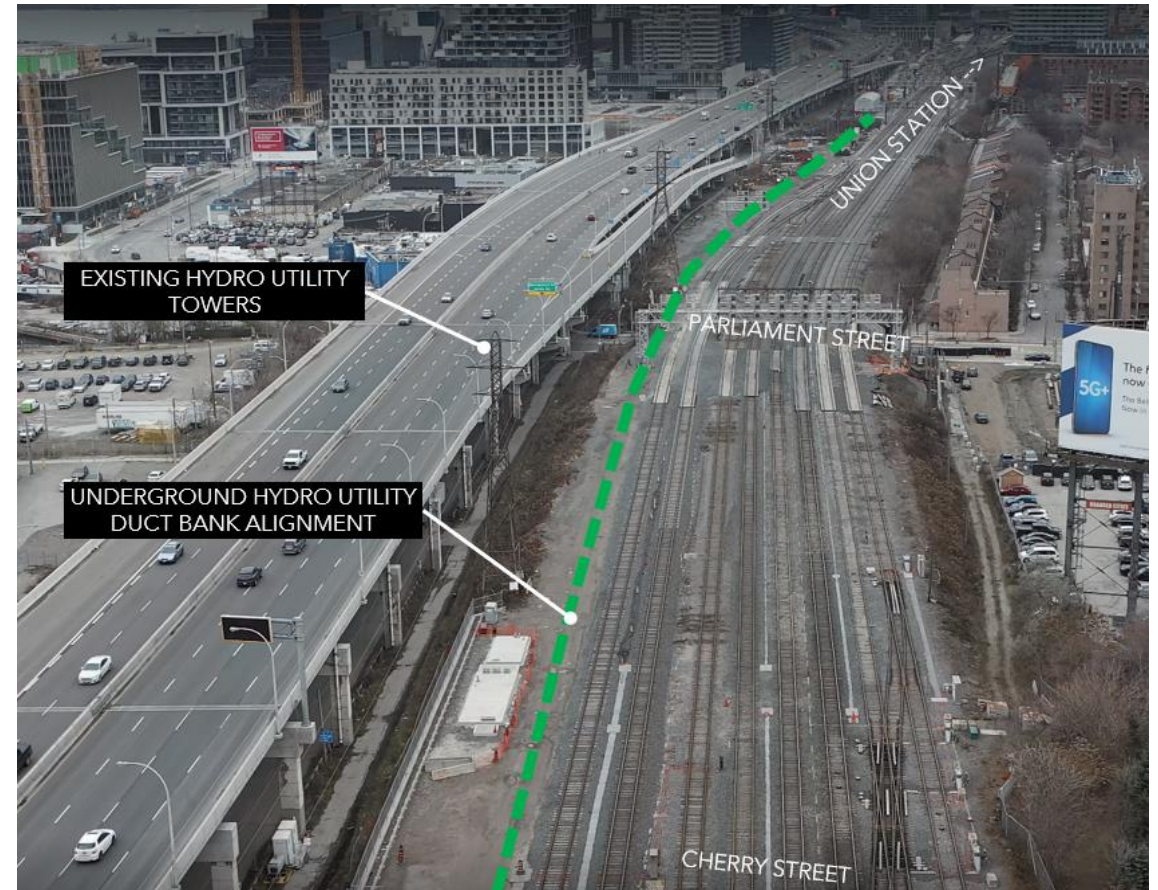
Hydro Utility Duct Bank Commissioning – *Ongoing*

- First circuit to be energized by Winter 2024-2025
- Remaining two (2) circuits to be decommissioned and energized by Summer 2025

Hydro Utility Tower Removal – *Spring 2025*

- Decommissioned aerial cables and towers will be removed from the Union Station Rail Corridor starting in Spring 2025.

Potential Impacts: Road closures and noise (including night work and weekend work).



*Timelines are subject to change and the schedule will be updated regularly.

Activities – Wilson Yard

Retaining Wall Installation – *Ongoing*

- Retaining wall installation on west side of site is nearing completion. It is being constructed in anticipation of the surcharge in Wilson Yard.

Ground Levelling (surcharge) – *Upcoming*

- Ground area to be raised to the elevation of Don Yard located to the North of Wilson Yard. This will allow for the future installation of additional storage tracks as part of the greater GO Expansion Program this winter.

Access Road Construction – *Upcoming*

- Existing access driveway to be regraded to suit surcharge in Wilson Yard and will be reworked in the future to align with City's future plans for the area late winter.



Photo: Wilson Yard Surcharge Zones

OnTrack Alliance: Environmental Mitigation & Monitoring

**Karen Dam, Environmental Project Manager
Metrolinx Environmental Programs and Assessment**

Environmental Mitigation



Site Inspections: Weekly environmental inspections are conducted in accordance to the environmental management plan. The inspection checklists ensure mitigation measures are effective, identify any deficiencies and recommend immediate corrective actions.



Spill Prevention and Response: Spill kits are located throughout the construction area and in company vehicles. Equipment containing fuels and liquids has containment, drip trays, and is located away from catch basins. All spills are managed in accordance to a spill prevention and response plan and follow regulatory reporting requirements.



Silt fencing installed at Wilson Yard to prevent soil from migrating off-site



Slope stabilization near Lower Sherbourne Street
USRC bridge



Spill kit located in Wilson
Yard

Environmental Mitigation



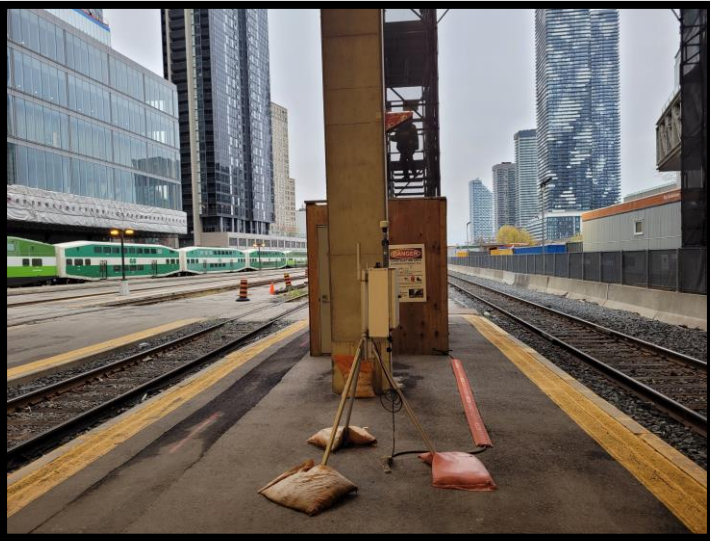
Winter Preparation: The construction dewatering system will be winterized with heat tracing for the hoses and pipes, as well as utilize aeration pumps for the holding tanks to prevent freezing. The system ensures that discharged water meets quality guidelines in accordance with City of Toronto permits.



Construction dewatering holding tank, located near the Scott Street Tower

Environmental Monitoring

Monitoring: Air quality, noise and vibration monitoring equipment are placed at select sensitive locations throughout the project area. Exceedances of guidelines and regulatory limits, as well as the community impacts and complaints received have been minimal- a positive trend in the monitoring program.



Example of Air Quality Monitoring Equipment
platform 21 Union Station



Example of Noise Monitoring Equipment at a
residential property at Lower Sherbourne Street



Example of Vibration Monitoring Equipment
installed in Union Station

Archaeological Monitoring



The archaeological investigation of the 19th century wharf structures in Area I was completed in September. Further archaeological monitoring is not required as there are no planned excavations under 76 m ASL.

During excavations on the west side of Lower Sherbourne Street near the USRC bridge, a large horizontal timber running north-south was uncovered. This timber appears to be part of another wharf structure, which was documented by 3D scan and photography.

Conservation options are being assessed for the nineteenth century Spencer repeating rifles that were uncovered from Area F, which are currently housed in a WSP laboratory.



Spencer rifles (circa 1865) recovered from the sediment adjacent to a mid-nineteenth century wharf structure



Wood timber uncovered during hydro-vac excavation at Lower Sherbourne Street West

Ontario Line

We Are Here For You

Ontario Line Community Engagement Contact Information

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

Connect With Us:

- Zahrah Munas , Community Engagement Advisor Zahrah.Munas@metrolinx.com, 437-328-5354
- Mark Clancy, Senior Manager, Community Engagement Mark.Clancy@metrolinx.com, 647-449-2857

Telephone 24/7 @ 416-202-5100

Ontario Line e-newsletter @ [Metrolinx.com/OntarioLine](https://metrolinx.com/OntarioLine)

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Questions & Discussion

Next Steps for the CLC

Overview – James Burchell, Community Engagement

Next Steps

- Next meeting will be Spring 2025
- Minutes will be prepared and shared in advance of next meeting for discussion points
- Interim questions can be submitted via email to torontoeast@metrolinx.com.
- Encourage your neighbours to subscribe to the **NEW** Toronto East (Ontario Line) e-Newsletters at

<https://www.metrolinx.com/en/subscribe-to-emails>



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