

**Moss Park and Corktown CLC
MINUTES**

November 27, 2025
6 p.m. to 7 p.m. (Teams Meeting)

Attendees:

BIAs/Community Groups/Non-Profit Organizations/Residents

- Cory Lemos (CRBA)
- Candace McCool (Windmill Line Co-op)
- Neil Betteridge (Gooderham & Worts Neighbourhood Association)
- David Balcon
- Sylvie Greeniaus
- Nick Culverwell
- Nancy Thacker
- Suzanne Kavanagh (SLNA)
- Annie Yang
- Cindy Wilkey
- Michael Bethke
- SGT Joe General, Moss Park Armoury
- WO Jennifer Wood, Moss Park Armoury

City of Toronto

- Nazli Dehghani
- Nancy Aranha

Metrolinx

- Daniel Cicero
- Mark Clancy
- Flavia Santiago
- Jason Hall
- Ross Andersen
- Zahrah Munas

OTG

- Allison Dewhirst
- Michael Klein
- Bella Santos
- Rafael Joffre Godoy
- Pierre Daudibertieres
- Eric Devera
- Flavie Hamelin

OVERVIEW:

On Thursday, November 27, 2025, Metrolinx, in partnership with Ontario Transit Group (OTG), hosted a virtual combined Construction Liaison Committee (CLC) meeting to provide an update on construction progress at the Moss Park and Corktown sites.

Metrolinx welcomed attendees, presented the second new combined format and addressed session guidelines. The team also presented a safety topic related to preparing for the winter season.

OTG teams led the construction presentation, beginning with the Corktown site. The team started with frequently asked questions about this station and followed with a summary of the work and pictures showcasing progress.

Progress at the North Site is steady, with work on key station components advancing. Recent tasks include pouring the mud slab, finishing grounding and bonding, installing the waterproofing membrane, and progressing with the base slab pours.

At the south shaft, progress continues with ongoing cavern mining, where a breakthrough has been achieved, and rock excavation is moving from south to north. To help manage construction noise, the noise blanket has been extended and is fully closed during overnight hours. Shaft excavation is also progressing steadily as part of the overall site development.

The construction presentation was followed by a summary of work at the future Moss Park station. Permanent station construction is progressing with key structural elements now being installed to form the station's foundation. Current work includes placing the waterproofing membrane, installing rebar, and continuing the concrete pours for the permanent station base slab, which is now more than 50% complete.

After each construction update, **Metrolinx** opened the floor to questions.

CORKTOWN QUESTIONS:

Attendee asked why the permanent slab of concrete pours, which will occur over an 18-month period, must begin at 3 a.m.

- **OTG** replied that once a concrete pour begins, it must be completed in a continuous operation to avoid leaving the site in an unfinished or unsafe condition. Starting as early as possible allows the crew to finish the pour within the same work window, ensuring safety, quality, and operational efficiency.

Attendee asked how many concrete trucks are expected to arrive on-site between 3 a.m. and 11 p.m. during a pour.

- **OTG** explained that the number of trucks varies depending on the size of the pour. Each concrete truck typically carries 9-10 cubic metres of concrete. For example, a 900-cubic-metre pour would require roughly 90 trucks. In general, the expected range is between 50 and 100 trucks, depending on the total volume needed.

Attendee asked for updates on the decoration work, specifically seeking clarity on the status and progress of artwork on the hoarding.

- **Metrolinx** informed that they have been working closely with OTG and the commercial team on the Art program. The process has taken longer than expected and is still undergoing approvals, but they anticipate having a clearer direction by spring 2026.

Attendee asked whether there was an estimated timeframe for finalizing the station naming.

- **Metrolinx** explained that discussions were ongoing through working tables with several stakeholders. At this stage, there is no confirmed timeline, but they will follow up internally.

MOSS PARK QUESTIONS:

Attendee asked for clarification on the total number of trucks required for pours scheduled between 5 a.m. and 11 p.m., seeking to understand the scale of truck traffic over that period.

- **OTG** responded that the situation is similar to Corktown Station. Currently, the invert pour is the largest in terms of volume, requiring approximately 8-10 trucks per hour, with about one large pour per week. In the future, pours will be smaller, with an estimated 5-10 trucks per day instead of the roughly 100 trucks currently needed for the larger pours.

Attendee inquired about when the tunnel boring machines (TBMs) are expected to reach Moss Park Station and Corktown Station, seeking a general timeline in years.

- **OTG** explained that tunnelling will begin from Exhibition in spring 2026. From that point, it is expected to take approximately one year for the TBMs to reach Moss Park Station, around December 2026, with several additional months required to reach Corktown Station thereafter (mid-2027).

Metrolinx ended the meeting by confirming it was the last for 2025 and that the next CLC will resume on January 29, 2026.