

RELIEF LINE



**Relief Line Project Assessment Phase 4.3
Local Segment - Stakeholder Advisory Group (LS-SAG)
Meeting #3**

**Tuesday March 21, 2017 | 7:00 – 8:30 pm
Morse Street Junior Public School | 180 Carlaw Avenue**

Meeting Summary

Participants

Barb Amsden
Sue Birge
Enid Moscovitch

Rebecca Renwick
Ron Smyth
Samantha Spence
Jennifer Story

Project Staff

James Perttula – Director, Transit and
Transportation Planning, City of Toronto

Stella Gustavson – Program Manager,
Transit Implementation Unit, City of Toronto

David Nagler – Manager, Community Relations,
CEO's Office, Toronto Transit Commission

Paul Millet – Chief Project Engineer, Engineering,
Construction and Expansion Section, Toronto
Transit Commission

Malcolm MacKay – Project Manager, Engineering,
Construction and Expansion Sector,
Toronto Transit Commission

Councillor's Office

Councillor Paul Fletcher, Ward 30

Susan Serran, EA to Councillor Fletcher

Project Consultant Team

Jim Faight – Director, Community Engagement,
LURA Consulting

Niki Angelis – Community Engagement Specialist,
LURA Consulting

1. Agenda Review, Opening Remarks and Introduction

Jim Faught, Director, Community Engagement, LURA Consulting, welcomed participants to the third Local Segment - Stakeholder Advisory Group meeting for the Relief Line Project Assessment. Mr. Faught provided an overview of the meeting agenda and facilitated a round of introductions.

Councillor Fletcher thanked the LS-SAG members for their participation over the many weeks. The efforts of the members and staff have helped to refine the presentation and help address questions that are of importance and interest to the surrounding community. The councillor also thanked the project team for their work on the technical study that helped refine the alignment options.

James Perttula, Director, Transit and Transportation Planning, City Planning Division, City of Toronto, began the presentation with a brief overview of the Relief Line route selection. The process began in 2014 and in 2016 City Council approved a general alignment from downtown to Danforth and directed City and TTC staff to assess an additional alignment in this local segment.

A comprehensive evaluation framework was used and comprised criteria to support that transit needs to serve people, strengthen places and support prosperity. Ultimately the goal is to maximize city-building opportunities around the stations, provide the best transit options for people and to minimize the impact on stable neighbourhoods both during and after construction. Mr. Perttula outlined the findings for both the Pape and Carlaw local segment alignment options and discussed the rationale behind the recommendation of Carlaw as the preferred alignment.

The technical work used to support the evaluation of local segment options since July 2016 included: geotechnical and seismic analysis, study of existing subway noise and vibration conditions to compare the Bloor-Danforth Subway and Sheppard Subway, a study of potential real estate impacts and investigation of underground constraints including builds, services and utilities. Mr. Perttula advised the group that the Relief Line will meet or exceed the stringent TTC and MOECC standards on noise and vibration through use of techniques such as a deep tunnelling that is mainly in bedrock and advanced subway design technology.

Based on the comprehensive evaluation, Carlaw is the preferred alignment in the local segment.

The next steps are to report to Executive Council on April 19 and then to City Council on April 26 on the preferred alignment for the local segment. Following Council approval, the project will advance to the Transit Project Assessment Process (TPAP) later in 2017 year.

2. Discussion

Questions and discussions were encouraged following the presentation. The summary of the Question and Answer period that took place is provided below. Questions are noted with **Q**, responses are noted by **A**, and comments are noted by **C**.

C: I would like to say that the information presented today was much better than the previous meeting. It was very concise and clear.

Q: I have a question about costing. Will that be presented to executive council and city council?

A: We will provide information on what makes the most sense for this route. Costing will also be considered but there are still a lot of unknowns about the overall cost since the design is still at a very early stage.

Q: People who live on Carlaw want details on what is going to happen when the construction commences.

A: A constructability report will be part of the next steps that will provide more details on staging and launch shaft locations for tunnel boring etc.

Councillor: What you are asking for is all a part of the planning process. When the design and construction details come out, we will work on this together with the community and I am going to lobby for a Community Liaison Officer to ensure the concerns of the community are addressed and dealt with such as property, parking and access issues

A: There will be information provided on panels for the public meeting on what to expect during construction. We will also compile examples from previous projects.

Q: Where will the launch shaft for the tunnel boring machine be located?

A: Launch shaft locations have not yet been determined. Siting for launch shafts would generally avoid narrow streets or high traffic areas.

Q: Will there be an on-the-ground Community Liaison Officer (CLO) and community office where someone can walk into an office and talk to someone face-to-face like there was on the Leslie Street project?

A: Yes, there will be CLOs on the relief line project.

C: From past experience it is great to get to have someone to speak to who is personable and can answer questions.

C (by Facilitator): There are a number of ways to ensure community impacts are considered. In the past we have had construction committee meetings and safety walks that were very helpful to navigate through the construction phase.

Q: Is there any idea about timing for the project?

A: Based on information we have at this time, we anticipate that TPAP will be completed by later this year or early next year, followed by the project design phase. If the project receives funding to advance, construction could begin by about 2024 to facilitate completion by 2031.

C: The "Things to Consider" slide is great and very helpful.

C: A comment on the presentation; this font is too small. I would recommend a larger presentation font for the public meeting.

A: The screen at the public meeting will be much larger. We will also be able to provide you with a hard copy.

C: Presenters sometimes use a lot of acronyms that people do not understand; this can be perceived as not respectful or makes people feel like they are possibly being duped. Please reduce the use acronyms.

Q: For how long will the street be under construction? Will it be for the duration of the subway construction period?

A: A construction management plan will be developed as part of the next phase of work.

Q: In terms of extraction site, is it safe to assume that it won't be in a residential area?

A: Examples of possible sites would be in the mall area or somewhere along Eastern Avenue.

C: I know you can't commit to sites but it would be nice to know for residents that it will not be smack in the middle of their neighbourhoods.

Q: As the consultations continue, are we eligible to be in another community advisory group?

A: The new South Pape Residents Association has already been added to the broader Stakeholder Advisory Group for the whole Relief Line study area. Continued engagement with community stakeholders is a key component of the process, and we will keep people informed and ensure that people can provide feedback in a number of ways during the planning and construction phases.

C: The South Pape Residents Association will be at the April 5th meeting and will be signing people up to the information distribution list to keep residents informed.

C: The next segment north of the Danforth will also begin planning soon. Having local people become a part of the stakeholder group will be helpful.

Jim Faught closed out the discussion period with thanks to the group for their input and the time they spent in this phase of consultation.

3. Wrap Up and Next Steps

Mr. Perttula concluded the meeting by again outlining next steps and advising the group of the upcoming public meeting on April 5, 2017.