

MEETING MINUTES

Topic: Tunnel Construction Committee Meeting Number 8 – May 28, 2013

Location: Harbourfront Community Centre

Attendees:

Greg Kitscha	Forum Equity Partners Inc.
Russ Martin	PCL Constructors
Gene Cabral	Toronto Port Authority
Jen Chan	Councillor Vaughan's Office
Heino Molls	Bathurst Quay Neighbourhood Association
Hal Beck	Bathurst Quay Neighbourhood Association
Christopher Dunn	City of Toronto, Waterfront Secretariat
Kimberley Kilburn	City of Toronto, Municipal Licensing & Standards

Distribution:

Attendees	
Ken Lundy	Toronto Port Authority
Henry Piersig	Bathurst Quay Neighbourhood Association
Charlotte Sam	St. Stephen's Waterfront Daycare
Kathryn Exner	The Waterfront School Parent Council
Mario Silva	Toronto District School Board
Ken Shier	PCL Constructors
Rudy Piroso	Ministry of the Environment
Barb Lachapelle	Toronto Public Health
Karen Barnes	The Waterfront School
John Horne	Bathurst Quay Neighbourhood Association
Leona Rodall	Harbourfront Community Centre
Gabriela Kurzydowski	City School
Rod Adams	Ministry of the Environment
Paula Budhlall	The Waterfront School
Joseph Svec	Bathurst Quay Neighborhood Association
Beverly Dywan	City School Parent Council
Joan Prowse	Bathurst Quay Neighborhood Association
Jackie Garrison	The Waterfront School Parent Council

Date: May 28, 2013 (19:00 – 21:00)

ACTION ITEMS

No.	Action	Responsible	Status / TCD
1	Presentations to be circulated to all attendees following TCC Meeting (See Attachment 1).	Forum	Complete

MEETING MINUTES: “QUESTIONS & DISCUSSION”

Question: Will the tunnel construction vehicles continue to respect the local neighbourhood and continue to not make use of Stadium Road and the other local residential streets when moving equipment and materials to and from Site?

Answer: Yes.

Question: With the TPA’s Marine Exclusion Zone Lakefill Project being deferred pending the assessment of the proposed runway extensions, as requested by the City of Toronto, will the excavated material from the tunnel be stored on Site or will it be removed from Site via truck?

Answer: The excavated materials will continue to be removed from Site via truck.

Question: Given the City Services are not being constructed within the pedestrian tunnel why is the construction program being extended beyond 7:00 PM?

Answer: The City of Toronto, the Toronto Port Authority and the tunnel construction team (Forum and PCL) met in early March 2013 to review the tunnel construction program and to review and define the hours of construction and other related constraints for the construction activities. The outcome from that meeting was an agreement to:

- Limit work to occur between Monday and Saturday;
- Not permit the operation of the batching assembly beyond 11:00 PM;
- Not permit the operation of “mucking” beyond 11:00 PM (i.e. stockpiling excavated materials at the surface);
- Permit the use of the gantry crane in support construction activities overnight, and to use best efforts to ensure such use is infrequent and produces minimal noise; and
- Permit overnight construction activities where such activities are carried out within the tunnel/shaft.

Question: What changes has the tunnel construction program undergone to respond to the community’s feedback.

Answer: The tunnel construction team continues to take very seriously all comments raised by the local community and stakeholders and we have made adjustments to our construction program to respond directly to the community’s feedback. These changes have included, but are not limited to:

- Changing out the back-up beepers on the construction vehicles to minimize any noise impacts;
- Adjusting the surface vs. shaft/tunnel work to align with the program constraints per the March 2013 meeting with the City of Toronto noted above;
- Installation of on-site video monitor equipment to enable confirmation of construction activities per the March 2013 meeting with the City of Toronto noted above; and
- General Contractor on-site confirmation of shift change from day/evening to overnight work activities to ensure compliance with constraints per the March 2013 meeting with the City of Toronto noted above.

Question: Has the tunnel construction program been conducted during overnight hours?

Answer: Yes.

Furthermore, following the above noted meeting with the City of Toronto in March 2013 the construction program was adjusted to respond to the requirements established with the City of Toronto.

Question: Since the changes to the construction program have been made has the community experienced an improvement in the construction program's noise?

Answer: Yes.

However it was noted that the construction program continues to generate some noise.

Question: Hal Beck requested that all construction related enquiries received during the second half of 2012 from the community and/or local stakeholders to be published on a verbatim basis.

Answer: This request cannot be accommodated.

Question: What was the nature of the work related to the "pile driving" that occurred over the weekend of April 14?

Answer: The tunnel construction team sincerely apologizes for any inconvenience that was caused to local area residents during the work that was carried out relating to the City of Toronto's water main extension to Hanlan's Point pumping station.

This work involved a directional drilling methodology whereby a steel sleeve was required to be embedded into bedrock using a pneumatic hammer that created a repetitive hammering sound when in operation.

Although the majority of this work was completed during the weekday shifts, a portion of this work was re-scheduled to occur over the above noted weekend in response to safety concerns related to adjacent and active passenger aircraft at the Airport. To ensure the safe completion of the work the local Airport gate was required to be closed and the coordination associated with this scheduling requirement was completed over the weekend in question to enable the construction team and the Airport operators to adjust their respective operations accordingly.

On April 12, the Toronto Port Authority issued a construction notification that included details related to this work and although it is regrettable that such notification was provided with little notice, the need to conduct the work over the course of the weekend was not confirmed with adequate time to provide a greater degree of notice.

Question: Was the installation of the City's municipal services included in an Environmental Assessment?

Answer: The City conducted an environmental assessment in 2009 for its original Island Water Supply Route Study. The City published an EA Addendum addressing the revised construction route utilizing the Pedestrian Tunnel in November 2011.

Statement: Heino asked that his concern for an increased level of truck activity be minuted.

Question: As the main tunnel excavation is now underway, is it expected that the level of truck activity be increased?

Answer: No.

In fact some of the highest expected truck activity was past with the completion of the seven (7) drift tunnels and their continuous pours of concrete.

Question: Will a Public Meeting be held if and when the TPA resumes its Environmental Assessment related to the Marine Exclusion Zone Lakefill Project?

Answer: Yes

Statement: Heino asked that a formal minute be noted stating that regardless of the amount of audible noise created by the construction program, including no audible noise, all construction activities conducted overnight should be ceased.

Question: When will the overburden excavated from the Island shaft area and currently stored on the Airport's infield be used to backfill the Island shaft?

Answer: In approximately seven (7) months.

Question: Can the backfilling work noted above be discussed at a future Tunnel Construction Committee Meeting?

Answer: Yes. This item can be included in July or September's Tunnel Construction Committee Meeting agenda.

Question: Does the TPA require all runway crossings to occur at night?

Answer: No. The Airport can manage to have runway crossings during airport operation hours and the decision of when and how a crossing is to be arranged is based on many factors, including the number of crossings required to move the required equipment/materials across the runways. Generally speaking, crossings requiring fewer movements (i.e. less equipment/materials) can better be accommodated during the Airport's operating hours.

Statement: Hal noted that the community is interested in ensuring the tunnel project minimizes any impacts related to: trucking, lighting, and excavation equipment.

Question: Can the November 2013 Tunnel Construction Committee Meeting be rescheduled so as not to conflict with the TPA's Community Liaison Meeting?

Answer: Yes.

The November 2013 meeting will be re-scheduled to Tuesday November 19, 2013 (7:00 PM at the Harbourfront Community Centre).

NEXT MEETING:

July 23, 2013 – 7:00 PM

Harbourfront Community Centre

ATTACHMENT 1 – Meeting Presentation Slide Deck