

MEETING MINUTES

Topic: Tunnel Construction Committee Meeting Number 6 – January 29, 2013

Location: Harbourfront Community Centre

Attendees:

Greg Kitscha	Forum Equity Partners Inc.
Ken Lundy	Toronto Port Authority
Jen Chan	Councillor Vaughan’s Office
Charlotte Sam	St. Stephen’s Waterfront Daycare
Kathryn Exner	The Waterfront School Parent Council
Heino Molls	Bathurst Quay Neighbourhood Association
Mario Silva	Toronto District School Board
Hal Beck	Bathurst Quay Neighbourhood Association
Henry Piersig	Bathurst Quay Neighbourhood Association

Distribution:

Attendees	
Gene Cabral	Toronto Port Authority
Ken Shier	PCL
Rudy Pirosko	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: January 29, 2013 (19:00 – 20:30)

ACTION ITEMS

No.	Action	Responsible	Status / TCD
1	Presentations to be circulated to all attendees following TCC Meeting (See Attachment 2).	Forum	Complete
2	Stakeholder enquiry summary to be provided following TCC Meeting (See Attachment 1).	Forum	Complete

MEETING MINUTES: “QUESTIONS & DISCUSSION”

Question: What City of Toronto services are being installed within the pedestrian tunnel?

Answer: A City of Toronto service is being installed within each of the three west-most drift tunnels. These three services include one 400mm forced watermain, one 200mm forced sewage main and one 300mm forced sewage main. The watermain is being delivered from the mainland to the island and will be terminated at a pumping station in the south-east end of the island and routed under the airport’s runways via directional drilling. The sewer main is being delivered from the mainland to a pumping station at the north-east end of the island.

Question: What will the excavated material that has been deposited on the island be used for in the future?

Answer: This material will be used as back-fill on the island (to the extent required) once the tunnel is constructed. If there is unused material remaining this may be used to advance a perimeter security road by the TPA.

Question: What is the status of the plan to advance the deposit of excavated shale in the Marine Exclusion Zone? What is the proper forum for concerns related to this proposal?

Answer: The Environmental Assessment has been approved for this work to proceed and the tunnel construction team has been provided a specification for how to proceed with the work in accordance with the Environmental Assessment. Currently a plan to incorporate this work into the tunnel’s construction has not been developed. It is noted that some members of the community have concerns for this work and to respond to these concerns the TPA will remind the community where to locate the results of its environmental assessment, which has been conducted by Dillon Consulting. Also, in the event the work proceeds, the TPA and its subcontractor will present a technical overview of the methods that will be employed to perform the work in accordance with the Environmental Assessment.

Question: The community has raised concerns that noise originating from the airport/construction site has occurred and is disruptive to local residents.

Answer: Notwithstanding the fact that it has been acknowledged during this and other meetings that PCL’s construction efforts have been well-managed and that PCL has been successful at minimizing disruption to the local area neighbourhood, including truck movements and not having construction vehicles staging on local streets, there are some points of concern that require attention:

- Prompted by the community’s experience and description of sounds (e.g. whining sound may have been caused by an excavator on the island) during overnight hours, it was undertaken to provide a description of work since the start of construction as it related to night noise. This is provided in Attachment 2.
- Hal Beck reiterated that from his opinion, PCL is managing a well-run construction program and is generally minimizing disruption to the local neighbourhood as best as physically possible, that said activities are being completed during sleeping hours and

the contractor should avoid overnight scheduled work if resultant noise is inappropriate given proximity to local community. As an additional measure he requested that specific advance warnings be provided that identify if/when evening work will be conducted. As a response to this request it was explained that such notice is not generally possible given the unpredictable nature of tunnelling work. The TPA and the construction team will however, continue to provide updates to the community through the TPA's two-week construction look-ahead notices. Hal also noted that targeted weeks of planned overnight construction activity should be communicated as the scheduled dates become known.

Question: **Is the overnight ferry use in support of the City's work at Hanlan's Point or the overnight work related to the construction of the taxi queuing area part of the tunnel construction scope?**

Answer: No. It is acknowledged that some of the work in and around the Airport both during the day and overnight is unrelated to the tunnel construction, however all parties agree that it is difficult for a local area resident to differentiate non-tunnel construction work from the tunnel construction work.

For example, the overnight work that was conducted to construct the TPA's taxi queuing area, which resulted in several noise complaints, was unrelated to the tunnel construction. To help clarify this going forward, the tunnel construction team and the TPA will endeavour to identify these non-tunnel related works during these committee meetings and through the two-week look ahead notices going forward.

Question: **Hal Beck informed the group that he followed up with the City regarding their work at Hanlan's Point that required overnight ferry use.**

Answer: According to the City, the TPA did not advise that its use of the ferry's at night caused any noise concerns for local residents.

Question: **The residents requested that construction vehicles / taxis be advised not to honk at the labour protesters.**

Answer: Noted.

Question: **Are there any unusual construction activities to be expected in the coming weeks?**

Answer: The tunnel construction team advised the community that a total of seven continuous concrete pours will occur over the next several weeks. These are important milestones in the construction program and may be accompanied by a larger than normal truck presence on site including cement trucks (if/as necessary). The first such event was scheduled for the end of January; however it has been postponed until the 2nd or 3rd week of February.

In addition, it was acknowledged that the batching assembly was an important piece of equipment in the overall construction program's strategy and in particular during large concrete pours such as this. For example, if the batching assembly was not employed the continuous concrete pour for each drift would require approximately 65 concrete mixing trucks to be

staged on or immediately proximate to the site (as opposed to the expected 15 deliveries of aggregate to the site).

NEXT MEETING:

March 26, 2013 – 7:00 PM

Harbourfront Community Centre

The Billy Bishop Toronto City Airport Tunnel Project

Tunnel Construction Committee Meeting #6

Tuesday January 29, 2013

Agenda

1. Review of Minutes	Forum
2. Two Month Look Back	Forum
3. Two Month Look Ahead	Forum
4. Questions & Discussion	All
5. Next Meeting	TPA

1. Review of Minutes

MEETING MINUTES **FORUM**

Topic: Tunnel Construction Committee Meeting Number 5 - November 29, 2012

Location: Mainland West Community Centre

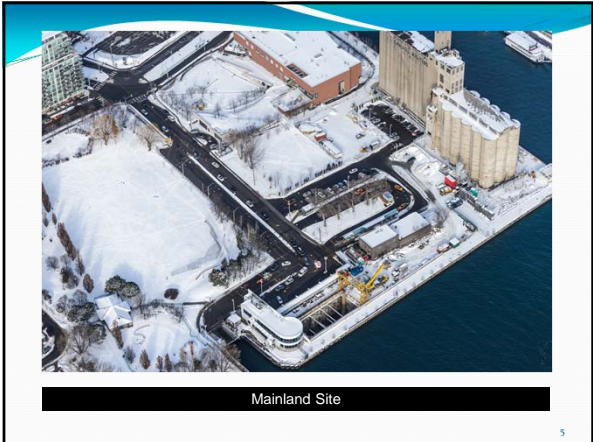
Attendees: Greg Blatch, Brian Beady, Gene Clabud, Chantelle Lane, Halley Lee, Martin Salm, Bill Smith, Henry Stracy, Brian Toppo Builders Inc., Toronto West Authority, Toronto West Authority, St. Stephen's/McMichael/Bayview, The Mainland School Board Council, Toronto District School Board, Harbourfront High School Association, Harbourfront High School Association

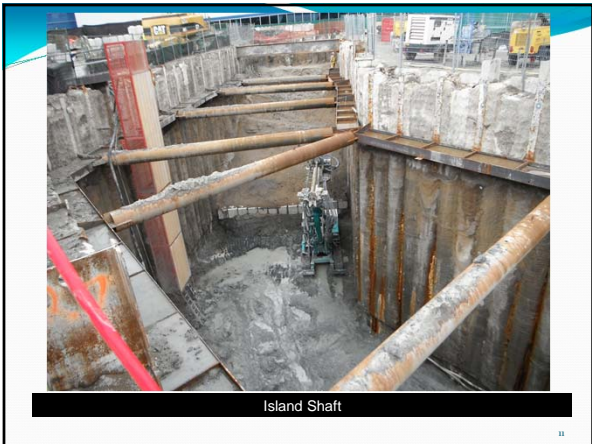
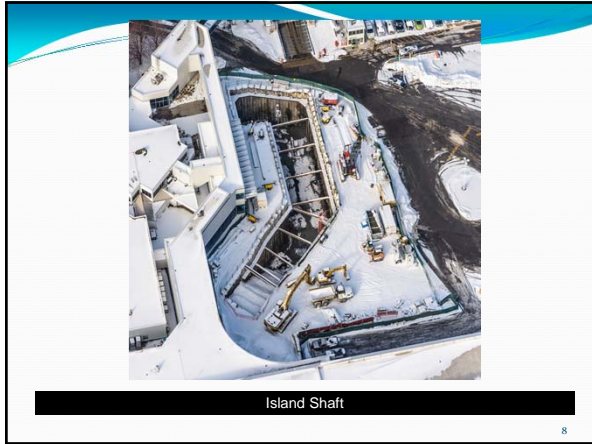
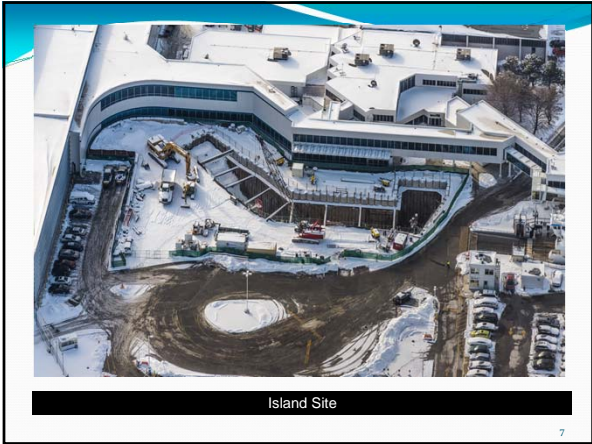
Not in Attendance: Attendees: Bill Pirodas, Martin Salm, Gene Clabud, Ryan Chan, John Borek, Bryan Bubb, Catherine Burroughs, Bill Adams, Wade Smith, Joseph Verc, Nancy Symes, Ryan Evans, Justin Morrison, PCL, Ministry of Water Resources, Toronto Public Works, The Mainland School, Council for Metropolitan Cities, Harbourfront High School Association, Mainland West Community Centre, City School, Ministry of Water Resources, The Mainland School, Harbourfront High School Association, City School Board Council

Date: November 29, 2012 (09:00 - 10:30)

2. Two Month Look-Back

1. Mainland shaft complete to drift tunnel level.
2. Well advanced in shaft construction on the island.





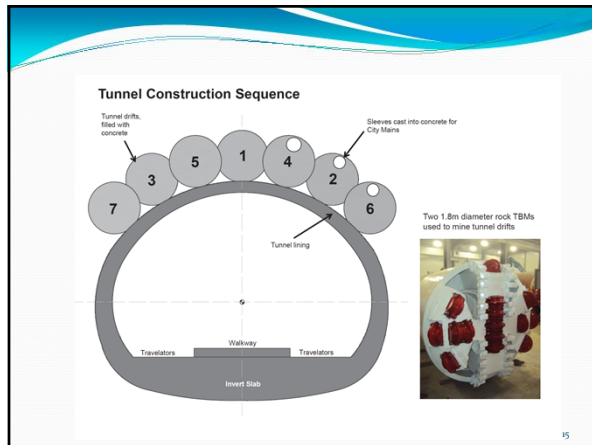
3. Two Month Look-Ahead

1. Complete shaft construction (island).
2. Construction of “drift tunnels”
(December 2012 to Spring 2013)
3. Construction of the “pedestrian tunnel”
(Spring 2012 to Fall 2013)
4. Tunnel Fit-Out and Construction of Buildings
(Fall 2013 to Spring 2014)

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5. Questions & Discussion

1. Review of Project website and Hotline questions / comments.
2. Open floor for questions and answers / discussion.

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7. Next Meeting

7. Tuesday March 26th, 2013

After which we propose continuing with the following regular meetings on the 4th Tuesday of every 2nd month:

8. Tuesday May 28th, 2013
9. Tuesday July 23th, 2013
10. Tuesday September 24th, 2013
11. Tuesday November 26th, 2013*
12. Tuesday January 28th, 2014

* Potential conflict with the TPA's CLC Meeting – this meeting may need to be rescheduled and this will be done closer to the meeting date.

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ATTACHMENT 2 – Description of Past Construction Works

- June 2012 – During this period a total of seven individuals logged web-enabled enquiries. These were generally clustered within the third week of June. At the time of these enquiries, and in support of the relocation of several City of Toronto services, work was progressed after the airport’s operating hours.
- July 2012 - During this period a total of three individuals logged web-enabled enquiries. These were general clustered around three days. At the time of these enquiries, and in support of the relocation of several City of Toronto services, work was progressed after the airport’s operating hours.
- August 2012 – During this period a total of two individuals logged web-enabled enquiries. These were general clustered within the second week of August. At the time of these enquiries, and in support of the relocation of several City of Toronto services, work was progressed after the airport’s operating hours.
- October 2012 – During this period a total of two individuals logged web-enabled enquiries. These were clustered around within one day. At the time of these enquiries, and in support of efforts to accommodate the temporary/permanent deposit of excavated overburden from the island shaft to the airport’s infield, work was progressed on the island after the airport’s operating hours.
- November 2012 – During this period a total of two individuals logged web and hotline enabled enquiries. These were generally clustered around three days. At the time of these enquiries, and in support of efforts to accommodate the temporary/permanent deposit of excavated overburden from the island shaft to the airport’s infield, work was progressed on the island after the airport’s operating hours.
- December 2012 - During this period a total of two individuals logged web-enabled enquiries. These were generally clustered around one day. At the time of these enquiries, and in support of efforts to advance the construction of the TPA’s taxi corral on the mainland, work was progressed on the mainland after the airport’s operating hours.