



Construction Liaison Group, Meeting #13
Leslie Barns & Leslie Connection Track
October 30, 2014

Facilitated By:

Jim Faught, Lura Consulting

Attended By:

Community Members:

Gabriella Byron, Caron Court, Michael Holloway, Allegra MacDonald, Janet MacDonald, Paul Young

City of Toronto:

Barbara Lachapelle (Toronto Public Health)

TTC:

Elizabeth Garkowski, Niki Angelis, Charles Lee, Adrienne Long, David Nagler, Bryan Chung, Les Kelman, Justin Chin (Aecom)

Contractor (Pomerleau):

Melissa Montgomery, Daniel Bissonnette, Linda Lattner

These meeting minutes were prepared by TTC community liaison staff. These minutes are not intended to provide verbatim accounts of discussions. Rather, they summarize and document the key points made during the discussions, as well as the outcomes and actions arising from the CLG meetings.

Welcome and Agenda Review

Jim Faught outlined the agenda for the meeting that included an update on work completed, work days and scheduling, the follow up to action items from the previous CLG meeting an overview of upcoming preliminary construction phasing. Jim reminded the group of the CLG’s code of conduct and highlighted that as a group we are here to work together and have a productive discussion to help reduce construction impacts and thanked the members for their continued involvement in the meetings.

Jim asked the group if there were any outstanding issues specific to the previous meeting that they would like to discuss. None were voiced. Jim then turned the attention to David Nagler to commence the presentation.



Work To Date

David gave an overview of the work currently taking place in the closure area and other sites on Leslie Street including track installation, special form work for vibration mitigation and progress of sanitary sewer work on Leslie. The action items from the previous CLG Meeting were reviewed.

The 9 Action Items from the *previous* CLG Meeting were discussed:

Action Item No. 1: Provide an update to CLG members after discussion with Toronto Hydro regarding additional lights for the pedestrian crossing at the Leslie and Lake Shore intersection.

Response: While there is no specific lighting being installed over the east side pedestrian crossing, the project team has made a request of Toronto Hydro to fix lights that have burned out.

Action Item No. 2: TTC to follow up with City to ensure that if they decide to make any changes to sidewalk widths, that they engage residents before any work commences under the TTC contract.

Response: The TTC has advised the City that any plans to change sidewalk widths must be discussed with adjacent homeowners.

Action Item No. 3: Request for urgent notifications such as utility disruption, impeded access, etc. to be printed in a way to make them more noticeable (whether by different colour paper or bolder / highlighted headers).

Response: Recent notifications for water shut offs to residents on Mosley included highlighting important data.

Action Item No. 4: Send air quality data from monitoring device to Toronto Public Health and to Marigold Gardens.

Response: Data was sent first to Toronto Public Health on the evening of October 1st. On Oct 9, data recorded on Oct 1 and Oct 8 was sent to the Marigold Gardens.

Action Item No. 5 : TTC Inspector along with Health and Safety officer from Pomerleau to walk site with hand held air quality monitors daily.

Response: Walks with the handheld monitors are carried out daily. Values are recorded manually by the TTC inspector

Action Item No. 6: Relocate the speed trailer currently on Rushbrooke to Woodfield.

Response: A speed trailer has been moved to Woodfield.

Action Item No. 7: Provide updates to the residents between Mosley and Eastern regarding the schedule to reopen their section of Leslie

Response: Update provided October 28 regarding completion date in late November citing utility challenges.



Action Item No. 8: Inform the City when sidewalks in front of Avondale are complete and request transit shelter to be reinstated.

Response: Once the sidewalk is reinstated, a request for the transit shelter to be reinstated will be made to City Street Furniture Department.

Action Item No. 9: Provide a drawing of streetscaping plan showing sidewalk widths for next meeting.

Response: Plan will be available for review at meeting.

Community Feedback

The following summarizes complaints, concerns and suggestions from the period of the last CLG (period of October 3 to October 30, 2014).

The complaints documented range from:

- Access concerns and pedestrian detours
- Dust, vibration and noise complaints
- Garbage pick/up

A full list is available at the end of this document.

Construction Phasing Update

An overview of construction phasing was presented by David Nagler that outlined the current and upcoming/anticipated work.

CLG Discussion Period

The CLG is a forum for open discussion. As such, questions were posed throughout the presentation. Questions are indicated with a Q, answers with an A, and Comments with a C. Answers were provided by the members from the Leslie Barns project team and City of Toronto Transportation staff. Questions that require follow up will be added to action items.

David opened up the meeting with a summary of the watermain, utility and ongoing challenges that have impacted the timeline of the project and noted Charles Lee will address these in detail later in the presentation.



A resident of the Marigold described concern with vibration data. On a particular occasion, vibration monitors located at the Marigold picked up “perceptible” levels of vibration while the monitor adjacent to the work, picked up vibrations at the “review level”.

The report provided to the Marigold did not include the information from the monitor that displayed the “review” level. Niki Angelis, who forwards the vibration data to the Marigold residents on a regular basis, clarified that the monitor reports forwarded are only for monitors located on Marigold Gardens’ property. In future, data from other monitors adjacent to work that may have perceptible vibration at the Marigold will be provided (**Action Item No. 1**).

A Leslie resident who has also requested vibration data in the past requested a summary of construction activities to help confirm if her vibration complaints match the data collected on the vibration reports (**Action Item No. 2**).

With respect to Action Item 4 from the previous CLG meeting, Barb LaChapelle from Toronto Public Health addressed the dust concerns raised specifically on October 1, 2014 and on the site in general. Barb explained that the monitoring station at the Duke measures particulate matter (PM10) which is a larger particle size to help capture dust generated by construction activities. Diesel, the likely cause of the initial fumes complaint, is captured by monitors measuring smaller particulate matter (PM2.5). The current monitor only partially captures PM2.5 and therefore it is hard to assess the source.

The recommendation from Toronto Public Health was to reduce the exposure of the equipment responsible for the fumes by i) avoid idling and turn off vehicles if not being used for long periods and ii) stagger morning starts of different equipment, to limit the concentration of fumes.

These requests were sent to Pomerleau on October 29, 2014 for compliance and agreed to by the contractor.

**as of November 2, 2014 the large excavator was removed from site.*

Q1: Does particulate matter come from dust?

A1: Yes. The monitors capture PM10 data in order to assess the amount of dust produced by construction.

C2: One area where the dust is not managed is in the Marigold underground garage. The project team offered to clean the garage, but not until the end of the project. However there is so much dust that cars are covered.

C2.1: The TTC offered to clean the Marigold underground garage and yet offered nothing to other residents on Leslie St. I asked for duct cleaning at the beginning of this project and instead was offered a cost share of up to \$250 on an air conditioner or 2 TTC metropasses.

A2: To clarify, TTC offered cost sharing up to \$250 on an air conditioner or an air purifier. To imply that nothing has been offered to residents to mitigate construction is factually incorrect. The agreement to clean the Marigold Gardens underground garage was in response to flooding that was caused by a watermain break that seeped into the Marigold’s garage. Following investigation, the contractor accepted responsibility for leakage into their garage.



C2.2: I would like a commitment from the TTC to have ducts of homes (fronting Leslie Street) (**Action Item No.3**). cleaned , as well as the underground garage cleaned in the interim due to the flood, and at the end of the project. (**Action Item No.4**).

Q3: Will TTC provide Toronto Public Health with the handheld data taken on site?

A3: Yes, TTC will send TPH the spreadsheet of results in addition to the stationery monitoring data already provided.

Q4: What do the handheld monitors measure?

A4: Carbon monoxide, nitrous oxide. These are captured primarily because they are odorless and pose direct human health concerns.

C5: There is a lot of dust kicked up at Leslie and Queen, Leslie and Lake Shore.

A5: Melissa Montgomery from Pomerleau indicated she would request the watering of all Leslie intersections (Lake Shore, Eastern Avenue and Queen Street) (**Action Item No. 5**).

Construction Challenges

Charles Lee outlined challenges encountered on Leslie Street that prohibited the opening of Leslie Street from Mosley to Eastern Avenue for local use. Despite pre-construction test pits being dug, site soil conditions adjacent to utilities, conflicts with existing utilities that did not appear on drawings or records did not allow for this section of the road being opened up as scheduled. Charles explained that there was a conflict between utilities, and a watermain had to be relocated. This required directional drilling south of Mosley Street in order to keep sidewalks accessible while addressing the issue. This utility conflict was not on drawings and was not uncovered until major excavation.

A CLG member expressed frustration with the timelines for the section between Mosley and Eastern.

Another member of the CLG pointed out that when a project is based on certain assumptions about underground infrastructure it can be very frustrating to the community (and engineers). She questioned how this can best be improved in the future and asked if recommendations from this group can be made for future projects.

A: Yes, absolutely. TTC would like to gather a series of recommendations from the CLG for future projects.

Q6: Looking at the planned sidewalk widths along Leslie Street, there are certain points where the width is only 1.3m (as opposed to 1.5) where the OCS poles will go. Does this conform to provincial standards for accessibility and why aren't you widening the sidewalk if there is public right of way to use?

A6: The plans for the sidewalks in this area (Eastern to Mosley on the west side of Leslie St) has a pinch point. There was a commitment made to residents in the early consultation phase that sidewalks would not be widened in one small area due to adjacent impacts. Any sidewalk width must be approved by the City of Toronto.



C6.1: In 2012 this plan was presented to residents and a commitment made and the sidewalk widening would go up to the property line of peoples' homes, but not impact front yards.

C6.2: My concern is that provincial standard for accessibility calls for 1.5m and it is not being kept because of a commitment to a few residents despite it being publically owned land.

A6: The City has the ultimate authority and will make the final decision. They will inform residents if they wish to widen this particular section.

Q7: Will there be concrete crossings at Eastern and Leslie?

A7: This was posed to the City, but they indicated this is no longer the standard.

Q8: Was there a discussion about making crosswalks more visible/safer in this area (with coloured paint for example)?

A8: The City confirmed Zebra stripes will be painted.

Q9: When will line painting happen? Is it possible in the winter?

A9: It can be done by heating the road. However it will need to be redone after the winter.

After the overview of upcoming construction activities, a member asked if the residents on Leslie and Mosley Streets have been notified. The CLOs advised that they could provide a notice to residents (as some are not on the email distribution list) regarding a work update (**Action Item No. 6**)

Q10: Will crews observe Remembrance Day and a moment of silence at 11am? I think the community would appreciate that

A: TTC and Pomerleau will request this of their workers (**Action Item No, 7**)

Q11: Is it possible to confirm the scheduling of the sidewalk work (as per slide 24) planned for 2015?

A11: This will be requested of the contractor (**Action Item No, 8**)

Q12: The previous curb at Leslie and Commissioners (North Service Road) was raised previous to this construction. Is it possible to find out how the curb will look after the construction?

A12: The project team will investigate plan of curb height at Commissioners (at North Service Road)

C13: The subcontractor worker behavior issues raised previously need to be better addressed.

A13: Melissa Montgomery from Pomerleau reiterated steps taken to address issues on site that included sensitivity training for subcontractors and adding more Pomerleau inspectors during the day to monitor the subcontractors in the area. Melissa assured the group that vigilance on this issue will not taper off.

The next meeting will be held either on November 20 or December 4 to best accommodate as many CLG members as possible. Jim Faught closed the discussion period by thanking those who attended.



Meeting adjourned.

Action Items

- 1) Provide reports to Marigold Gardens of vibration data from monitors at 77 Leslie
- 2) Provide vibration report from previous complaint with explanation/summary for 30 Leslie
- 3) Investigate duct cleaning for homes on Leslie Street
- 4) Clarify with Project Team when garage cleaning will take place (to clean debris leftover from flooding incident)
- 5) Watering/sweeping of streets at Leslie/Lake Shore, Eastern/Leslie and Queen/Leslie
- 6) Send notice to residents on Leslie, Mosley on project update, expected completion dates etc.
- 7) Pomerleau to request their sub-contractors to observe 2 minute of silence for Remembrance Day (*TTC and Pomerleau staff, as well as the majority of sub-contractors observed 2 minutes of silence on Remembrance Day*)
- 8) Provide a sequencing plan of lane occupations for streetscaping activities in 2015
- 9) Investigate plan of curb height at Commissioners (at North Service Road)

Community Feedback Log

A CLG member requested a summary of construction feedback and complaints between CLG meetings to be presented. The following log shows the concerns raised by the community in the last month:

Topic	Concern	Action
Dust/Noise/ Vibration	A resident concern was brought forth on October 1, 2014 regarding air quality. No follow up or data from air monitoring devices provided to resident in a timely manner. In addition to the complaint about fumes received on October 1, there have since been additional reports of fumes reported to our community office.	Data was sent to Toronto Public Health for investigation. Report is pending. The TTC Inspector along with Pomerleau Health and Safety have since been monitoring the site twice daily with handheld monitors that alert if concentrations exceed limit. The TTC inspector logs these numbers.
	High level of vibration was reported from a local resident north of Eastern Avenue.	That week, the sanitary storm sewer was being broken out and replaced. This has been flagged as a high vibration activity. The work was taking place near Memory Lane. There is a vibration monitor at 77 Leslie (by Lee’s Foods) . The monitor captured readings at the “review level”. The TTC inspector advised that if values exceeded allowable limit, the work would stop.



	Dust accumulation was noted on the laneway to the Marigold Driveway.	A request to brush laneway/water the lane to prevent (as much as possible) dust transfer to garage.
	Noise complaint due to late night track work received from one resident directly adjacent to work.	TTC track work is done overnight across the city by TTC Operations. In order for concrete to cure properly and tracks not to warp, it must be done continuously. Site inspectors were on duty. Every effort is made to limit noise as a result of this work.
Access/Safety	Reports of the flag person positioned at the Marigold driveway access was not present or not doing their job effectively. This lane is shared for 2-way traffic to and from Eastern Avenue.	Two flag people (or one flag person/one PPDO) during peak hours will be present at the Marigold access to help ensure the safety of residents entering/exiting the underground garage. Overnight, one flag person on duty. The subcontractor was replaced with Pomerleau flag persons who were effective.
	A pedestrian detour on the west side of Leslie diverted pedestrians through a parking lot. This was flagged as a safety concern.	An agreement was made with The Duke to use two parking spaces adjacent to the sidewalk to create a protected pedestrian path. This path was delineated with pylons. <i>*the sidewalk has since been reopened in this stretch of Leslie</i>
	The one-way sign on Laing has had its bag removed despite the temporary two-way allowance still being in place.	Request was sent to Pomerleau to ensure that the one-way sign was covered up.
	A gate east of the construction zone on Lake Shore was left open with no flag person.	This was flagged with Pomerleau who sent someone to close the gate immediately.
Other	A resident on Leslie had experienced an issue with their garbage not getting picked up despite having put it out for removal.	Pomerleau was directed to return and empty the bin for the resident immediately. The bin was emptied the same day the complaint was received.
	Reports received regarding work vehicles parking in spots on Eastern and Mosley that should be reserved for the community/residents.	This matter is flagged with the contractor whenever reported and inspectors are instructed to ask for them to be removed. Reminders have been sent to subcontractors regarding appropriate places to park.

