

# **F.G. GARDINER EXPRESSWAY**



## **NEW** Lower-Simcoe Ramp

### **Meeting Minutes**

#### **Construction Liaison Committee Meeting #3**

**Wednesday May 10, 2017**

**2:00 p.m. to 3:30 p.m.**

**Oxford Properties Boardroom - RBC WaterPark Place, 10 Bay Street, Suite 810**

### **Agenda and Discussion**

The discussion captured is summarized below. Questions are noted with a "Q", comments with "C", answers with "A", and action items with "Action." Answers were provided by Brian Buchanan and Tracy Manolakakis, unless noted otherwise.

#### **1. Welcome & Introductions**

Meeting was chaired by Paul Martin, City of Toronto.

#### **2. Review April 12<sup>th</sup> meeting minutes and action items**

Staging location of construction vehicles:

- Will be on Lakeshore Boulevard. When next stages of work begin, the staging area may change. City will inform CLC members about this.

Location of replacement trees:

- Tracy has contacted Urban Forestry about adding trees behind 228 Queens Quay or Rees Street Parkette.

Distance between trees and new bike trail on Lake Shore Boulevard:

- Usually four feet is needed between trees roots and concrete/ paved surfaces.
- If trees have a good chance of surviving, they will be planted.

Trees providing sound attenuation:

- Research provided conflicting reports on distance needs. Measurements of sound attenuation were dependant on the density of the tree plantings.
- Brian referred to a previous project where an Acoustic Engineer stated that trees were not noise barriers.

Decision on pillars/ piers that will be left over after the construction in the York Street Park:

- Was brought to the attention of City Parks Planner who stated they would contact the York Quay Neighbourhood Association.

Pre-Inspection reports:

- Still compiling all the reports, as they are large files.

### 3. Review of Construction Schedule & Traffic Management

**Q:** The demolition and construction working hours are 7 am to 11 pm, is that correct? Are there designated hours for equipment deliveries, as these deliveries seem to arrive and make a lot of noise late at night/ early in the morning.

**A:** You're correct, we are trying to avoid overnight demolition and construction work. However, for work to be done during the day, the equipment has to arrive on site before that. For instance, the structural steel is shipped in from North Bay and arrives throughout the night because larger delivery trucks have to be off the road by 6 am. We are working with the contractor to get a heads up before this happens so that within 24 hours we can issue a notice if there will be a noisy delivery. If you hear something going on 24/7 please let us know.

**Action:** Tracy to follow up with Dave Smith regarding equipment delivery times and the breaker reported to be running throughout night.

**Q:** What was the notification boundary for Construction Update #2?

**A:** Construction Update #2 was distributed in between Bathurst Street, Parliament Street, Queen Street and south to the Lake. This is approximately 55,000 notices that went out, in addition to the email updates and social media posts.

**Q:** Our condominium did not receive the mail notice until Wednesday. Why was there a delay in the distribution of this notice?

**A:** Canada Post delivery can be a challenge. We submit requests in advance to achieve a certain delivery date, but the postal workers deliver it in accordance to when it is processed on their end. Knowing this, one thing we did do was have our staff visit each building and speak with the property managers in the immediate area.

**Q:** When will the next weekend closure take place?

**A:** The next weekend closure is scheduled to be during the May long weekend and was included in the notice that went out. Based on residents' concerns, we are going to work with our contractor to adjust the working hours. The City has given careful consideration to the fact that the work is taking place next to residences and businesses. Once the date of the closure is confirmed, we will again issue a notice via Canada Post, and also deliver to affected business owners and properties around the construction site.

**Q:** Why does this work have to be done on the long weekend? Will there be work on all three days?

**A:** The removal of the overhead ramp has to be continuous, and construction workers cannot leap frog, leave a section, and go back. The work is reaching its scheduled points to achieve all the demolition by July 2017. There will be no through-traffic on York Street northbound and southbound between Harbour Street and Queens Quay from 10:00 A.M. Friday, May 19 to 11:00 P.M. Monday, May 22. Keep in mind, when Lower Simcoe was done, they did not need the whole weekend. Our best hope is to get through this smoothly so that we can avoid being there until the end. However, you cannot predict these things in advance, especially as the York Street portion of the ramp has 3 times more deck area, meaning it may take longer than Lower Simcoe

**C:** Can you maybe make it clear to the public that the City or contractor cannot choose which weekend this work happens on. If you want something done in the quickest time frame possible, you have to continuously follow the path, and not "leap frog." Members of the public are worried, and want to know in advance the opportunities where they can get away from the construction noise. It is helpful that there will not be work overnight.

**Action:** PCU to include in information.

**Q:** There was a fence behind the building at the Riviera (228-230 Queens Quay West). What will be replaced behind there?

**A:** Will need to check the drawings to confirm.

**Action:** Brian to find what will be replaced behind the Riviera at 228-230 Queens Quay West.

**Q:** Can you reuse the piers and brackets from this portion of the Gardiner demolition?

**A:** The slope of the old ramp is different than what the new one will be at. So on the east end of the new ramp piers are required to achieve the slope. On the west end though, they can add concrete to achieve the correct slope for the new ramp.

**Q:** What are you going to do about the rear driveway to the parking lot at the WaterClub Condominiums at 208 Queens Quay West, as there is currently plywood ramps, scaffolding allowing access.

**A:** Dave was to contact with you or your building / properties management regarding this matter.

**Q:** After the incident with the window, Grascan had said they would change their procedures for demolition. Could you tell us what they changed?

**A:** We will advise the CLC

**Action:** Brian to report on demolition procedural changes to next CLC meeting.

**Q:** Jim Schaffner had explained at the first CLC meeting that there would be a mat and a machine in front of the demolition to prevent flying debris. There is no machine there that is like that.

**A:** The Contract Documents do not specifically list this manner of demolition, consequently, the contractor is not bound by it. Jim may have been referring to one manner of controlling the rubble.

**Q:** We were advised that 250, 260 and 270 Queens Quays condominiums were on the pre-survey to check the building in case anything happened during demolition, in the same way 228 and 230 Queens Quay are. We found out they have not been pre-surveyed. It is clear that the demolition and construction activity is close to these properties. From the earlier images as well, there do not seem to be vibration/ settlement monitors on these buildings either. There have been multiple incidents so far (hot water pipe, vibrations, and things breaking). This has clearly been an oversight, and can we make sure there is a post-survey?

**A:** You are absolutely correct in stating that this was an oversight. In hindsight, the designers thought that it should have been included, but it was not. It is too late now, and also, we have come to the point of bias because we are experiencing the effects. We will do a post-construction survey. If anyone notices anything peculiar, please bring it to our attention. It is consistent that people start to notice more defects in these situations.

**Q:** 8 York Street is very close to the demolition and construction sites. It should be made sure that this has a survey done as well.

**A:** Yes that has been noted, and it will also get a post-construction survey.

**C:** Resident thanked staff for replying quickly to her issues by showing up to her unit.

**Q:** Have there been complaints from the businesses on Queens Quay or in the immediate construction area?

**A:** No, there has not been.

**Q:** The chair of the Waterfront BIA said that their customers were having issues getting in and out of the waterfront area, especially during the days where there is nicer weather and subsequently more people. Can the City make sure that the signage is clear for those getting into the area? People cannot afford to go the wrong way, especially in the state the roads are in now.

**A:** We will bring this to the attention of our Transportation Services staff. It was explained at the last meeting that there are to be portable messaging signs at a number of locations: near the Boulevard Club, British Columbia Road and York/Bay/Yonge off ramp and project signage located around the site.

**Q:** With the long weekend coming up and in tandem York Street closed, will there be additional signage for those leaving Union Station? Will there also be pedestrian signage?

**A:** With any road closure in Toronto, there is a traffic management plan and it includes provisions for signage. For this project, and all the closures, the signage plans have been made for both fronts – pedestrians and vehicles at all points of access to the construction area. We tell the public ahead of approaching this area to either use Bremner Boulevard, Bay Street, or to come down to the waterfront using Rees Street or Lower Simcoe Street. Signage was up in advance to tell the public where to go, especially as there was a cycle lane closed over the weekend.

**Q:** At the Spadina Ramp, there is a "jog" to get onto Lake Shore Boulevard East. At that point, there is no sign when coming down the ramp, even though there was one before stating not to go that way. Can the Transportation Services mount a sign there indicating an open lane, as there was one before that indicated it was closed?

**Action:** Brian to look into the feasibility of signage at this location.

**Q:** To confirm, the "Hot Wheels ramp" is not on the critical path for demolition? Will the City continue with construction along Harbour Street, and come back for the loop sometime in the future when they feel like it? Oxford Properties has communicated that the loop will be removed, and now tenants are on board with it being gone.

**A:**

Yes, you are correct, the loop is not in the critical path, and they do not have to demolish it before they begin with the construction on Harbour Street. The contractor originally proposed that it would come down in mid-July. We will get a firmer commitment, but the demolition of that ramp may not immediately follow the ramp demolition on Harbour St.

#### 4. Noise & Vibration Monitoring Update

Brain Buchanan, City of Toronto, provided a presentation on the noise monitoring.

**Q:** Do you know where the highest monitoring point is located?

**Action:** Brian to find out where the highest monitoring point for sound and vibration is located.

**Q:** Do you have the vibration calculations for specific dates?

**A:** Yes, we do. For example, the settlement and vibrations monitoring shown here (Slide 8) is from May 2<sup>nd</sup>, 2017.

**Q:** What do each of the red dots on slide 6 mean?

**A:** Each of the red dots represents a settlement monitoring point on various buildings within the proximity of the construction zone.

**Q:** Are there a vibration reports?

**A:** Yes, there are vibration reports. This vibration report states that the peak vibration number was 2.48 – which is well below 8, the highest vibration peak particle velocity permitted by the City's applicable By-law. All peaks in general for this work, so far, have been low. As well, instantaneous vibrations are also not as bad as drawn out regular vibrations, which can trigger a negative response.

**Q:** When looking at the "Typical Day" charts, what is the limit? Clearly it is higher than this chart (which only goes up to 3 peak particle velocity per second)?

**A:** Yes, it is. The highest peak particle velocity is eight. Anything after eight becomes an "Alert Level".

**Q:** When was this vibration monitoring done? Was this when they were removing the deck?

**A:** The first set of readings were reported on May 4<sup>th</sup>. A monitor was purposefully put on the parking structure to the north of 208 and 218 Queens Quay. Another monitor was on a pier at the south east end of the structure. There was no difference in vibration numbers between the pier and the deck. The vibrations were lower than 2.48.

**Q:** The perception of sound, and the safety of vibration is what bothers us. What is dangerous for building is different than what we may feel. Is that correct?

**A:** Yes, that is. Humans get upset / are bothered by generally half of what the by-laws state as permissible levels of vibration.

**Q:** Someone in our building posted a video of their drinking glasses smashing on the counter. I think you should send a gift card for new wine glasses. It can definitely be helpful for public perception. Maybe this can be something you can let Dave know too? It's a minor thing, but it would be nice.

**Action:** Advise Dave and the contractor about this.

**Q:** Would we be able to see what the vibration was over the closure weekend?

**Action:** Brian to bring vibration results for the closure weekend (May 6-7) to next CLC meeting.

**Q:** A pipe broke in the basement of my building during the construction weekend. There is now a leak in our parking garage. Do you think this was from the vibrations, and what should we do?

**A:** It is possible that the break could have been caused from the vibration. You would need to talk to the contractor, and then the insurer to see what the course of action would be. The contractor needs to be given the opportunity to say that this is their responsibility or that it is not. This is something we will have to take back and look at.

**Action:** Brian / Dave to look into broken pipe at 250 Queens Quay.

**Q:** The broken window in my apartment happened about a week ago. We took pictures on the inside, but no one came up to do the same. I noticed surveyors taking photos of the damage from the outside of our building. Why didn't they just come up and do it as well?

**A:** You are right to question this. The speed at which to respond to these issues is something that we need to address with Dave.

**Action:** Discuss response timelines and procedures when damage happens with Dave Smith and Grscan.

## 5. Action Items

1	Follow up with Dave Smith regarding equipment delivery times and the breaker reported to be running throughout night.	Tracy
2	Include information in notice that the demolition dates and street closures are not random, but sequential	PCU
3	Find what will be replaced behind the Riviera at 228-230 Queens Quay West.	Brian
4	Find out and bring demolition procedural changes to next CLC meeting.	Brian
5	Look into the feasibility of mounting a sign at the Spadina Ramp at Lake Shore Boulevard.	Brian / Transportation Services
6	Find highest monitoring point for sound and vibration is located.	Brian
7	Advise Dave and the contractor about vibrations causing damage to houseware.	Dave / Grscan
8	Look into broken pipe at 250 Queens Quay.	Brian / Dave
9	Bring vibration results for the closure weekend (May 6-7) to next CLC meeting	Brian
10	Discuss response timelines and procedures when damage happens with Dave Smith and Grscan.	Brian

**6. Next Meeting Date, Location and Time**

June 14<sup>th</sup>, 2017 - Oxford Properties Boardroom - RBC WaterPark Place, 10 Bay Street, Suite 810