



PROJECT: Don Mills Crossing MCEA Phases 3 & 4 **DATE:** January 8, 2020
CLIENT: City of Toronto **TIME:** 1:00 – 2:00 PM
LOCATION: LEA Downtown Office – 425 University Ave., Suite 400

IN ATTENDANCE: In Person / [Call-In](#)

NAME	REPRESENTING	NAME	REPRESENTING
Arthur Lo (AL)	Transportation Planning (CoT)	Chris Sidlar (CS)	LEA Consulting
Wai Ming Lo (WML)	Transportation Services (CoT)	Irene Hauzar (IH)	LEA Consulting
Brian Costigan (BC)	CP Rail	Sameh Salib (SS)	LEA Consulting
Luka Medved	TRCA	Mackenzie Riggan (MH)	LEA Consulting
		Patrick Chan (PC)	LEA Consulting

MEETING TITLE Don Mills G/S Rail Crossing EA – CP Rail / TRCA Stakeholder Meeting

ITEM	TOPIC	PRESENTER
1.0	Introductions & Project Overview	
	<ul style="list-style-type: none"> ▶ Introduction of Project Team Members and Roles ▶ Introduction to Rail Crossing EA Phase 3 & 4 	Irene Hauzar
2.0	Rail Crossing EA Phase 3 & 4	
	<ul style="list-style-type: none"> ▶ Introduction to Phase 1 & 2 to provide project background <ul style="list-style-type: none"> ○ Problem and Opportunity statement ○ Overview of Crossing options explored – tunnel and overpass ○ Mapping done regarding natural heritage for Phase 1 & 2 <ul style="list-style-type: none"> ▪ For TRCA: Crossing is outside the regulation area but will likely require TRCA input at some point ▪ For CP Rail: Preliminary requirements provided during Phase 1 & 2 comments – require final requirements to inform design 	Irene Hauzar
3.0	CP Rail Considerations	
	<ul style="list-style-type: none"> ▶ Approx. 10 trains travel through study area a day (latest data available is from 2015) <ul style="list-style-type: none"> ○ This line connects Toronto and Montreal and therefore carries all products CP Rail carries ▶ SS: Are there plans to electrify this corridor or for Metrolinx to use it? 	Brian Costigan



- BC will confirm if there are Metrolinx / electrification plans but it's unlikely
- ▶ Requirements for most construction projects:
 - Track protection required throughout the day
 - Can typically block track for 4-6 hours total depending on rail traffic
 - Requires girders and girder lifts to allow train traffic through
 - Track block plan needs to be submitted in advance – Onatrio project manager coordinates with Montreal head office and can confirm plan within 21 days of scheduled activity
 - CP needs to commit 2-3 flagmen throughout construction
 - Have to start coordinating a year in advance to confirm construction
 - CP's application process typically starts at 30% drawing stage – application form sent to BC or equivalent person
- ▶ CS: LEA team is taking project to 10% design, developer is taking it into construction
- ▶ LM: Who will be the proponent?
 - WML: Developer team handling construction through S. 37 agreement
- ▶ BC confirmed for WML that CP needs at least a year in advance of starting construction for construction resource planning, incl. flagmen etc.
- ▶ SS: Asked to confirm requirements for crash walls, etc.
 - BC: CP always protects for additional track with new infrastructure
 - CS: if we stay within ROW, we should be clear for additional track etc.?
 - BC: Yes, and CP is not planning to electrify so ROW shouldn't change
- ▶ BC: Metrolinx is planning to operate trains to Bowmanville & would electrify that but shouldn't include this line – LM agreed
 - SS has Metrolinx standards for clearances, etc.
 - BC: Confirmed CP asks for 23 ft. height clearance – can provide email with space requirements
- ▶ SS: LEA team can design to what's available for this stage and developer can do the pre-construction survey as required
- ▶ BC: Not sure about crash wall – they're typically required if within 8m of rail
- ▶ BC: CP does not have specifications for overhead wires
- ▶ PC: will track protection be required?



- BC: it's up to CP's discretion on a case-by-case basis – within 50m is the approx. guideline
- CP has guidelines for Geotech work per zone
 - SS: It would be great to have these guidelines
 - BC: Cost estimates should account for shoring etc. if needed – no wood is allowed if shoring is to remain in the ground
- ▶ CS: Are you able to give a general cost for flagging?
 - 7.5hrs a day (5hrs of construction) = \$1,545/day (flat rate) for 1 flagman
 - \$2,343 x 1.03 for 7 on 7 shifts, 2 flagmen – increasing by 2-3% per year
 - Financially, LEA team should plan for a PM – CP hires 3rd party PM paid for by the proponent
 - PM handles everything for CP from 30% onwards
 - **BC will try to find a similar project to send approximate costs**

4.0 TRCA Considerations

- ▶ LM: Previous comments were provided by Steve Heuchert in 2018 (and former employee Daniel Brent) – appeared to be outstanding TRCA comments, were those addressed?
 - WML: Can look into whether those comments were addressed
 - LM: Comments were to confirm design details relating to trails north and south, and overall development concerns
 - CS: Both those items are outside our scope, but we will tie in to trail north of corridor
- ▶ Steve Heuchert deals with anything related to the Crosstown development, LM deals with City of Toronto – ex. Tie in to trail
 - Crossing isn't in regulatory limits but could require permit for staging area, etc.
 - **LM can provide updated 2019 data – LEA to submit a request**
- ▶ LM: project team will need to go through Urban Forestry for the Crossing
 - An Arborist Report for trees in the area will be required – LM recommends an ecologist does a field study prior to catch any red flags early in the process
 - Steve and his team will be looking in to the Crossing design
 - TRCA/Urban Forestry will be more involved during detailed design
 - Final design from LEA team should still be circulated to TRCA to keep them in the loop

Luka
Medved



- ▶ Caveat – TRCA mapping can change at any time as new features are identified or “removed”
 - Best to confirm with TRCA Crossing is still in unregulated area
- ▶ TRCA will accept Urban Forestry’s tree removal/replacement compensation plan
 - TRCA will review and provide comments on draft ESR, but will be primarily involved during detailed design stage
 - Tree removals are strictly City of Toronto jurisdiction unless working in a regulated area
 - TRCA permits likely won’t be needed for Crossing or site visits but would be required if a lay-by, access, or staging area is to be located in nearby regulated area
 - CS: Will likely aim to use private property, but will keep this in mind
- ▶ **LEA can send a request for updated mapping & GIS layers**
- ▶ LM recommends the team have an ecologist walk-through the area because Butternut (endangered species) has been identified nearby and could result in additional costs/delays down the road if identified
- ▶ For LM’s info: Crossing and trail connections to Wynford Drive will be owned by the City, the developer is building them
- ▶ For Project Team’s info: LM represents City Infrastructure Development; Anna Lim and Steve Heuchert represent PD group and are working with the developer on Crosstown development
- ▶ SS confirmed with LM that he has most recent TRCA guidelines for Crossings (from 2015)
 - LM: Yes. Recommends team checks TRCA website to confirm and reference Living City Guidelines as well

5.0 Next Steps & Additional Business

- ▶ BC asked if all 3 options from Phase 1 & 2 are being costed
 - CS clarified only alternatives of the overpass with approach options
 - BC indicated that was preferable to a tunnel
- ▶ SS would like the City to confirm which type of superstructure they’d like to see for the bridge given there are many options
 - SS proposes to start with a simple option and the City can then comment if they want more
 - LEA option will estimate cost and see what is feasible



- WML agrees with this approach – LEA & team should work within amount discussed at the last meeting then bring in Rong to expand Urban Design
- CS noted that given the current budget the bridge design will likely be more functional to start – then ways to make it more “designed” within the budget can be identified
- ▶ SS: Does CP have a rail/fence height requirement?
 - Might be higher than City’s 2m + req. for rail bridges over CP – can start with a concrete wall and end with a less costly material to achieve height
 - **BC will check if CP has requirements for fencing for ped./cycl. facilities**
- ▶ LM: Will City be rehabilitating trail?
 - CS: Likely not outside of trail connection with Crossing
 - LM asked as this would affect # of required permits
- ▶ AL: follow-up to LM’s comment regarding outstanding TRCA comments
 - Comments from end of 2018/early 2019 would be around time DMC MPS was being finalized
 - AL worked with Anna Lim during MPS to address TRCA comments
 - AL wants to confirm which comments he should follow up on
 - **LM to confirm comments with Anna Lim and follow-up with Arthur**

Recorded by Mackenzie Riggin
Circulation Attendees

Company LEA Consulting Ltd.