



# LAND ACKNOWLEDGEMENT

Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Wendat peoples, for whom these lands continue to have great importance.

Treaties between First Nations and governments cover these lands, and the promises contained in these Treaties remain relevant to this day.

Metrolinx and its employees are committed to understanding the history of these lands and the continued impacts of colonization and take responsibility for actions to advance reconciliation.

Metrolinx will continue to seek the knowledge, expertise and experience of Indigenous partners and commits to doing business in a manner that is built on a foundation of trust, respect, and collaboration.

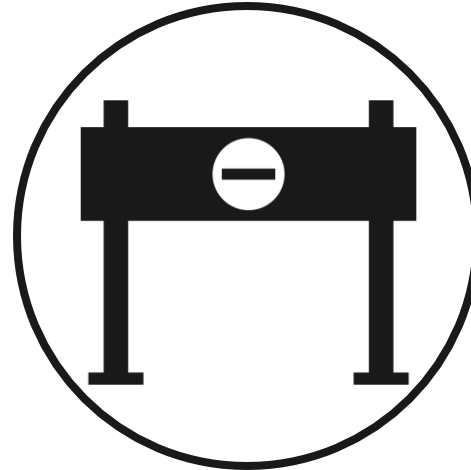
# SAFETY MOMENT



Signage is in place to help you navigate safely - stay aware of your surroundings and follow the posted detours.



Slow down near active sites and follow directions from flaggers, traffic control personnel and paid duty officers.



Avoid areas that are fenced off, or where signs mark areas that should be avoided for safety reasons.



Construction trucks have large blind spots, especially along their sides, behind them and even in front - it's important to stay visible. If you can't see the driver, they can't see you.

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## Session Guidelines

We greatly appreciate the community members who are here to take part in this public session.

To ensure that everyone can contribute to a positive and safe community experience, all participants shall adhere to the following *Code of Conduct*:

- Treat the presenters and participants with respect and understanding
- Acknowledge and appreciate the diversity of individuals and their situations
- Refrain from supporting or engaging in any form of discriminatory behaviour

**Metrolinx is committed to fostering a safe and respectful environment.**

**We encourage respectful and constructive communication.**



# **Ontario Line**

# **Pape-Danforth & Sammon CLC**

## **December 3, 2025**

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# AGENDA

## 1. Pape Danforth Updates *(20 mins)*

- Major Updates from the month of November
- TTC Box Underpinning
- Danforth Jet Grouting
- Gertrude Jet Grouting Stages
- Snow removal on Gertrude
- Eight-Week Look Ahead
- Site improvements
- Signage
- Sidewalk closures on Danforth Ave
- Exceedances

## 2. Discussion: Pape Danforth Updates *(20 mins)*

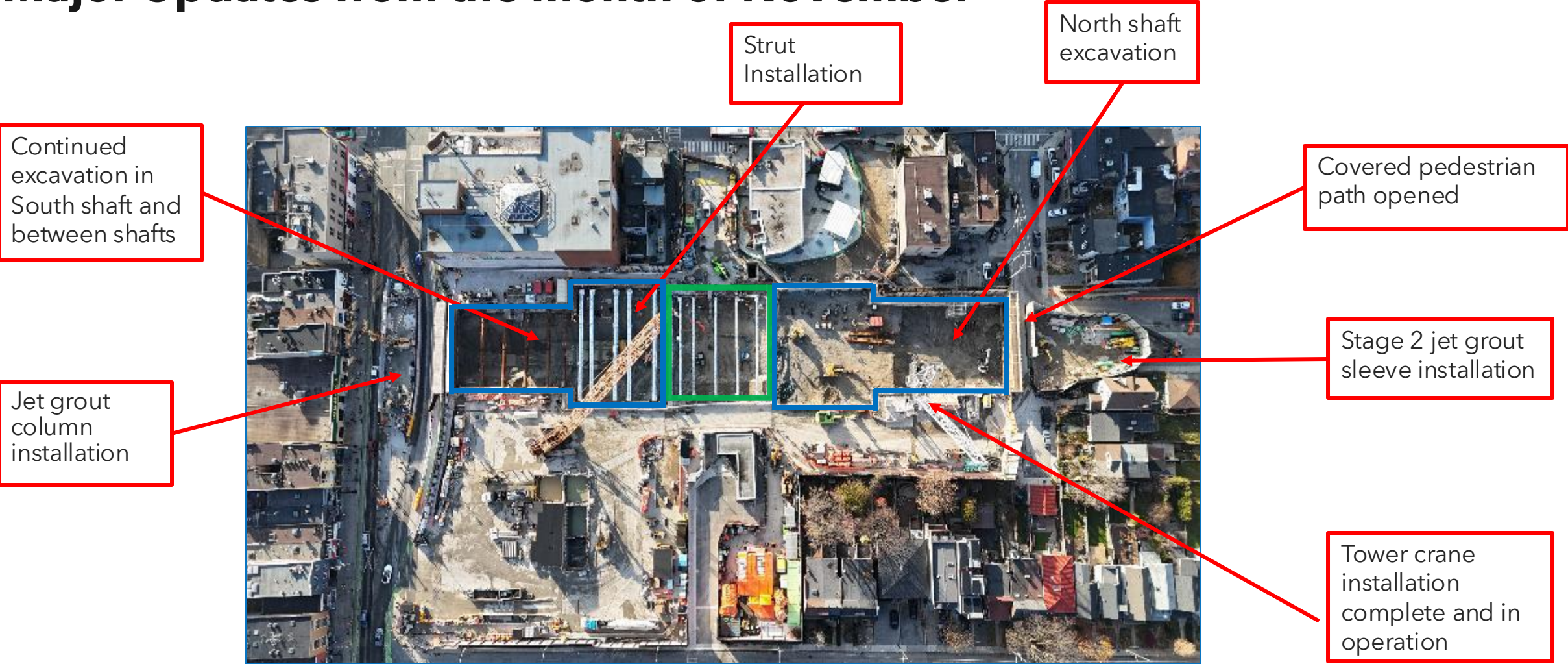
## 3. Sammon Updates

## 4. Action Log *(10 mins)*

# Pape Danforth Updates



# Major Updates from the month of November



Blue box= North and South shaft

Green box= Area 1 (between the two shafts and above the existing TTC box)



## Major Updates from the month of November - Bracing



- Level 1 bracing in Area 1 and the narrow/wide section of the South shaft are completed.



- Completed Level 1 bracing in narrow section of the South shaft.



## Major Updates from the month of November - Tower Crane Pad



- Rebar was installed and the tower crane pad was poured.

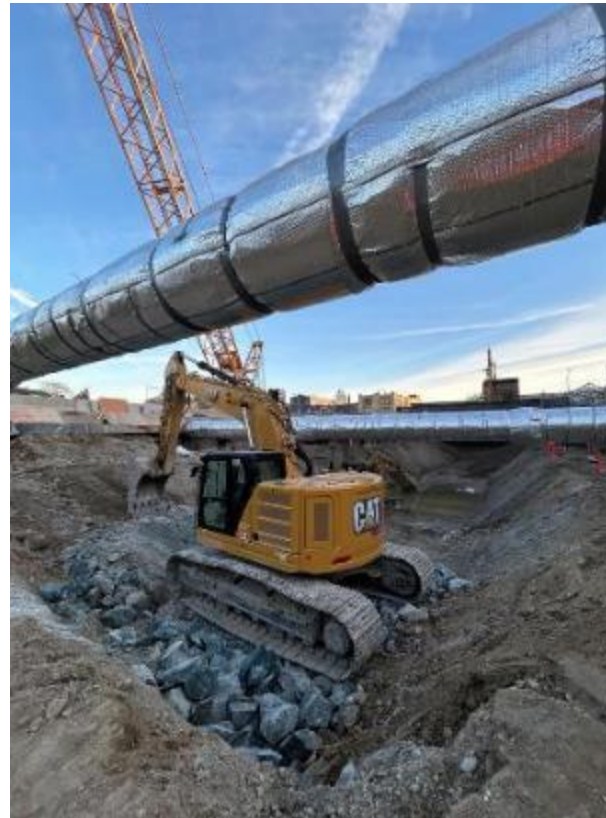


- Tower crane installed and erected.





## Major Updates from the month of November - Excavation

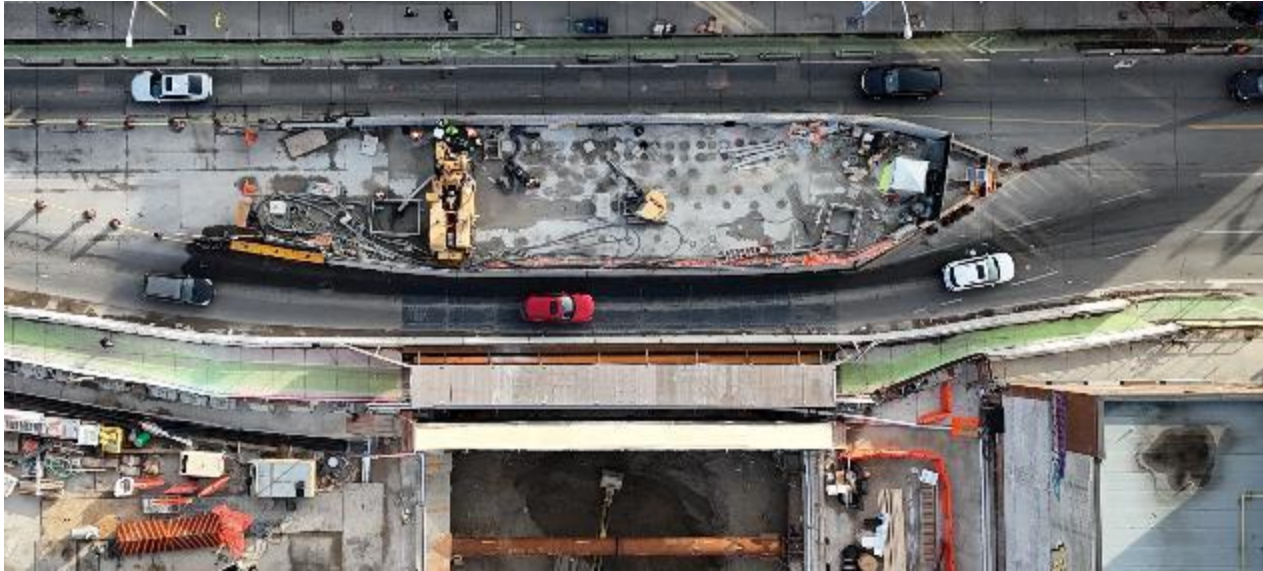


- Level 2 excavation in the South and North Shaft is ongoing.

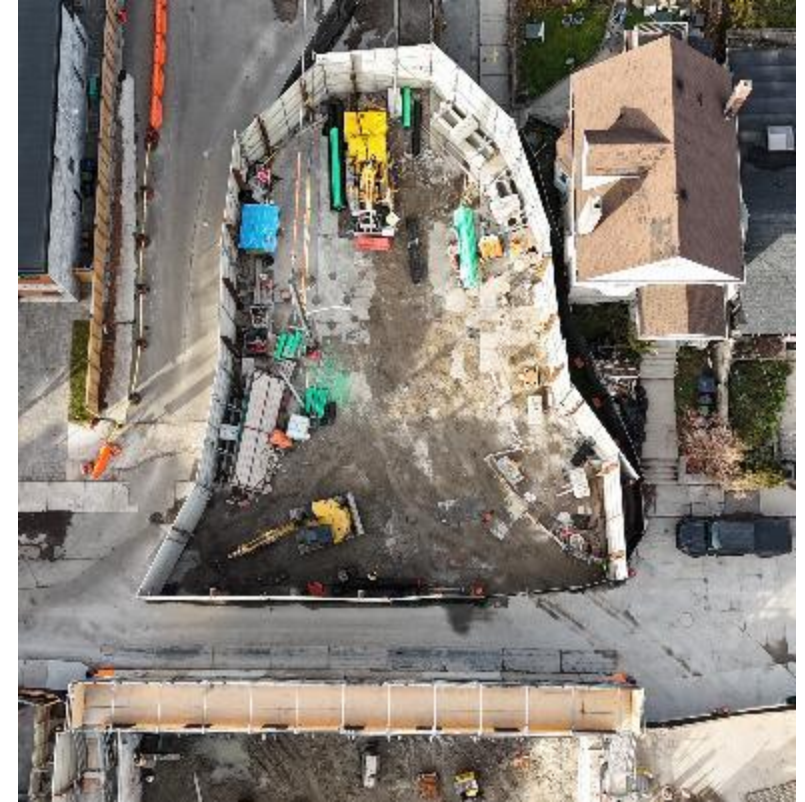
- Dust control mitigation during excavation.



# Major Updates from the month of November



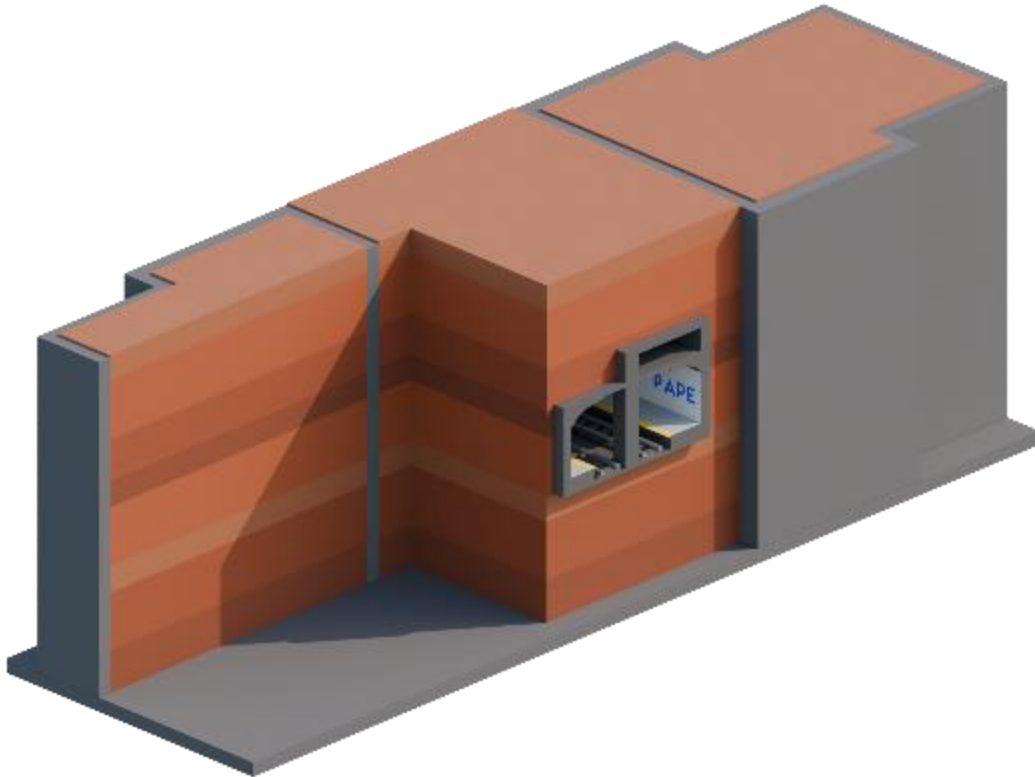
- **Jet grout column installation on Danforth Ave** began in September and is ongoing - **75%** of the columns are installed.



- **Stage 2 jet grouting:** Sleeve installation on Gertrude Pl is ongoing.

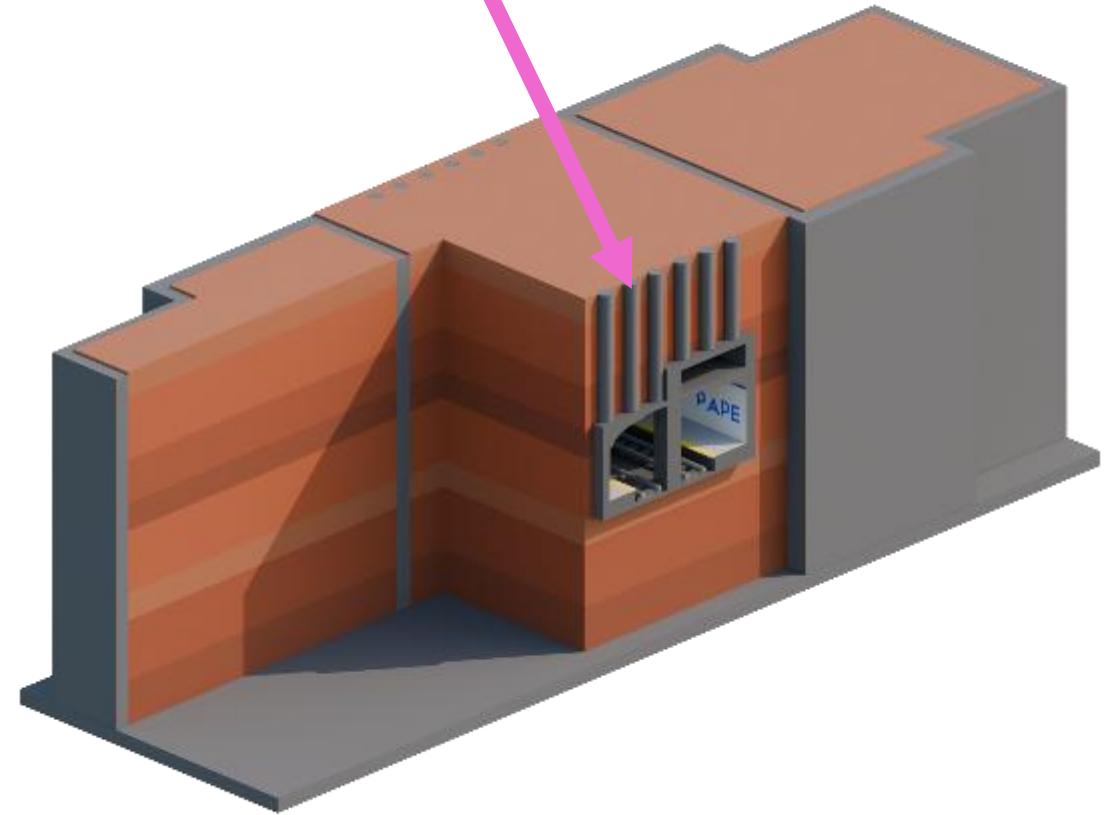
# TTC Box Underpinning

## Original conditions



## Area 1: Exposing the TTC box

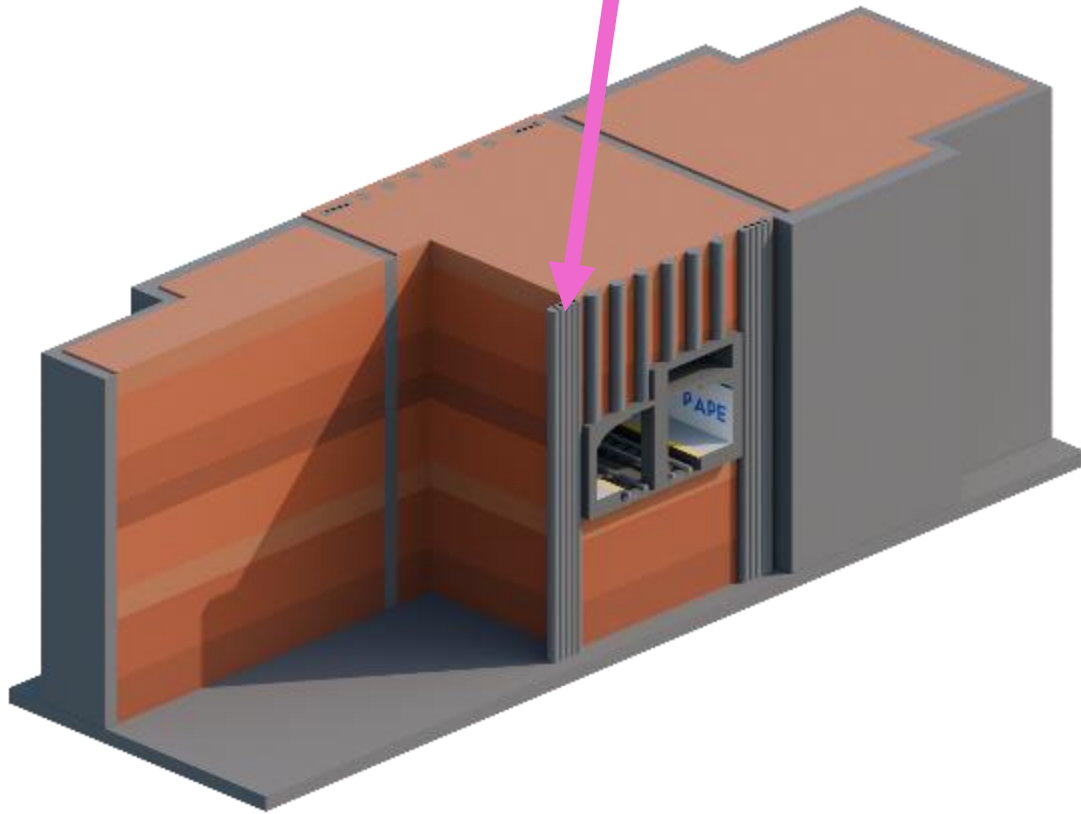
1. Installation of **solider piles** is completed.



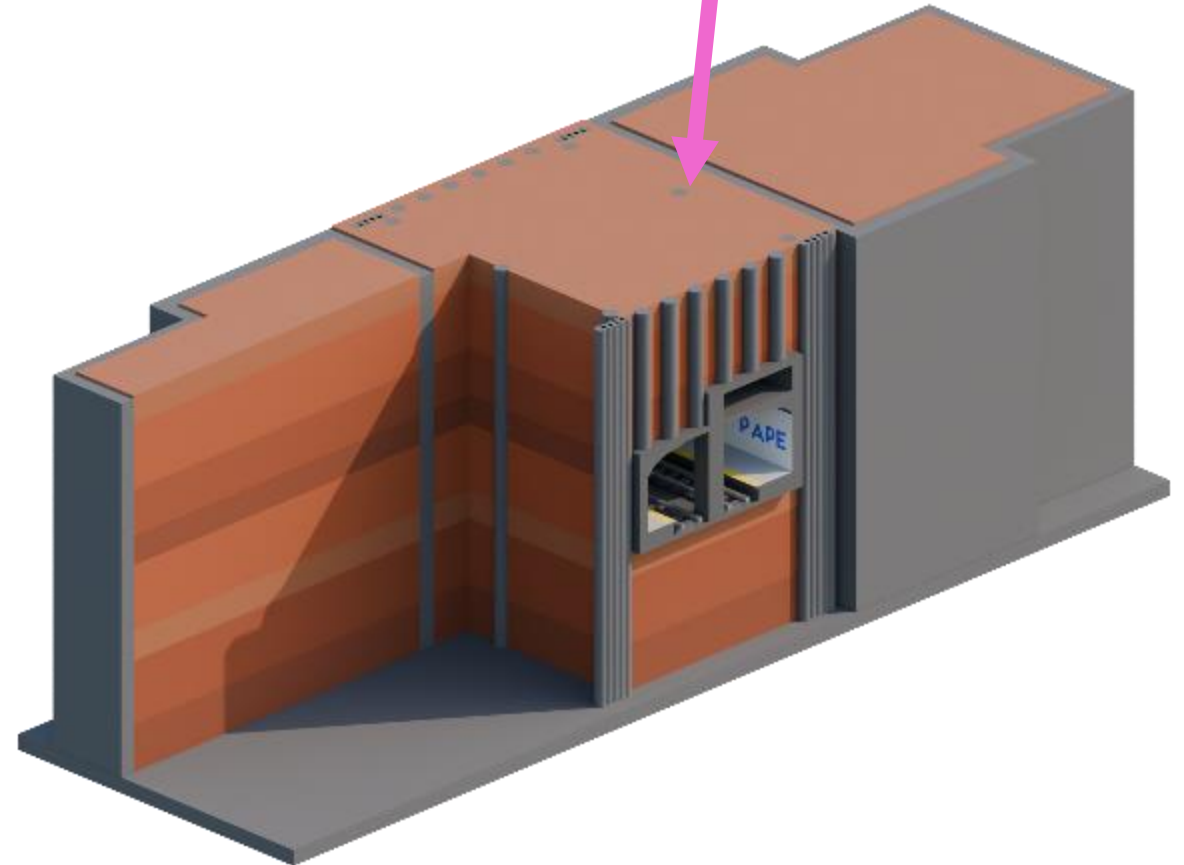


# TTC Box Underpinning

2. Installation of the **Deep Secant Walls** is **completed**.



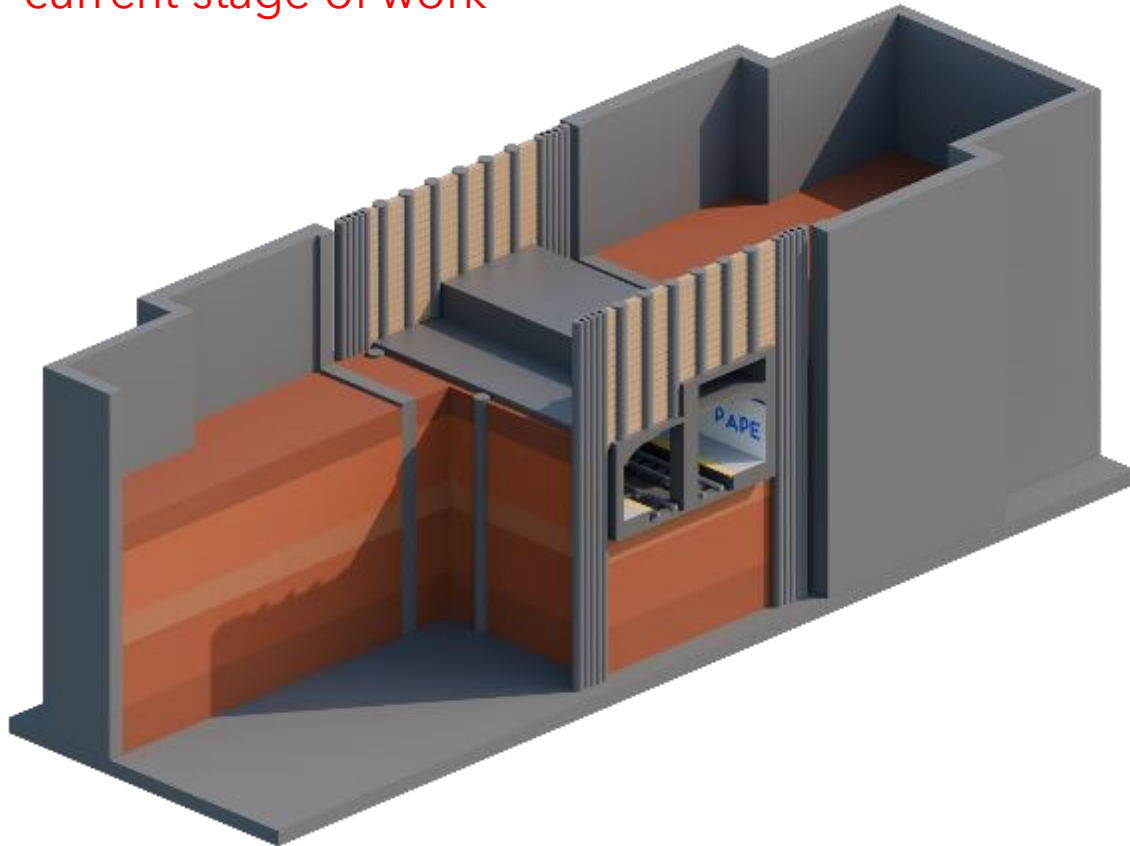
3. Installation of the **TTC Support Caisson** is **completed**.



# TTC Box Underpinning

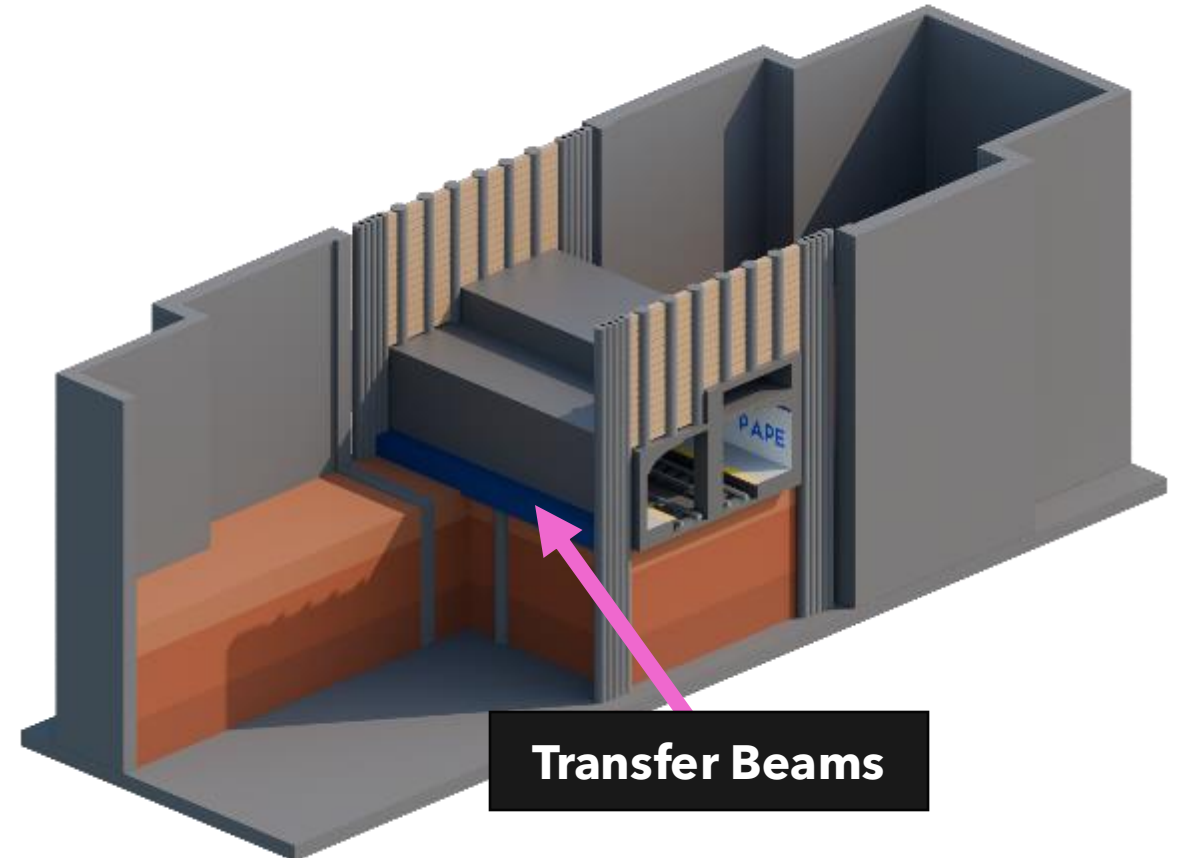
4. Excavate to the top of the TTC Box (including installation of lagging between the soldier piles and breaking the D-wall and TTC support Caissons)

\*current stage of work\*



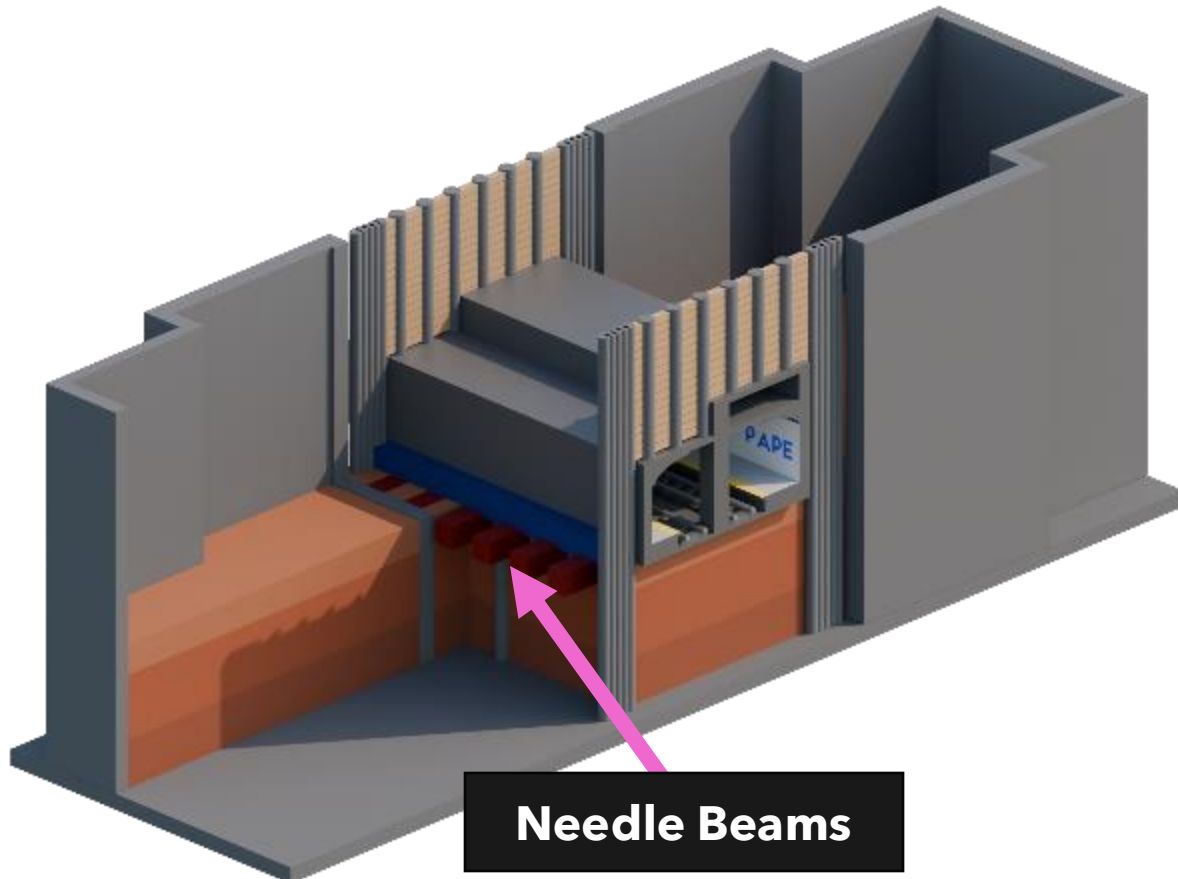
## Area 2: Underpin the existing Line 2

1. Install Transfer Beams across the TTC Support Caissons



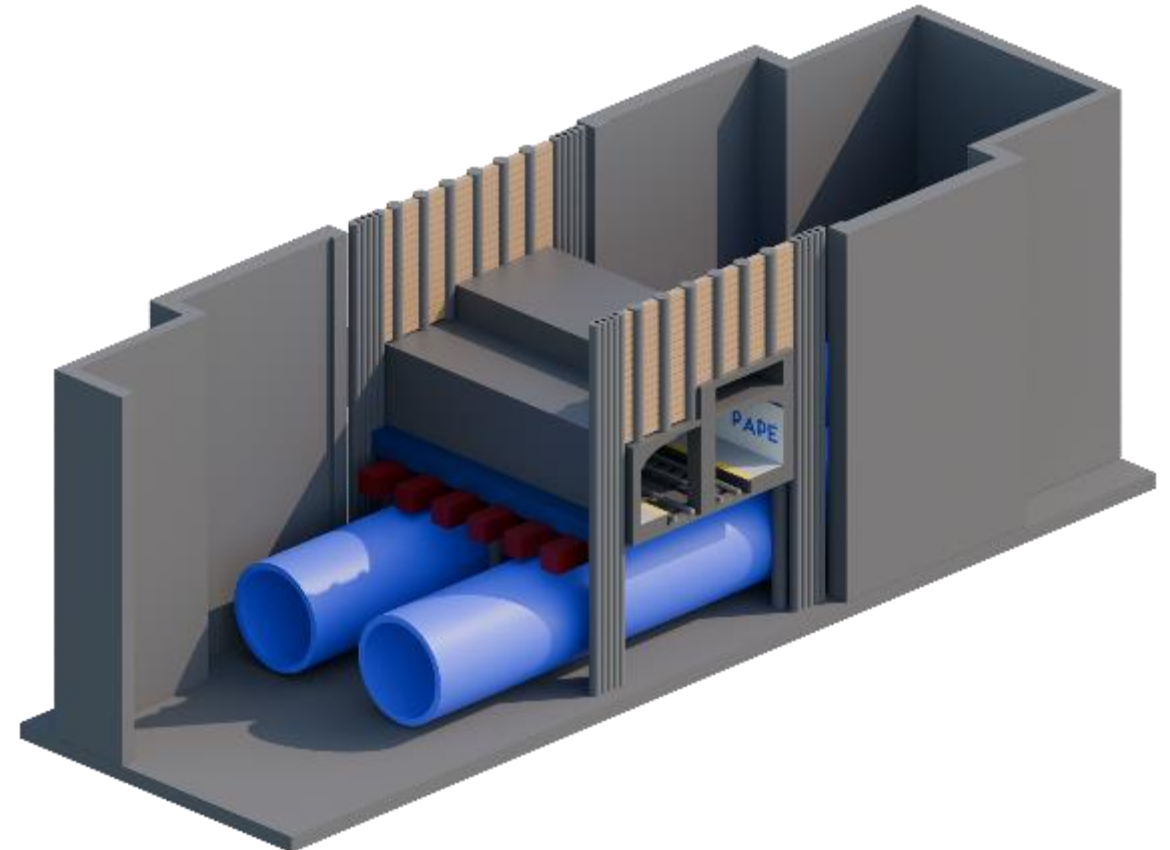
# TTC Box Underpinning

2. Installation of Needle Beams under the existing Line 2 (these beams will carry the load of the existing Line 2 while GIP excavates underneath Pape station).



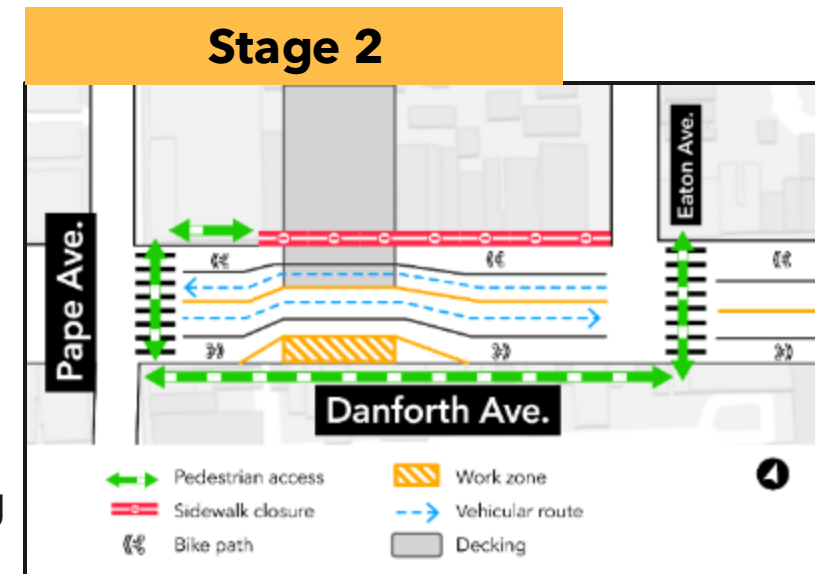
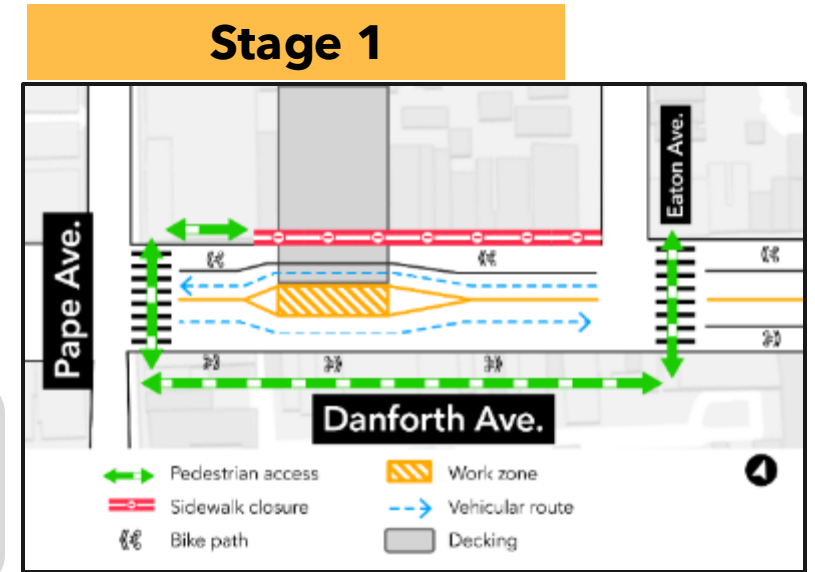
## Area 3: Excavate beneath Line 2

1. Excavate under existing Line 2 in preparation for the future Ontario Line tunnel and subway station.



# Danforth Jet Grouting

- Jet grouting work began on Danforth Avenue in late July.
- Work began with utility exposure and protection, followed by jet grouting.
- Work will take approximately 8 months:
  - Stage 1 will take place from July 2025 to February 2026.
  - Stage 2 will take place from March 2026 to April 2026.
- All work will take place Monday-Friday from 7 a.m. to 11 p.m. and 7a.m. to 7p.m. on Saturday.
- During works, the sidewalk on the north side of Danforth will remain closed. Traffic and bike lanes will be diverted to accommodate the work zones but will remain open. The sidewalk on the south side of Danforth will remain open during both stages.
- Pedestrians are reminded to follow traffic signage and cross to the south side of Danforth to access the open sidewalk when travelling past the construction site.





## Gertrude Jet Grouting Stages

### Stage 1

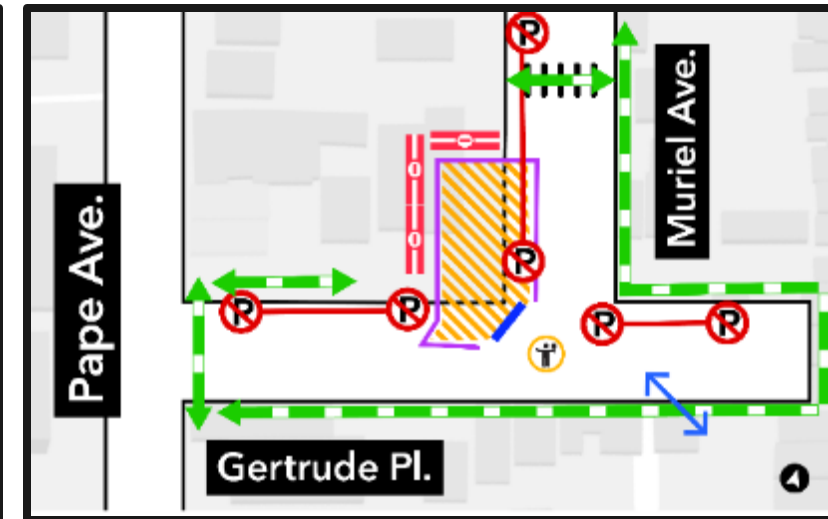
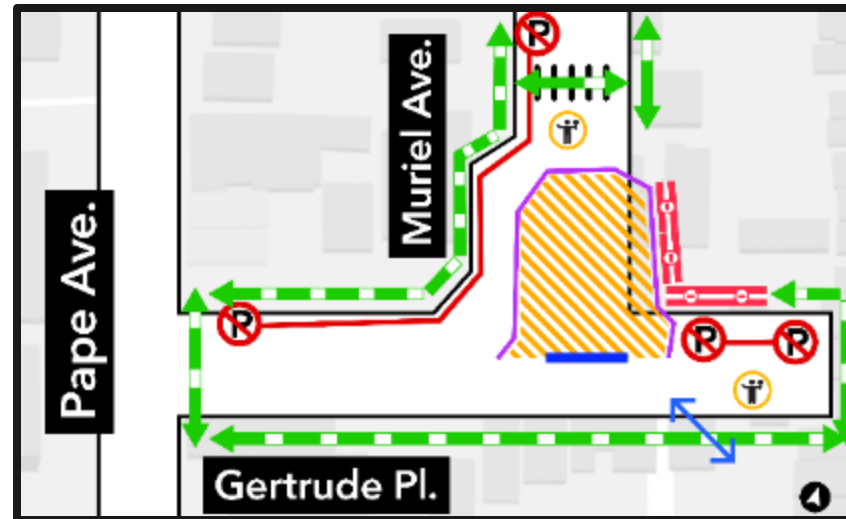
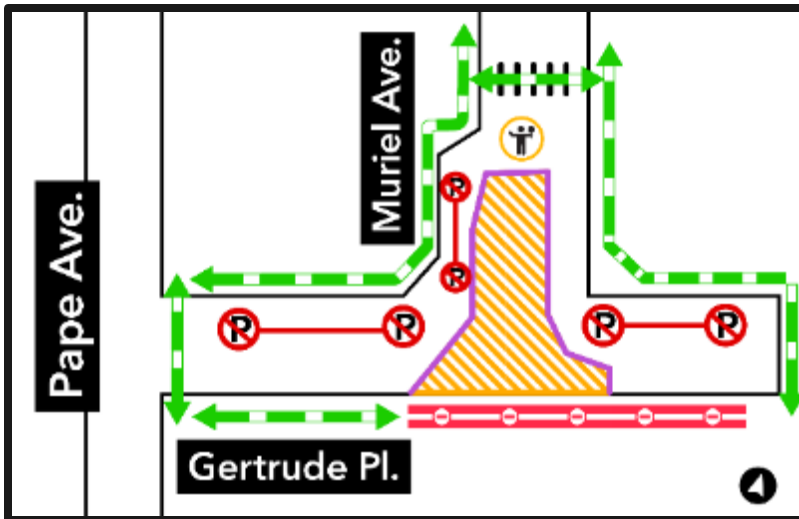
Completed in August

### Stage 2

September 2025 -  
March 2026

### Stage 3

April 2026 - July 2026



**All work Monday - Saturday  
7 a.m. to 7 p.m.**

- |                    |                  |
|--------------------|------------------|
| Pedestrian access  | Work zone        |
| Traffic control    | Noise wall       |
| Restricted parking | Entrance gate    |
| Site access        | Sidewalk closure |

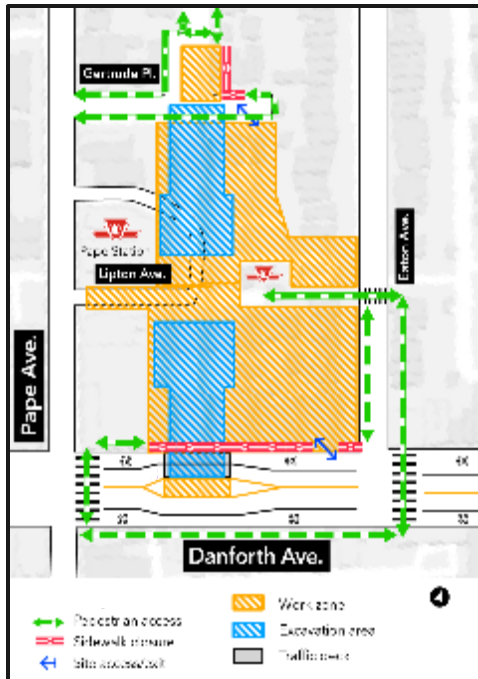
\*site access gate position may vary depending on the construction sequence.

# Haul Route Map

Danforth Ave gate is used as the primary access gate. As of now, the Gertrude gate is only used for jet grout works/to access the Gertrude Work Zone.

**Hours of work:** Monday to Friday on a 24-hour basis. Saturday between 6 a.m. to 7 p.m.

**One primary route (①)** will serve as the main hauling route; all others are designated as backup routes.



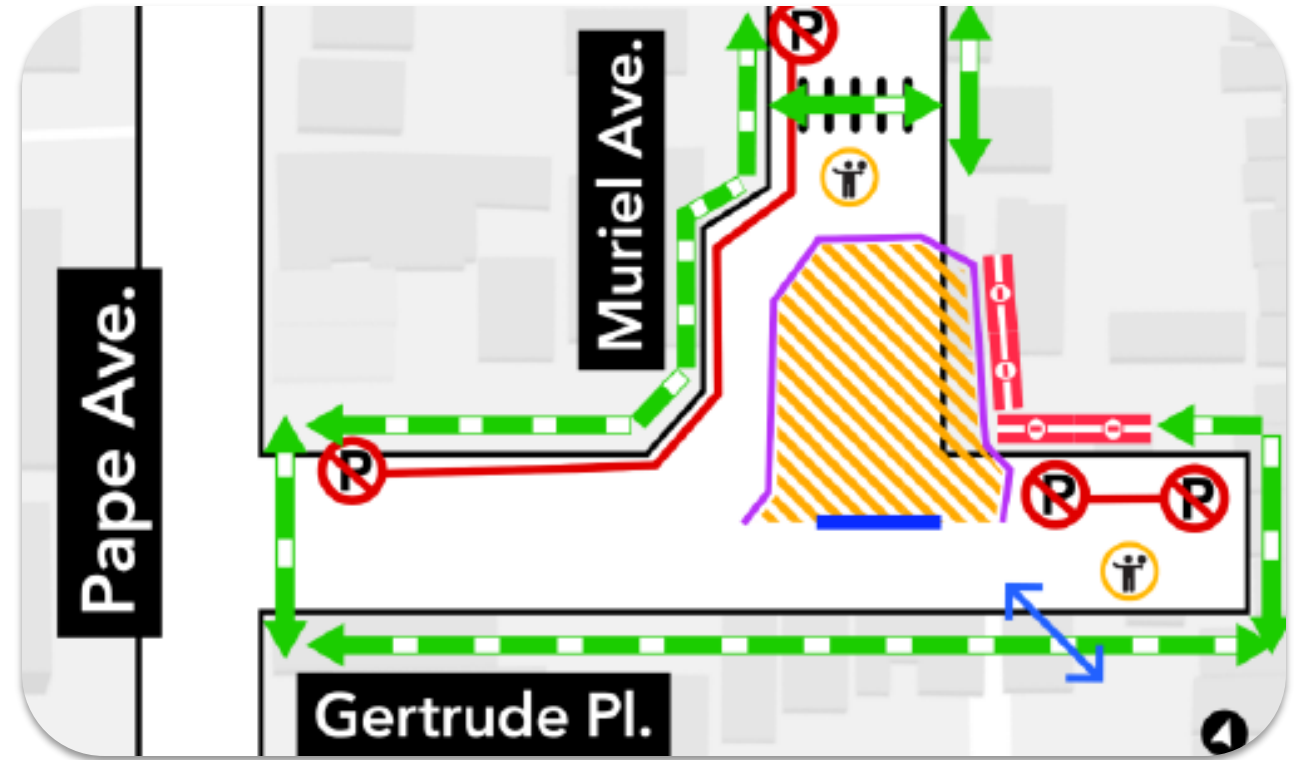
- ① DVP to Don Mills Rd, south to O'Connor Dr, west to Donlands Ave, south to Danforth Ave, west to site.
- ② DVP to Danforth Ave, east to site.
- ③ Lake Shore to Parliament, north Bloor, east to Danforth and site.
- ④ Lake Shore to Woodbine, north to Danforth, west to site.

- ① Site to Pape Ave, north to O'Connor Dr, east to Don Mills Rd, Don Mills Rd to DVP.
- ② Site to Danforth Ave, east to Jones Ave, south to Queen St.

Peak Average Daily Truck Count: 152

## Current Gertrude Gate Usage

- The Gertrude gate is used during the dayshift to support ongoing works in Gertrude island work zone
- Use of Gertrude gate beyond jet grouting works is currently under review - will be discussed at future CLC.





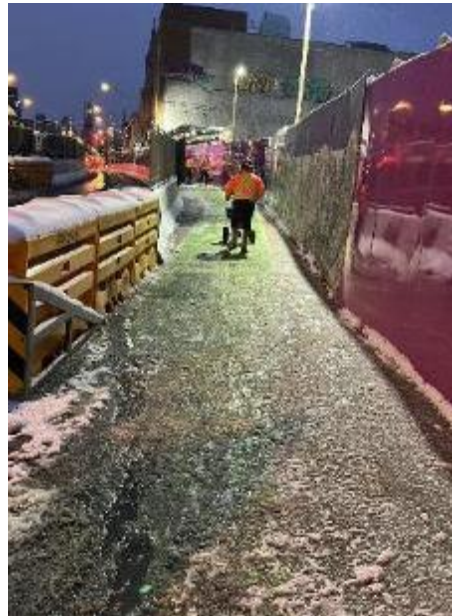
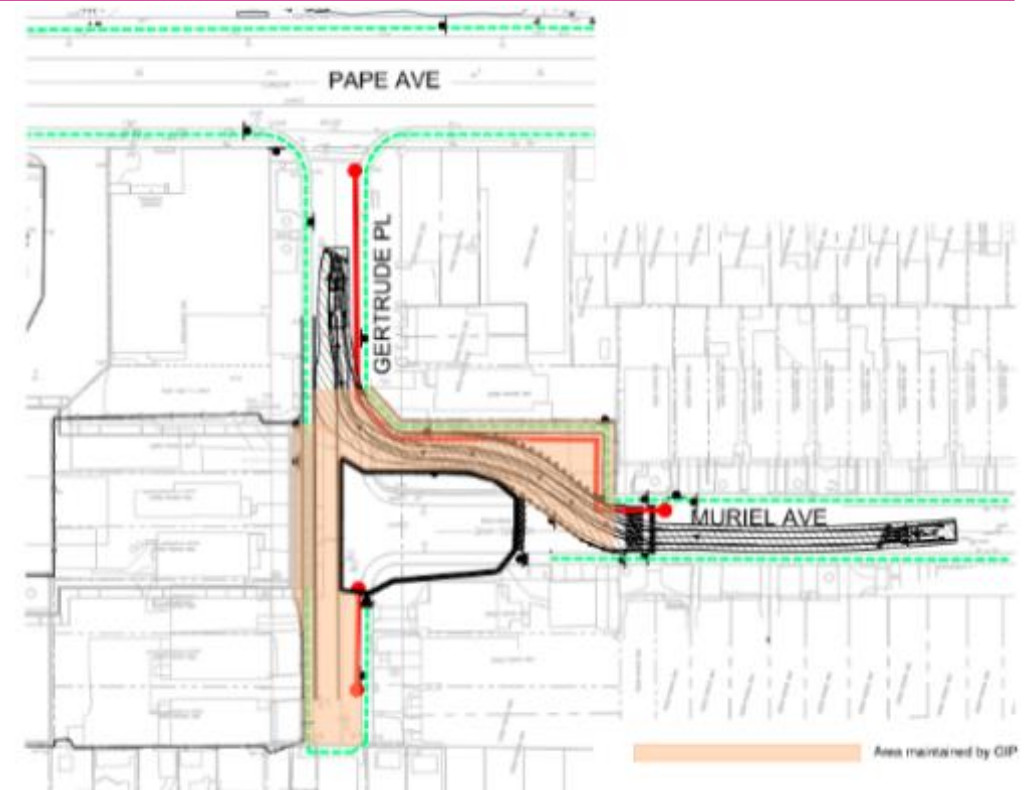
# Snow Removal

## Winter Maintenance in Designated Areas:

Snow removal and salting (regularly) in all orange-highlighted zones and bike lane at Danforth to ensure safe access.

Please contact the City of Toronto for concerns regarding area outside the orange highlighted area:

- **Email:** [311@toronto.ca](mailto:311@toronto.ca)
- **Phone:** 311 (within Toronto)





## Pape Station - Upcoming Works

#	Activity	Location	Expected Start	Expected Completion Date	Impact	Hours of Work	Mitigations
1	Jet Grouting	Gertrude	June 2025	July 2026	Noise	Monday - Friday: 7am-7pm  Saturday: Maintenance from 7am-7pm (including hauling). Hydrovacing will not start until 9am on Saturday.	Noise wall
2	Jet Grouting	Danforth	July 2025	April 2026	Noise	Monday - Friday: 7am-11pm  Saturday: Maintenance from 7am-7pm (including hauling).	Noise wall
3	Shaft Excavation and bracing to bottom of TTC box (Level 3 out of 6)	Pape	October 2025	July 2026	Noise	Monday - Friday: 24 hrs Saturday: 6am-7pm	Noise wall

## Registered Exceedances at Noise Receptors: November 2025

No	Day/Time of Exceedances	Detail	Location	Source	Corrective Action	Complaint Received (Y/N)
1	Thursday, Nov 6 - Morning	Noise	Muriel and Gertrude	Possibly construction (i.e., Moving material, etc.)	Noise wall	N
2	Thursday, Nov 21 - Morning	Noise	Danforth	Jet grouting - cleaning the pipe	Noise blanket, Noise mitigation boxes (Z-box)	N
3	Friday, Nov 28 - noon	Noise	Danforth	Jet grouting - cleaning the pipe	Noise blanket, Noise mitigation boxes (Z-box)	N

# **Discussion**

# **Pape Danforth Updates**

# Sammon Updates



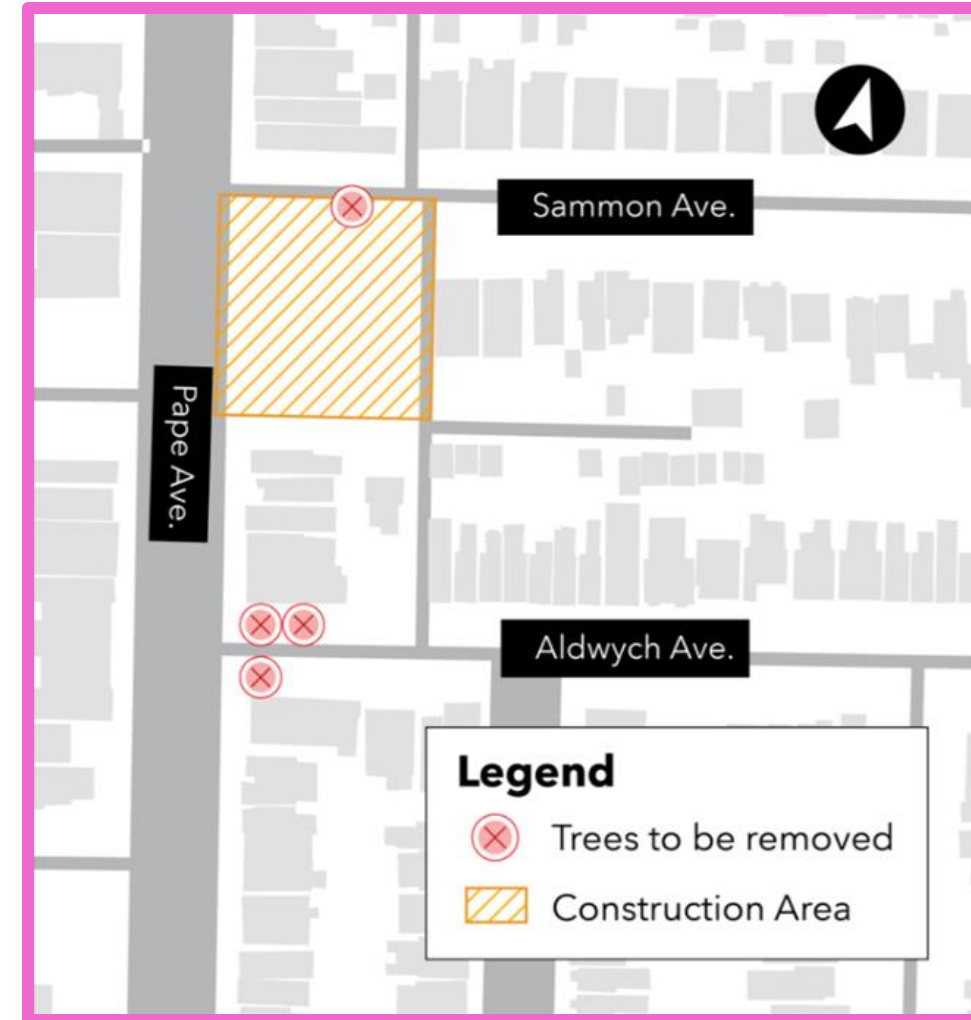
## Safety Enhancements - Lane East Pape South Sammon



- Safety remains a priority, and we have implemented a continuous improvement strategy to consider feedback from the community.
- One convex mirror has been installed near the intersection at Lane East Pape South Sammon.
- This angle offers complete coverage of the blind spot and ensures that drivers and pedestrians can see all directions clearly.
- Please note, the blind spot was present before the laneway closure and is not a result of the construction activities.
- The site team is also considering additional safety enhancements including signage.

## Upcoming Tree Removals Sammon Emergency Services Building (ESB)

- To accommodate the future construction activities, crews working on behalf of Metrolinx will remove select trees and clear vegetation.
- One tree on the south side of Sammon Avenue, two trees on the north side of Aldwych Avenue, and one tree on the south side of Aldwych Avenue will be removed.
- Tree removals will happen as early as **December 17** from **9:30 a.m. to 4:00 p.m.** and is anticipated to take approximately **2 to 3 days**.
- Noise from construction equipment including excavators, trucks, chainsaws and woodchippers can be expected.
- Overall, our practice is to plant more trees than we remove as we build new transit. For every tree removed, we plant as many as 50, depending on the size, location and health of the tree.



A copy of this notice is available online at  
[www.metrolinx.com/OntarioLineConstruction](http://www.metrolinx.com/OntarioLineConstruction)

# Action Items

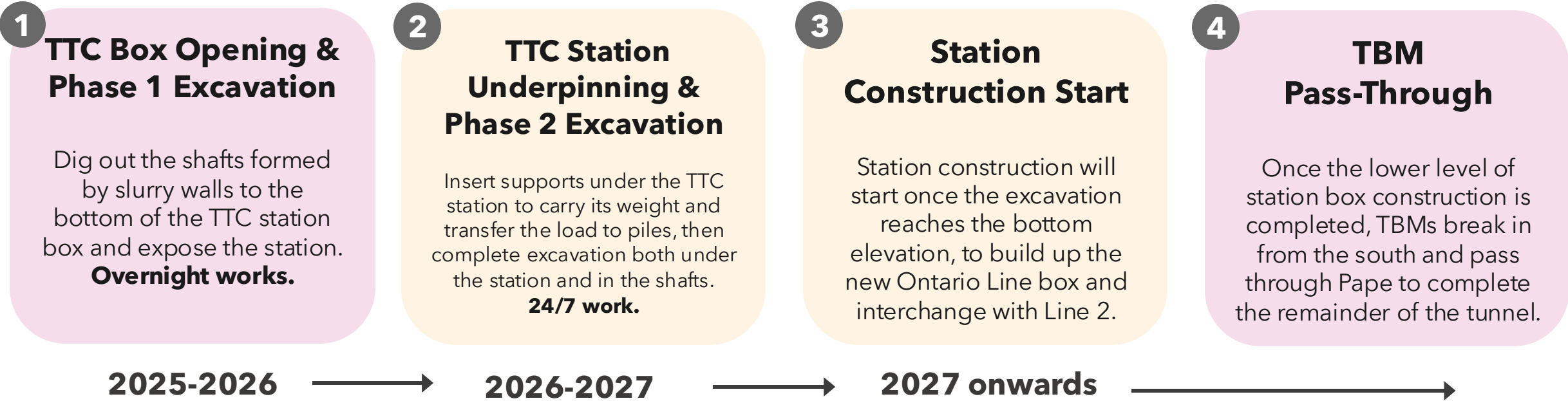
#	Questions Asked / Action Items	Response / Resolution	Status
1	<b>Metrolinx</b> will coordinate with the City of Toronto's traffic department and parking enforcement to address vehicle blockages on Gertrude (especially addressing waste collection routes to ensure proper traffic flow).	Toronto Waste services confirmed that there are no issues with the Traffic Control Plan and they are able to follow correct traffic flows.	Closed
2	<b>GIP</b> will check noise monitor data for potential exceedances related to hydrovac truck activity from 7-9 a.m. on Wednesday, November 5 <sup>th</sup> .	There were no exceedances for Wednesday November 5.	Completed
3	<b>Metrolinx</b> will review what level of overall project schedule and major milestones can be publicly shared, including the updated TBM schedule and segment information from Gerrard Portal.	Metrolinx has shared information regarding TBM timelines at a high-level. We are still developing detailed construction plans and timelines with our project partner responsible for tunnelling the Pape section.	Hold
4	<b>Metrolinx and GIP</b> will provide a technical presentation or video on underpinning and TTC box separation at a future CLC.	The video of underpinning will be shared in the appendix. As well, pictures of the station cavern at other sites is also in the appendix.	Completed
5	<b>GIP</b> will assess and implement lighting and leveling improvements to the pedestrian path on the west side of Muriel near the Gertrude gate.	Uneven areas of the sidewalk were fixed. Lighting solution is in process.	Ongoing
6	Request from the Councillor's office to review the use of GPS tracking of trucks.	GIP currently uses GPS tracking to monitor haul route compliance. Metrolinx is continuing to work with the City on GPS monitoring options.	Ongoing



# Appendix

# Works Sequencing and Estimated Timeline – Pape Station

The exact timeline for Tunnel Boring Machine (TBM) at Pape Station is still being finalized. We are working towards the following sequence and timelines based on current planning which will be kept under review:

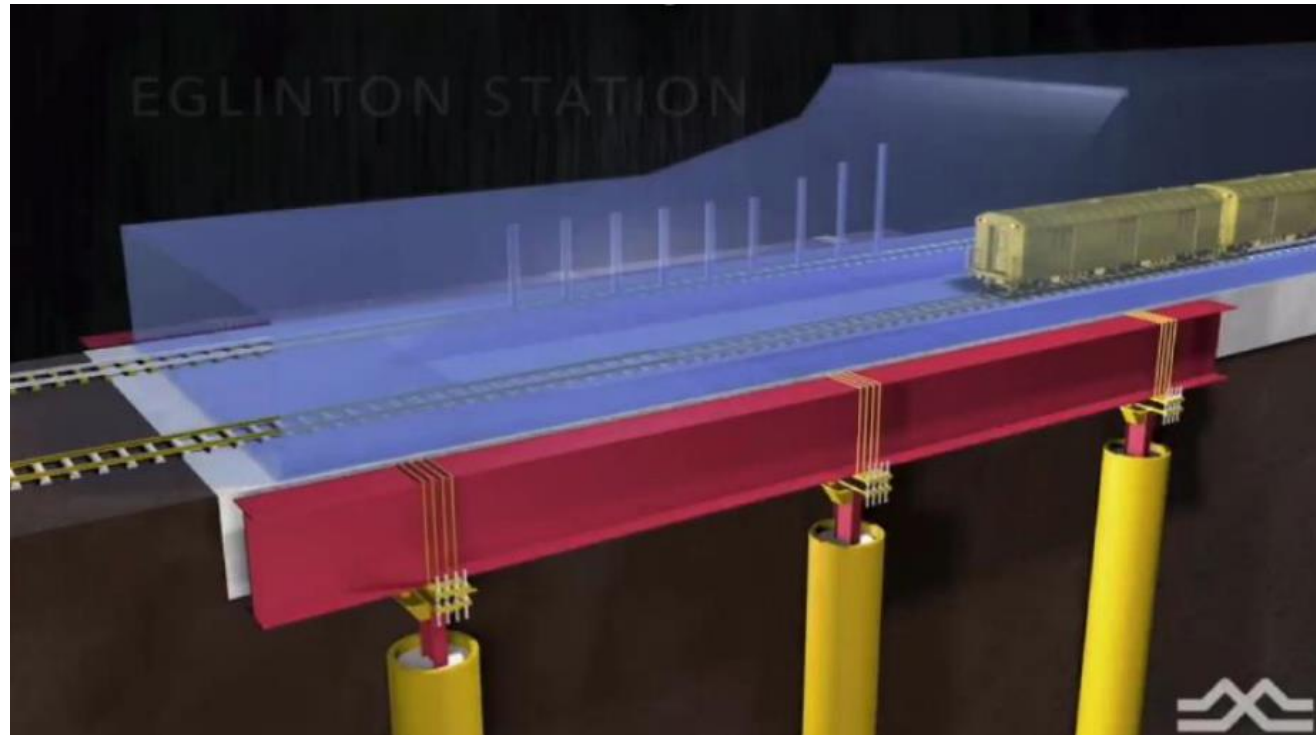


## Schedule and Risks:

- Excavation under the existing station and first level of station concrete must be completed before the TBMs can pass through.
- If Pape Station is not ready for the TBMs to pass through when they arrive, they must sit idle south of the station. This introduces technical risks and must be avoided if possible.
- Excavation requires **overnight work** in order to minimize this risk, and so that the station will be ready before the TBMs arrive.
- Underpinning works require **24/7 work** due to sensitive technical nature of the activity in addition to the schedule criticality.

## TTC Box Underpinning - Video from Eglinton Crosstown Project

- Key takeaways:
  - Underpinning Pape station (an active subway station) is very sensitive work.
  - Monitoring requirements are strict.
  - [Link to YouTube Video: Underpinning Explainer](#)





# Osgoode Station cavern under construction



**View from the bottom of the ~30-metre-deep excavation shaft**



**View from inside the cavern, the location of the future Ontario Line station that will connect with Line 1**