



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.

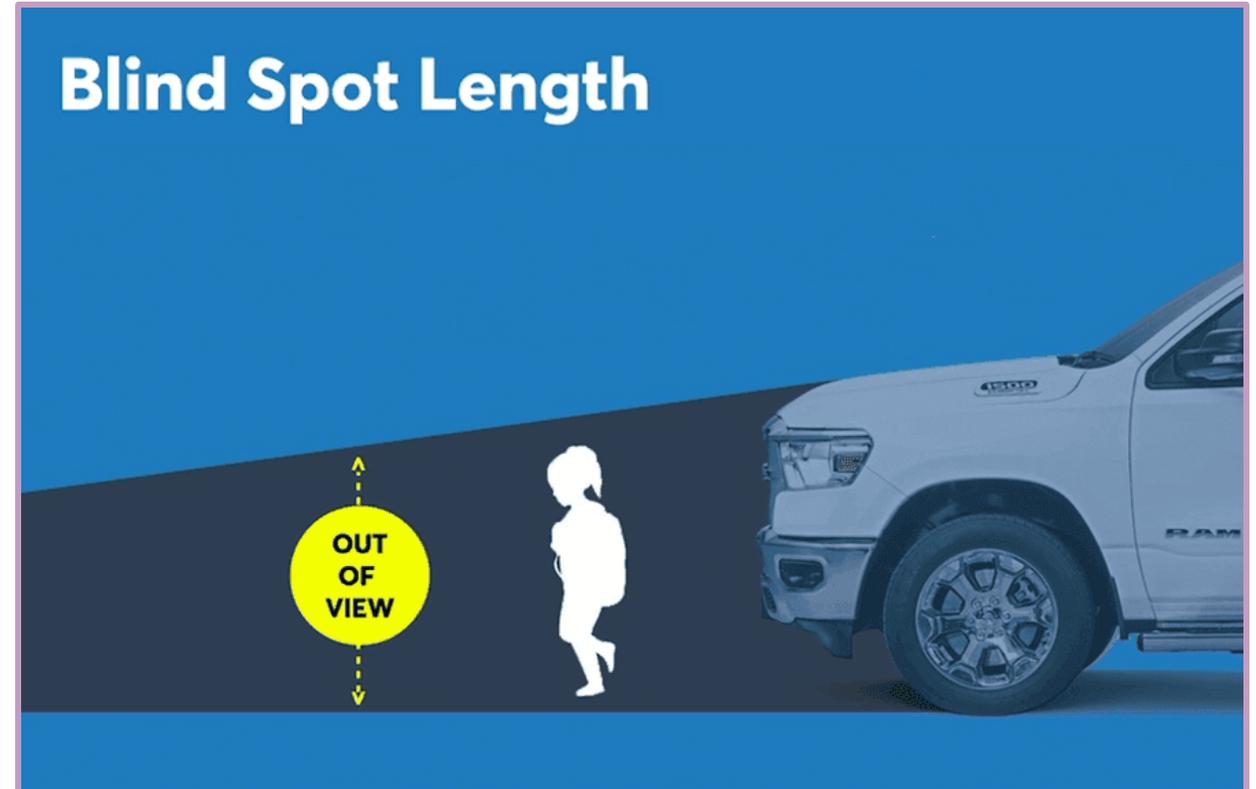
Treaties between First Nations and governments cover these lands, and the promises contained in these Treaties remain relevant to this day.

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: Forward Blind Spots

- Modern pickup trucks have elevated cabs and front-ends that do not slope significantly downward, creating a sizeable blind spot directly ahead of the vehicle.
- As construction activity intensifies in the Pape-Danforth area, we expect an increase in pick-up truck traffic.
- While adults are generally tall enough to be visible above the blind spot, children and dogs walking directly in front of the truck may be completely out-of-view to the driver.
- To ensure visibility and safety when crossing in front of an elevated vehicle at an intersection or driveway, remember the following:
 - Create as much clearance between you and the front end;
 - Ensure children do not trail behind or rush ahead when walking past a truck, and;
 - Reduce slack in your dog's leash to ensure it remains close by.



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

March 04, 2026

AGENDA

1. Renderings

2. Sammon Updates

- Ground Improvement and Site Expansion

3. Pape Danforth Updates Major Updates from the month of February

- TTC Box Underpinning
- Danforth Jet Grouting
- Gertrude Jet Grouting Stages
- Upcoming works
- Exceedances
- Signage
- Sidewalk closures on Danforth Ave
- Exceedances

4. Discussion: Pape Danforth Updates (20 mins)

5. Action Log (10 mins)

New renderings

Pape Station

Aerial overview of the main and secondary entrances



Pape Station

Main entrance building on
Danforth Avenue



Pape Station

Main entrance building –
alternative view, at dusk



Pape Station

Secondary station entrance
on Lipton Avenue





↑ 2 Bloor-Danforth Line
to Street
vers Street

3 to Exhibition
vers Exhibition

From this platform De ce quai
Now Ici
to Exhibition
vers Exhibition
2 min, 5 min

20:06**
Now Ici
2 min, 5 min

← to street
vers la rue
Elevator
Ascenseur

Pape

Pape Station
Station interior - Ontario
Line platform level



Pape Station

Station interior - Ontario
Line concourse level

Sammon emergency services building

Aerial overview



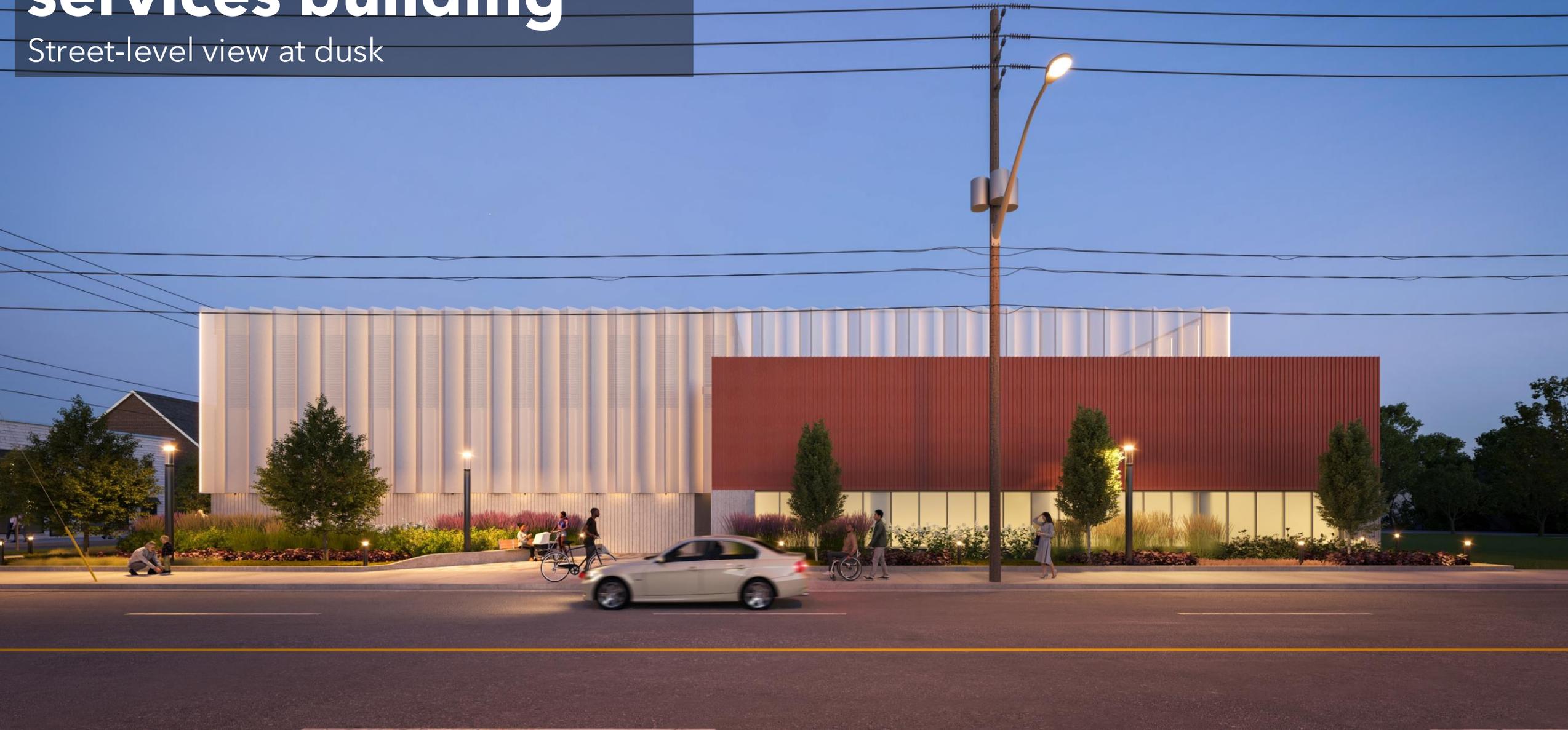
Sammon emergency services building

Eye-level view



Sammon emergency services building

Street-level view at dusk



Sammon Updates

Sammon Emergency Services Building (ESB) Ground Improvement Work

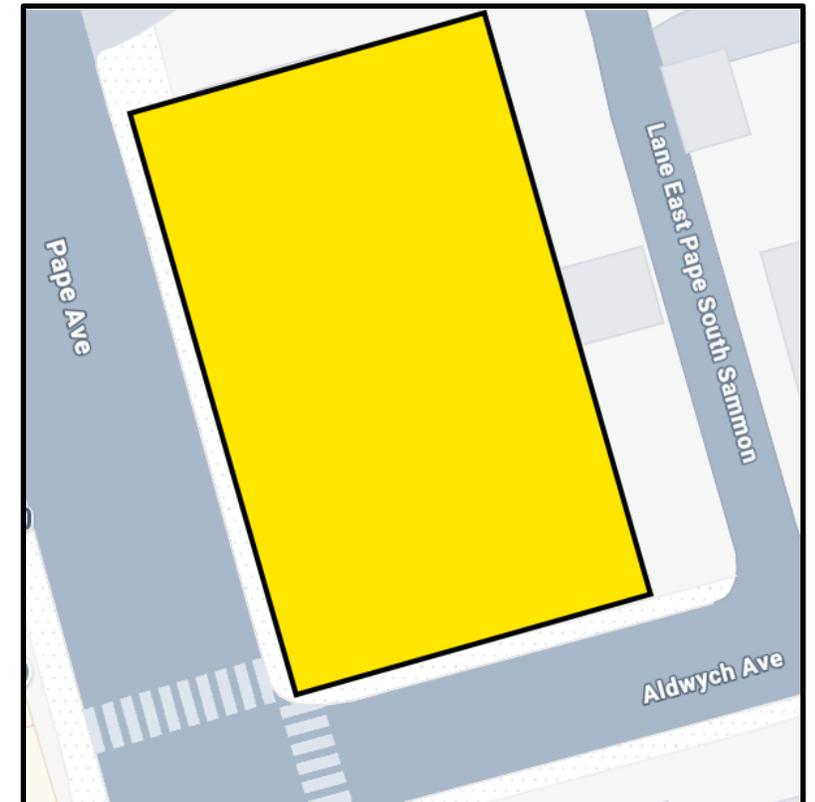
- Starting as early as **late March**, construction will focus on preparing the site for jet grouting, a ground improvement method used to strengthen soil conditions prior to excavation.
- Equipment to support construction activities will be brought to the site throughout March into April.
- Prior to the start of jet grouting, environmental monitoring equipment to assess noise, vibration and air quality levels, in addition to noise walls along Pape Avenue and Sammon Avenue will be installed.
- Work will take place during **weekdays from 7 a.m. to 11 p.m.**



A copy of this notice is available online at www.metrolinx.com/en/projects-and-programs/ontario-line/notices

Sammon Emergency Services Building (ESB) Site Expansion for Construction

- As of February 2, six properties from 873 Pape Avenue to 883 Pape Avenue were transferred to Metrolinx for construction purposes.
- These properties will be tested for mold, asbestos, and lead. To eliminate health and safety hazards prior to construction activities, a process called abatement will be completed.
- After the abatement work, demolition activities are anticipated to start later this spring.



Pape Danforth Updates

Major Site Activities



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 February - Bracing

- Level 3 bracing in south and north shaft is ongoing.
- Level 3 bracing and TTC box exposure at Area 1 is ongoing.



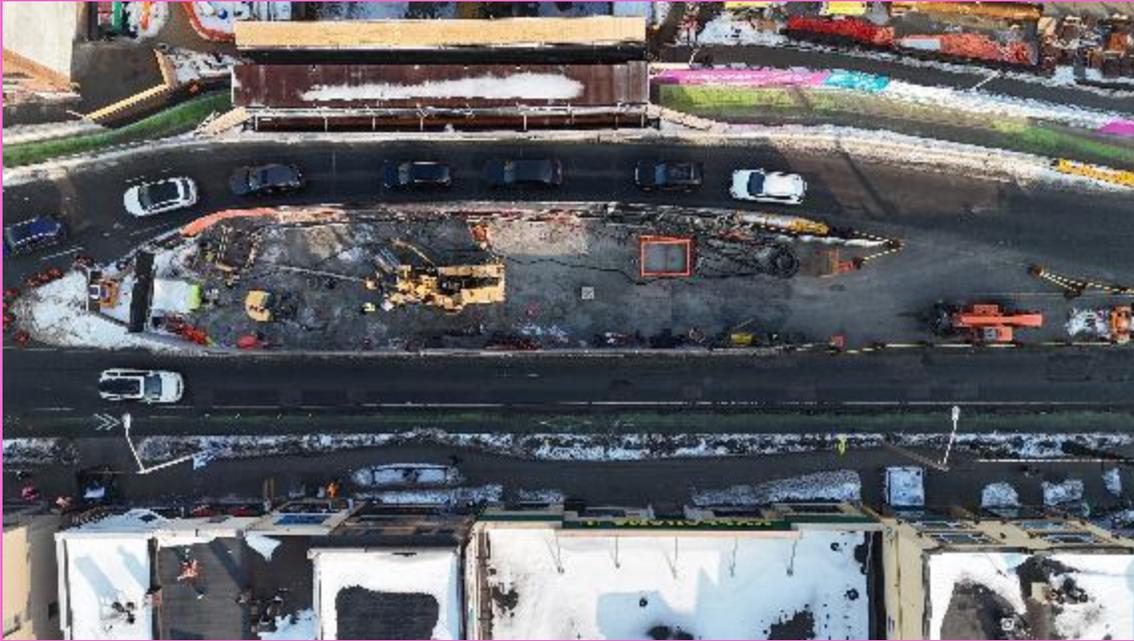
Major Updates from the month of February - Excavation



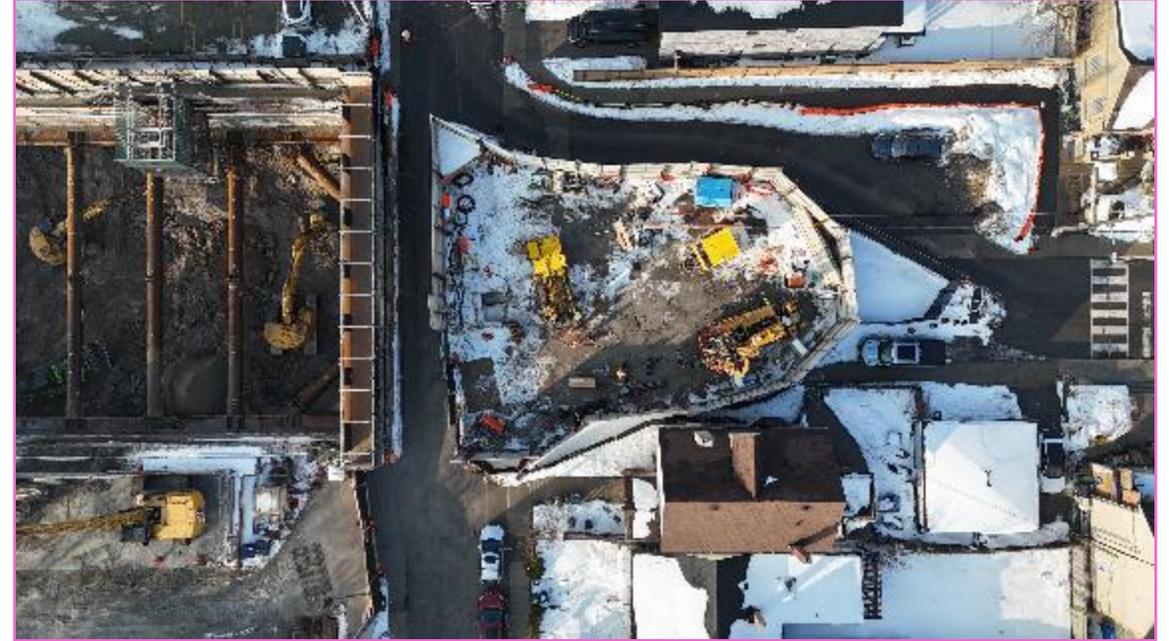
- The excavation for level 3 in the South shaft is ongoing.

- Level 3 excavation in North shaft is ongoing

Major Updates from the month of February



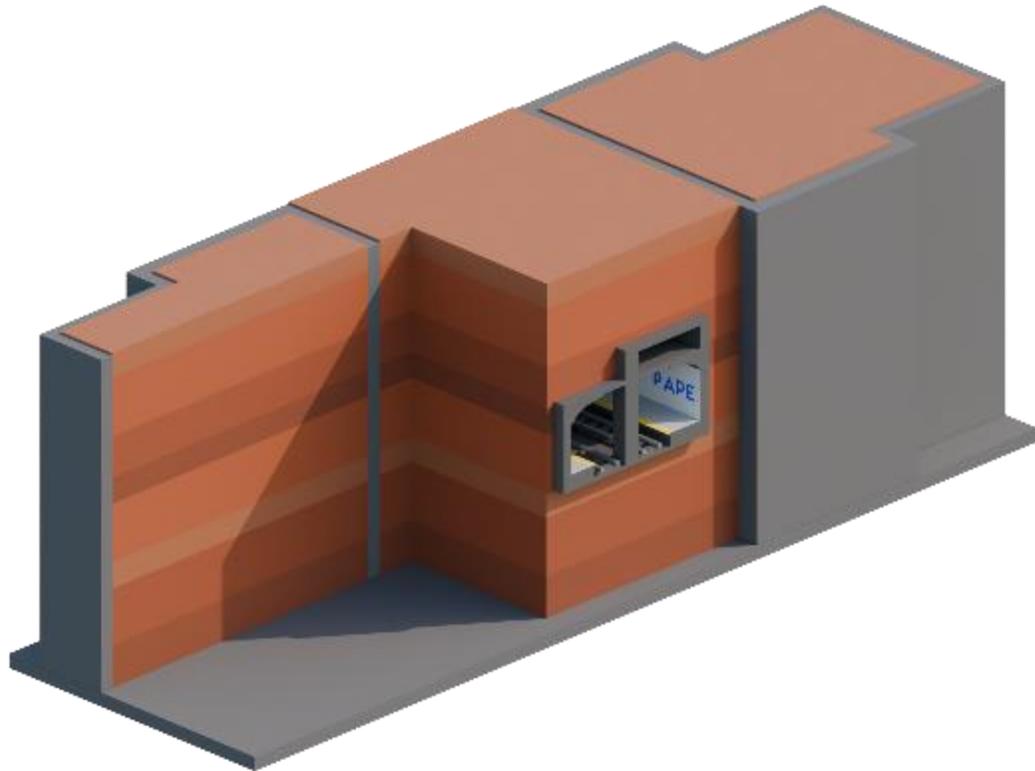
- **Jet grout column installation on Danforth Avenue** began in September and is ongoing.



- **Stage 2 jet grouting:** Jet grout columns installation on Gertrude Place is ongoing.

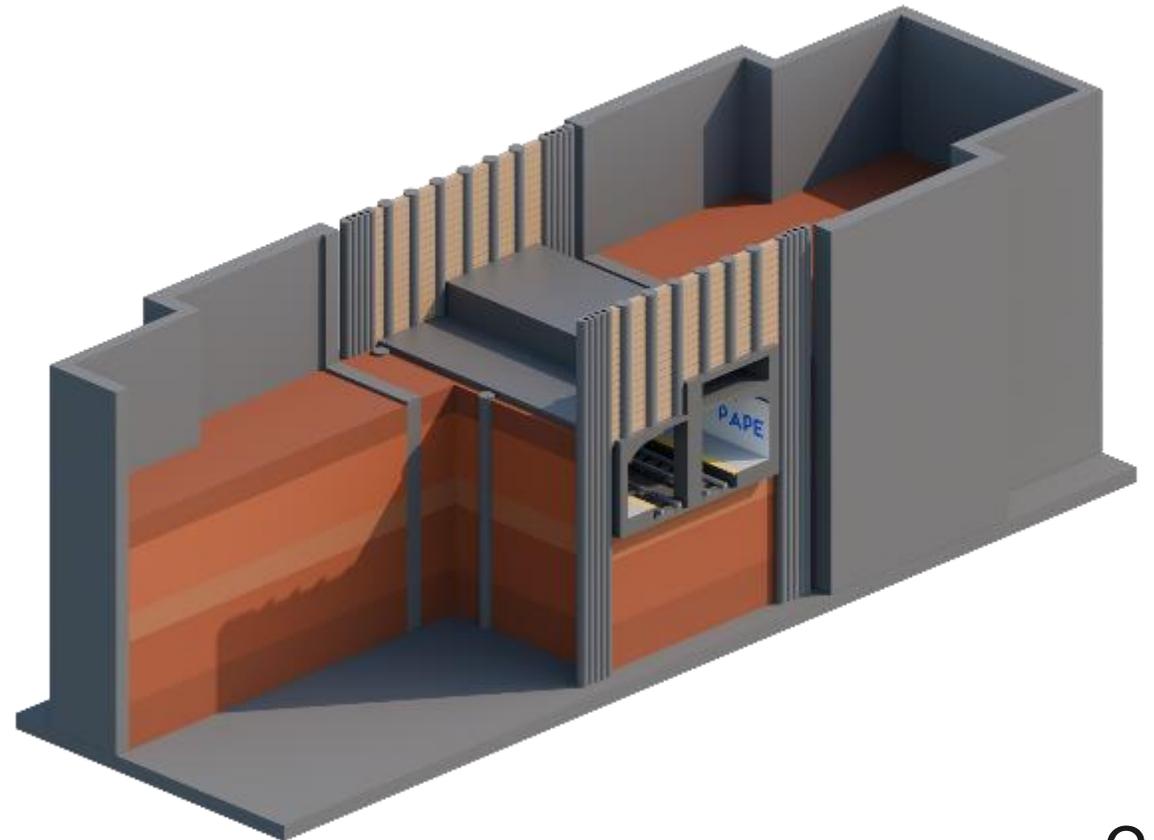
TTC Box Underpinning

Original Condition



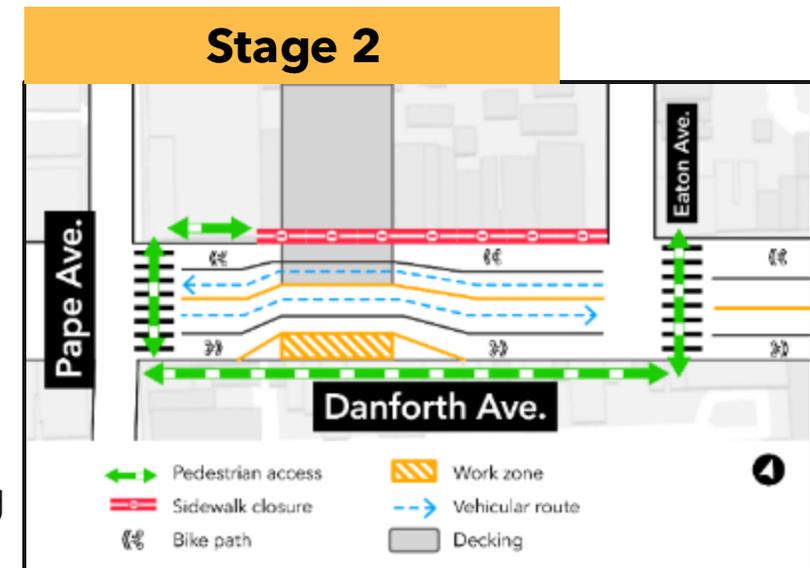
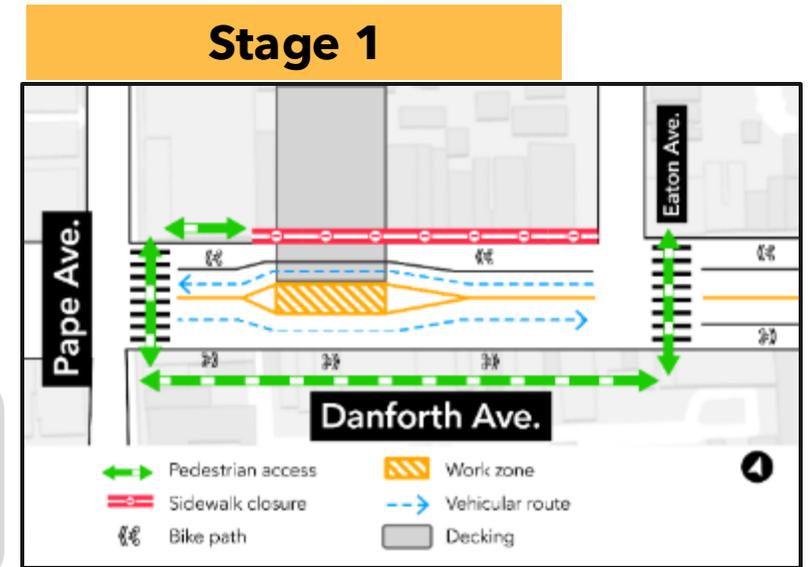
Current Stage of Work

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)



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 7 a.m. to 7 p.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.



Danforth after jet grouting works

- North sidewalk will remain closed to avoid having interface between pedestrian and trucks.
- South sidewalk to remain open.
- Bike lanes in both direction to remain open.
- One traffic lane per direction.



Gertrude Jet Grouting Stages

Stage 1

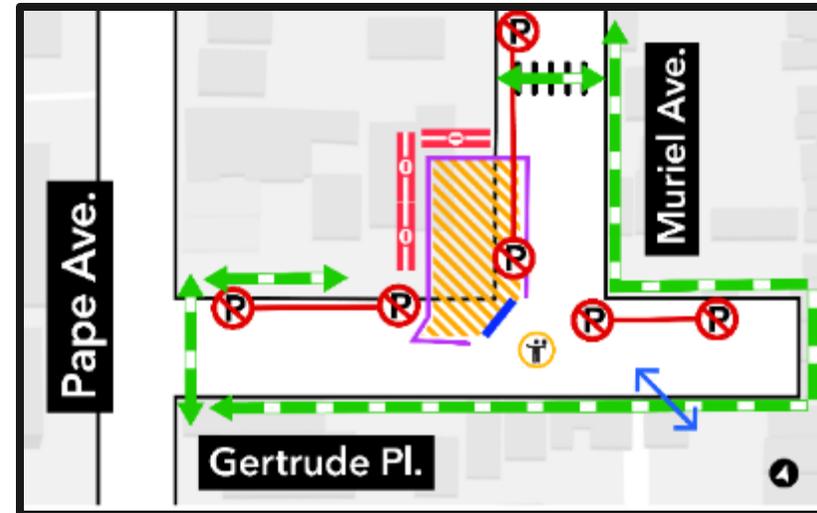
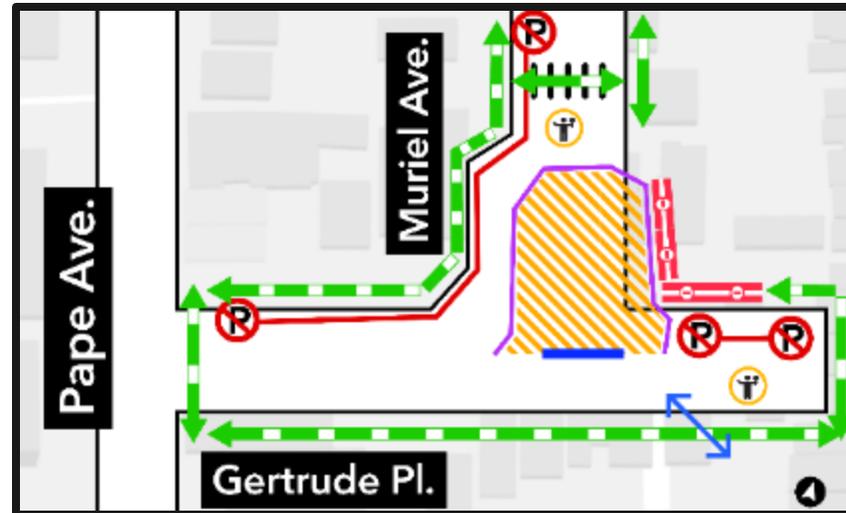
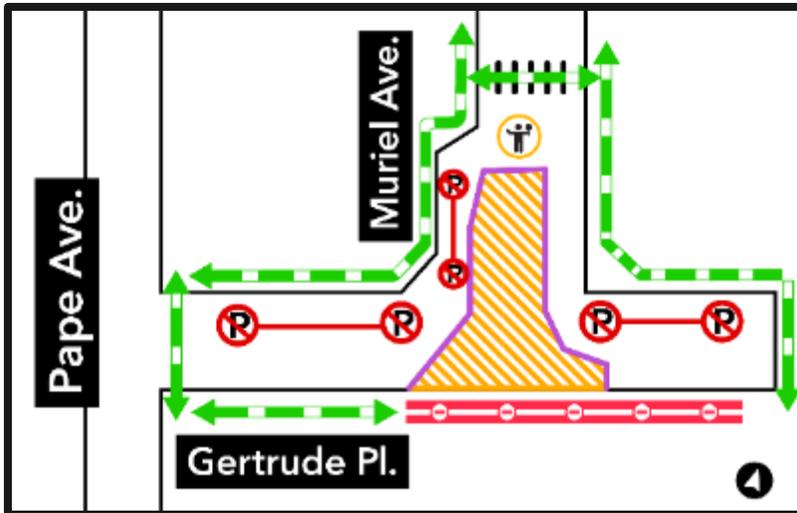
Completed in August

Stage 2

September 2025 -
March 2026

Stage 3

April 2026 - July 2026



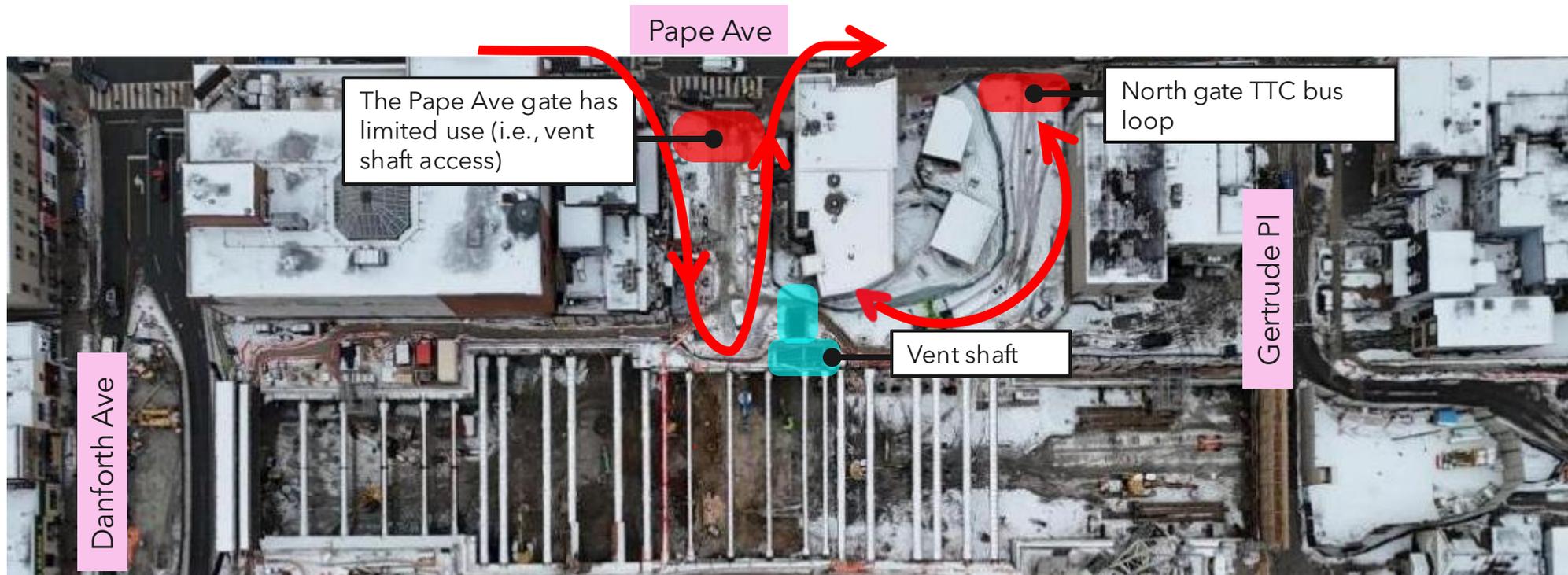
**All work Monday - Saturday
7 a.m. to 7 p.m.**



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

Lipton gate usage for vent shaft and road restoration.

- The Lipton gate will be used for access to the vent shaft.
- For the TTC bus loop road restoration, the north gate will be used.
- The vent shaft cannot be accessed by trucks from the Danforth gate. There is no internal connection between the west side (Pape Avenue gate) and the east side (Danforth gate) due to the full-length excavation shaft.



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). Hydrovacating 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: February 2026 (Cut-off date: Feb 26)

No	Day/Time of Exceedances	Detail	Location	Source	Corrective Action	Complaint Received (Y/N)
1	February 2,3 (Afternoon)	Noise	Danforth	Jet grouting - cleaning the pipe, less than a minute	Noise blanket, Noise mitigation boxes (Z-box)	N

Discussion

Pape Danforth Updates

Action Items

Action Log

#	Questions Asked / Action Items	Response / Resolution	Status
1	Metrolinx 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).	Metrolinx and the City of Toronto's Waste Management services are aware of the concerns and have reminded all parties about this item.	Completed
2	Metrolinx will prepare and present a list of all schools, childcare centres, and other community locations contacted regarding anticipated 2026 truck volumes and safety measures.	Metrolinx is continuing to work on providing this list with the community.	Ongoing
3	Metrolinx will review what level of overall project schedule and major milestones can be publicly shared, including and especially 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

Gertrude Place Gate Action Items

#	Action Item	Response/ Resolution	Status
1	Metrolinx to provide an updated rendering of Pape Station which includes renders of the side facing Gertrude Place and Muriel Avenue.	Updated Pape Station and Sammon Emergency Service building renderings have been attached on the March 2026 Pape Danforth and Sammon CLC.	Completed
2	Metrolinx and GIP will investigate increasing the soundwall to 7 metres throughout the length of Gertrude Place section.	Internal review was undertaken on February 26. Contractor is currently looking into viability of increasing the noise wall to 7m.	Ongoing
3	Metrolinx and GIP will do an audit of the noise wall at Gertrude Place and inspect with community members to identify weak points that can be fixed.	Metrolinx and GIP to schedule a site walk with CLC and Gertrude Gate meeting attendees in April.	Ongoing
4	Metrolinx to explore mitigation measures for affected residents during the most intrusive phases of construction (ex. window cleaning services and vehicle cleaning support).	Metrolinx has in place criteria for eligibility for mitigation measures and those tools will be available to residents closely affected by Gertrude Gate operations.	Ongoing
5	Metrolinx to add Ontario Line identifiers on both sides of trucks that use Pape Station.	Ontario Line identifiers have been introduced. Additional consideration is being given for improvements.	Ongoing

Continued

#	Action Item	Response/ Resolution	Status
6	Metrolinx and GIP to ensure flag persons and/or traffic management personnel are present to ensure safety for pedestrians and motorists.	Flag persons and other traffic personnel will be present to ensure safety for pedestrians and to ensure the local community always has priority access.	Ongoing
7	GIP to ensure that the area directly in front of the Gertrude Place gate is kept free from construction debris.	Regular monitoring and debris removal in front of the Gertrude Place Gate will be conducted to maintain a clean and safe environment for the community	Ongoing
8	Metrolinx to connect with local community following the launch of gate operations to obtain feedback regarding mitigations	Metrolinx will engage with the local community in the weeks following the opening of the Gertrude Gate via efforts such as canvassing, a site walk, and a virtual meeting.	Ongoing

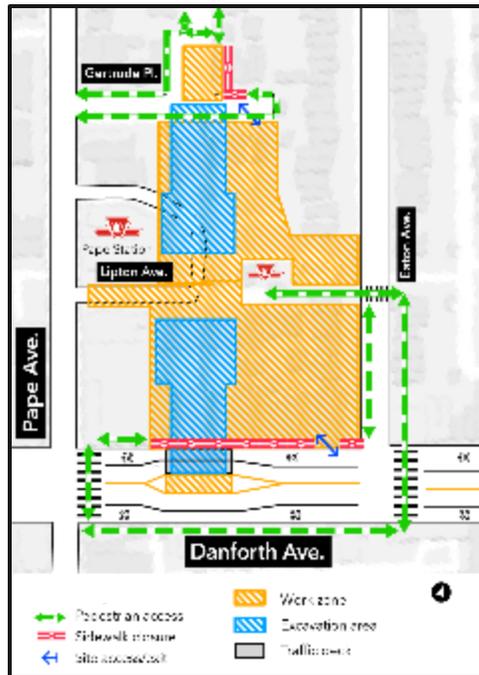
Appendices

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

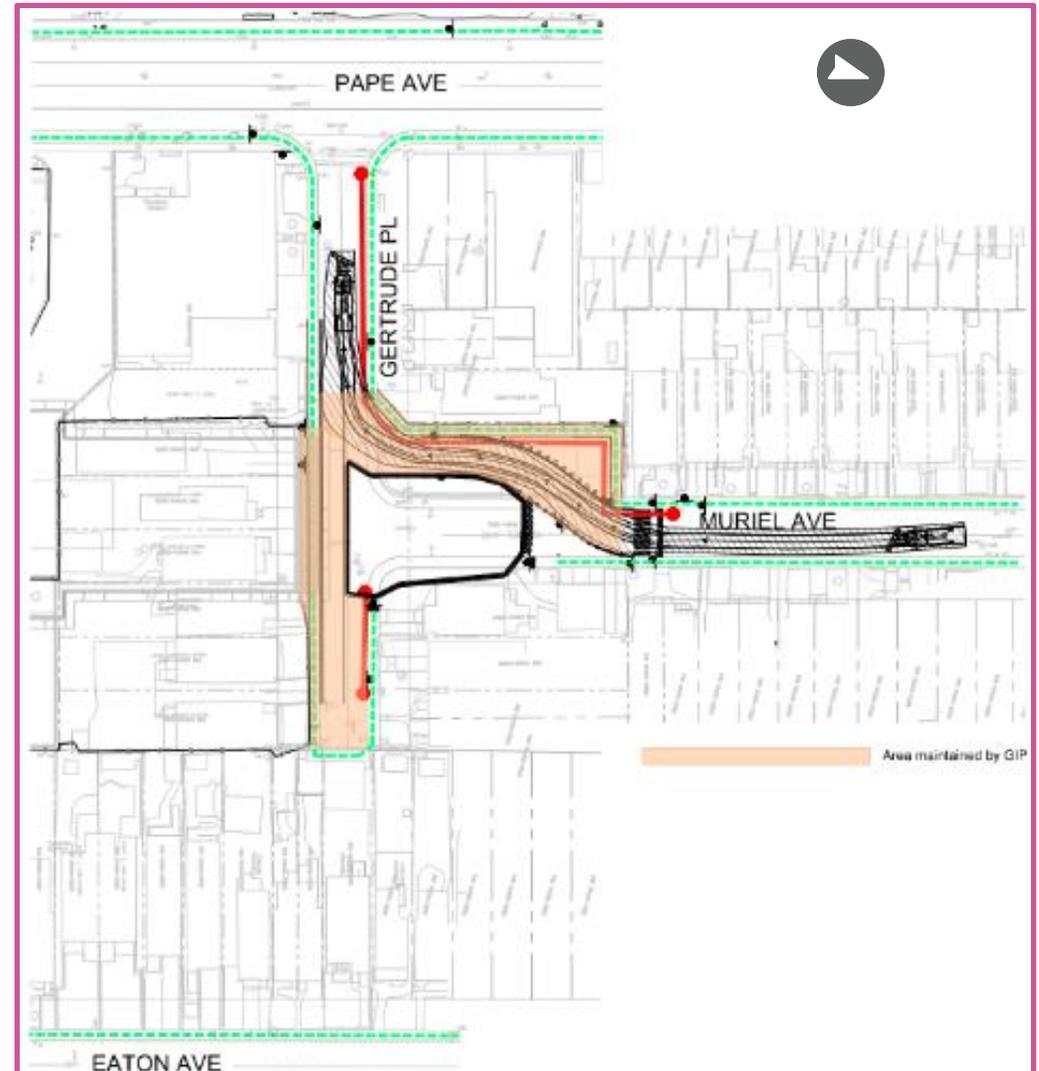
Snow Removal

Winter Maintenance in Designated Areas:

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

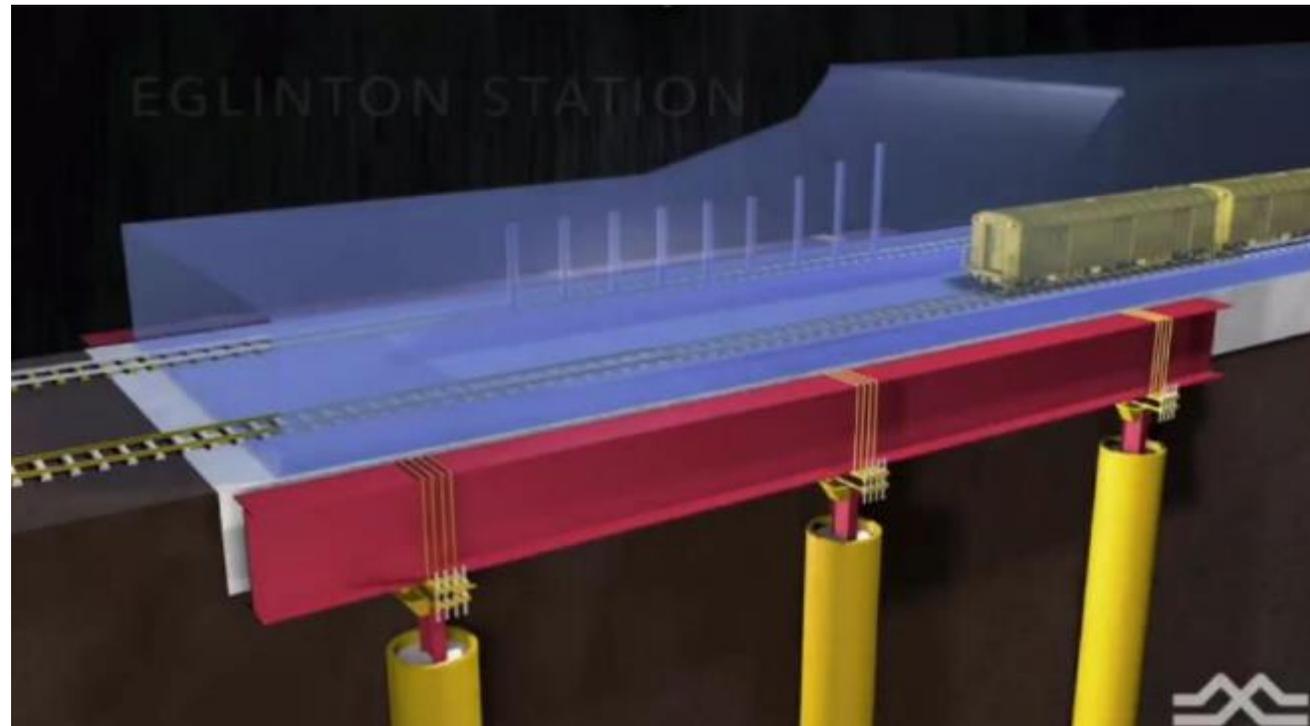
Please contact the City of Toronto for concerns regarding area outside the orange highlighted area:

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



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](#)



Why is the Gertrude Place gate being used?



The Pape Ave gate has limited use (i.e., vent shaft access)

Pape Ave

The excavation shaft runs the full length of the site, which means that there is no vehicle/equipment access from the East to West side of site

Danforth Ave

Space on site is constrained now that excavation has started

The Danforth Ave gate

Eaton Ave

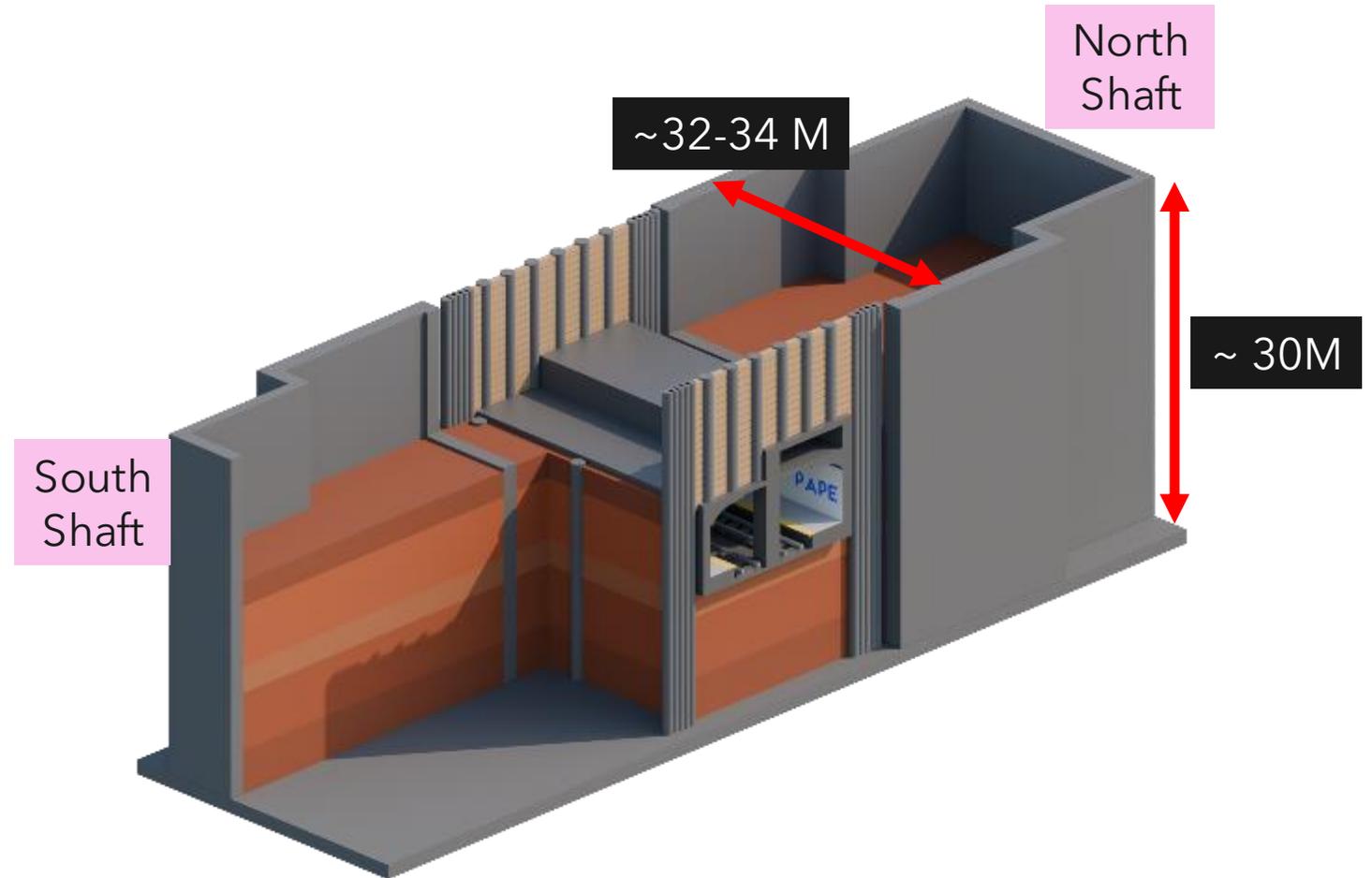
Gertrude Pl

Trucks are unable to turn around in the Northeast side of site. To leave through the Danforth gate, trucks would have to reverse all the way back to the Southeast side of site. With trucks moving only in a forward direction, we avoid safety hazards for construction workers.

Why is the Gertrude Place gate being used?

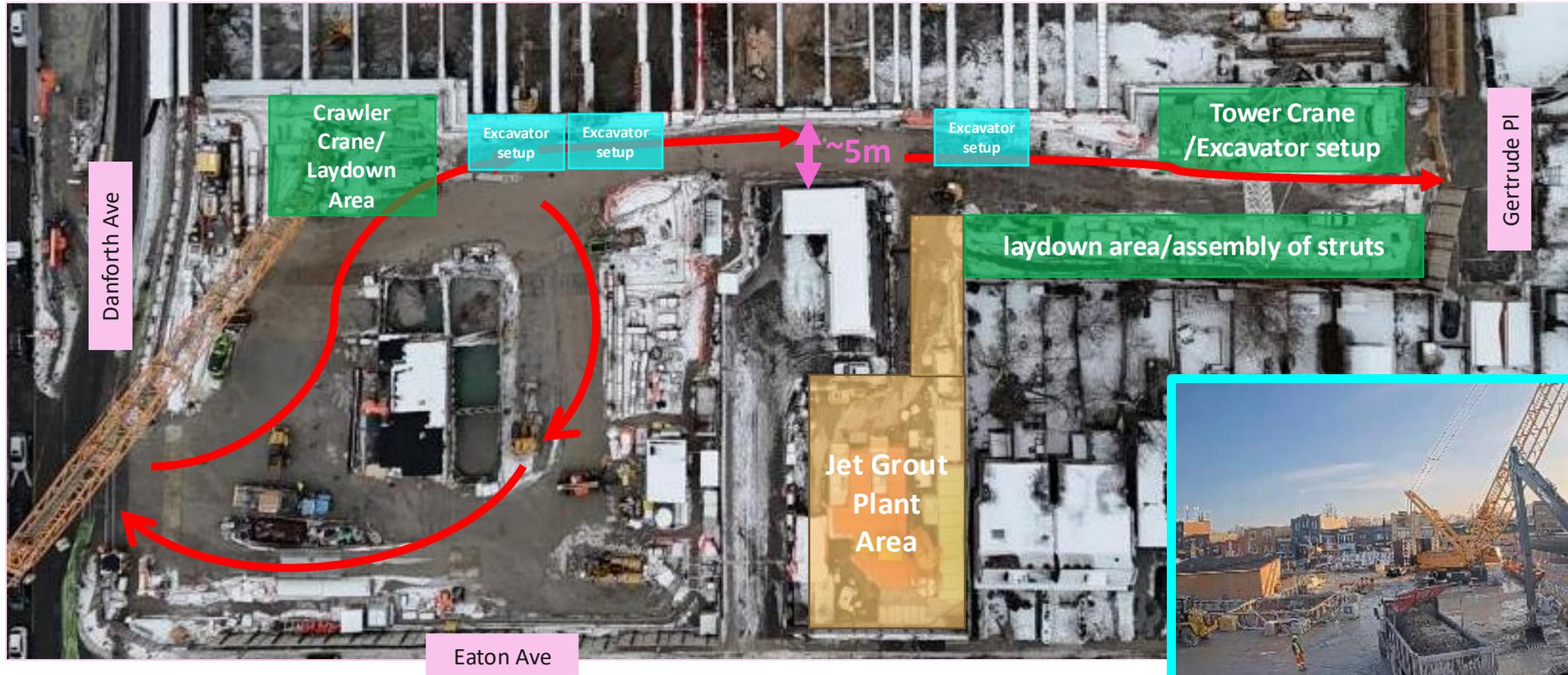
Current Stage of Work

- Excavation depth will reach approximately 30 m.
- North shaft width is approximately 32 m.
- No connection between west side (Pape Ave gate) and east side (Danforth gate) due to full-length excavation shaft.



Why is the Gertrude Place gate being used?

- Turning is not possible due to site bottleneck; all alternative options have been reviewed.
- Trucks offloading spoils from the South shaft will exit site through Danforth gate.
- Trucks offloading spoils from the North shaft will exit site through Gertrude gate

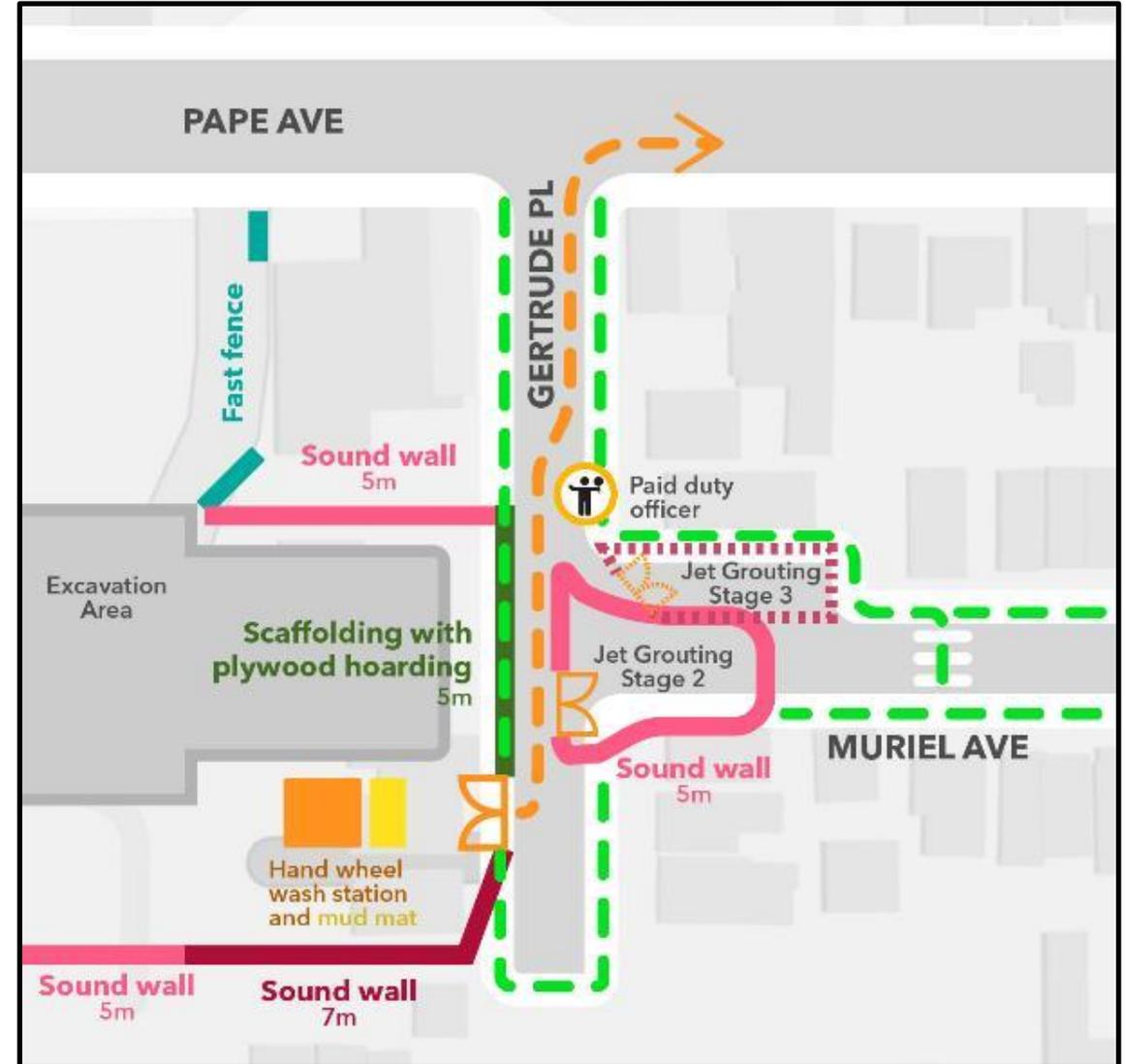


Proposed use during the dayshift From January 2026 to July 2026

What to Expect

- From January until the jet grouting work is completed in July 2026, the Gertrude Place gate will be used as a haul route for a small number of trucks to **exit the site**.
- No trucks will **enter the site** from the Gertrude Place gate.
- On average, **8 trucks** will exit the gate during the dayshift (7 a.m. to 7 p.m.) until the jet grouting work is completed in July.
- Mitigations have been installed to reduce noise and traffic impacts including a Paid Duty Officer (24 hours a day).
- Spotter will be utilized at the Gertrude gate.
- Staging will be within GIP's site.

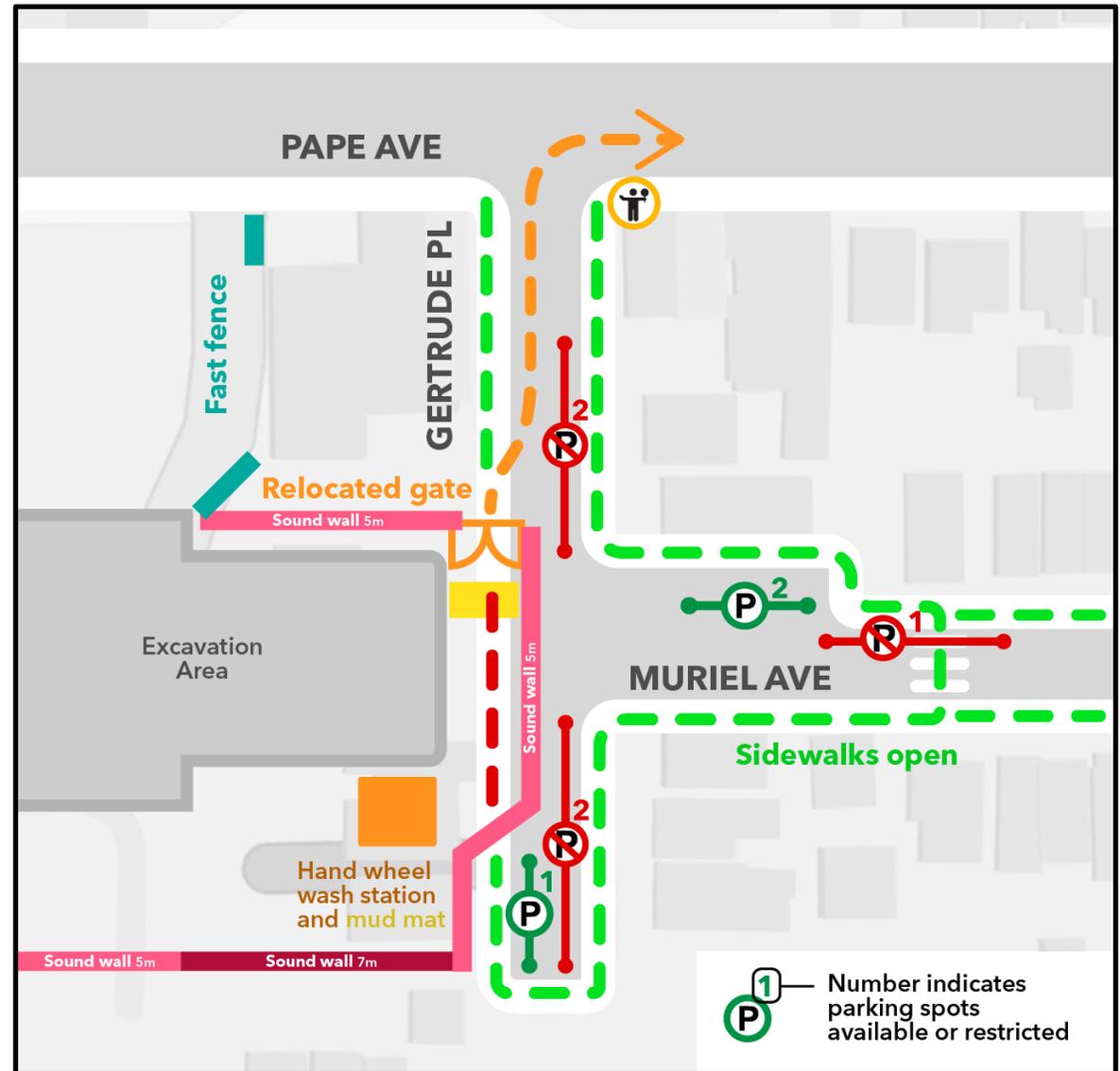
The full list of mitigations are identified on the next few slides.



Proposed 24-hour use From July 2026 to ~2027 onwards

What to Expect

- Starting in July, once jet grouting is completed, 4 trucks on average will exit through the Gertrude Place gate during the dayshift (7 a.m. to 7 p.m.)
- In the nightshift (7 p.m. to 7 a.m.) 4 trucks on average will exit using the Gertrude Place gate.
- The noise wall will be extended along the Gertrude Place frontage.
- The gate will be relocated to the north-west side of the site.
- Mitigations have been installed to reduce noise and traffic impacts including a Paid Duty Officer (24 hours a day).
- Spotter will be utilized at the Gertrude gate.
- Staging will be within GIP's site.
- Modifications of the gate beyond to be reviewed.



Mitigations for Getrude Gate Hauling



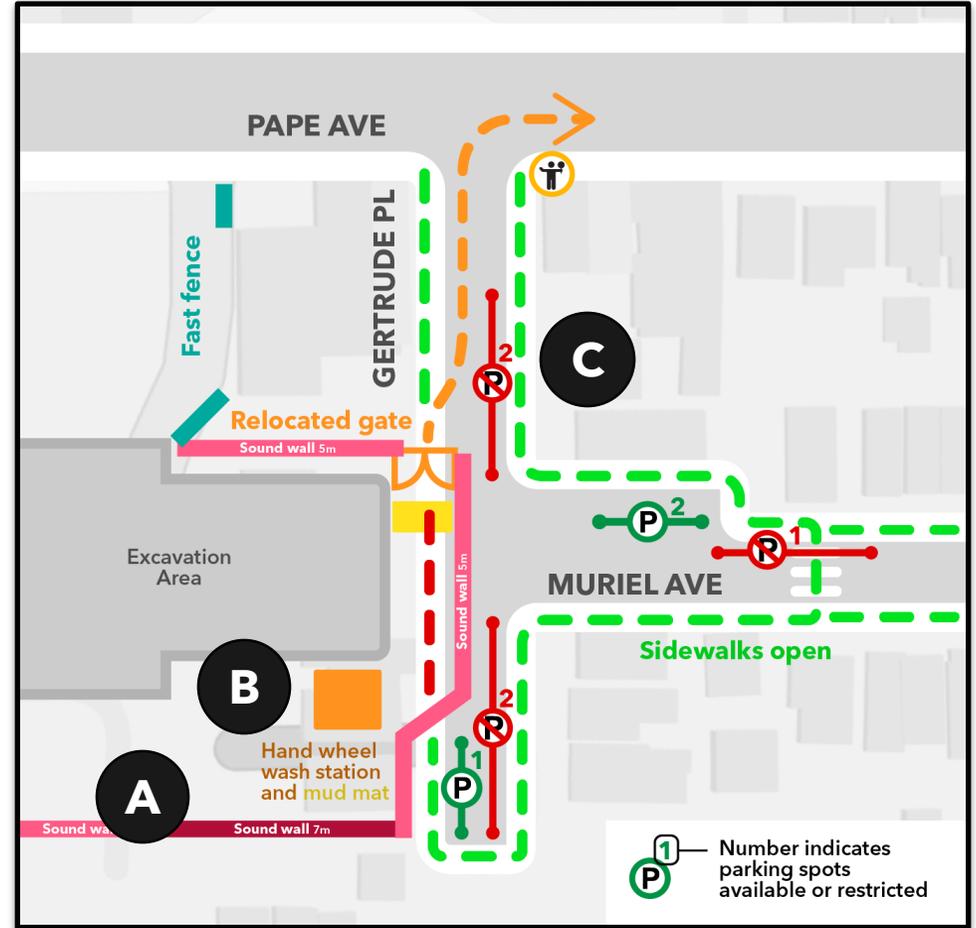
- A 7-meter-tall sound wall is installed at the north-east corner of the site.
- A 5-meter-tall sound wall will be installed along the Gertrude Place site frontage when the jet grouting is completed in July 2026.



Manual truck wash station to ensure that Muriel and Gertrude remain free of dirt.



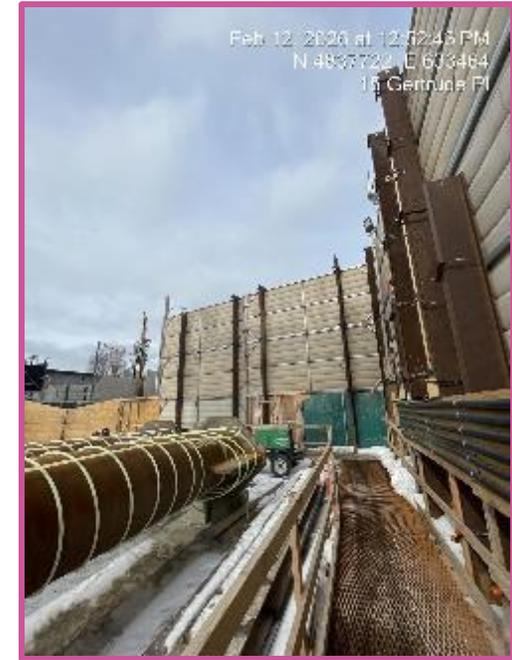
5-meter scaffolding will remain in place around the jet grouting site until completion.



C In addition to the mitigations listed, a paid duty officer is available 24/7 to assist traffic and pedestrians.

Mitigations for Getrude - Sound wall

- Sound wall inspection was conducted by GIP across the site, confirming that all panels are properly installed with no gap



Mitigations for Getrude Gate Hauling

- Trucks always move forward, eliminating backup alarms and reducing noise.
- Forward-only truck movement also improves on-site safety.
- After jet grouting (starting July):
 - Additional noise wall installed along Gertrude Place.
 - Parking spaces on East of Gertrude Place and North side of Muriel re-opened.
 - Sidewalks along Gertrude and Muriel opened and fully accessible to residents.
 - PDO will be located at the Pape and Gertrude intersection.

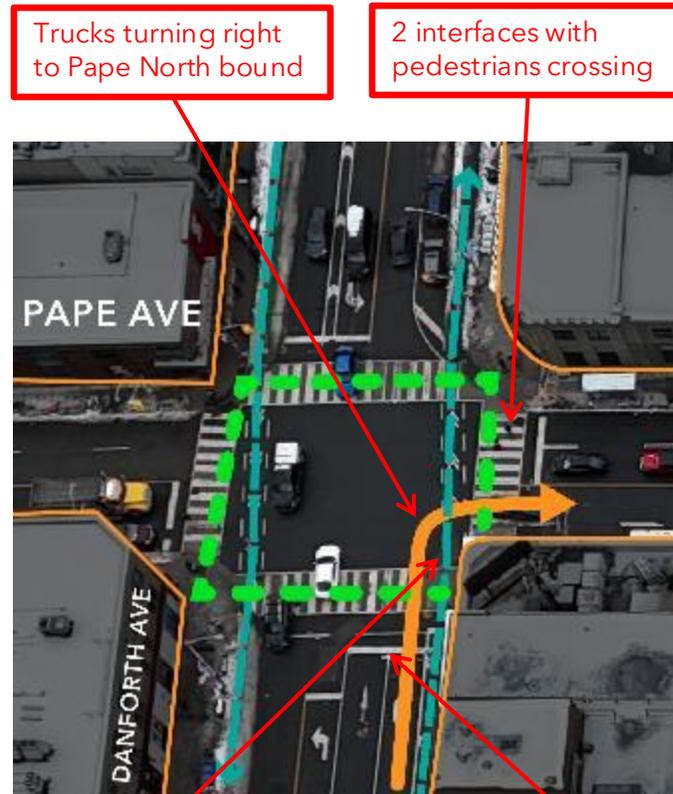


Exit to Pape: Pape Avenue and Gertrude Avenue

- Using the Gertrude gate as a second exit moves some truck traffic to an intersection that has a lower volume of pedestrians.
- Reduction of the number of trucks through the Pape-Danforth intersection.
- The TTC bus stop area will be safer and more accessible for pedestrians.

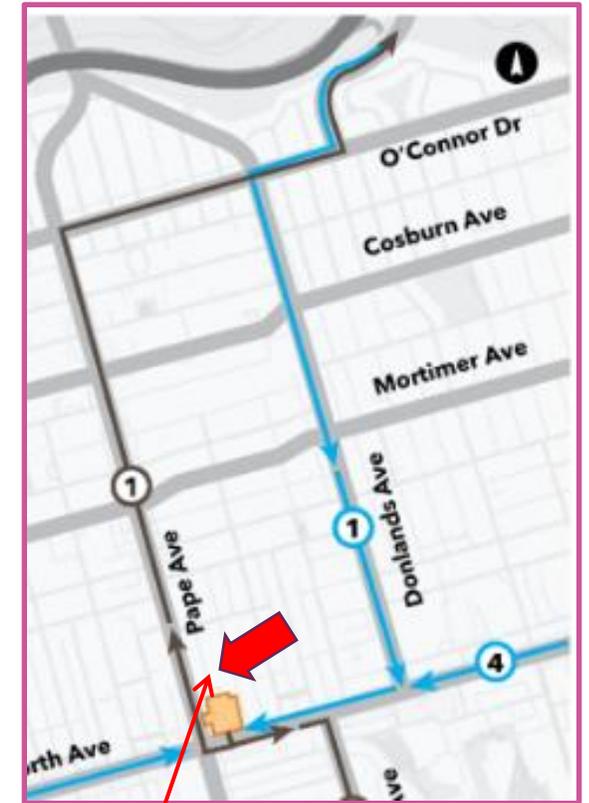


One way direction



Interface with Westbound bike lane

Emergency access to the medical building and night bus stop



Gertrude Gate

Environmental Exceedance Summary

