

# LAND ACKNOWLEDGEMENT

Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Huron-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.



# 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**

**Construction Liaison Committee**

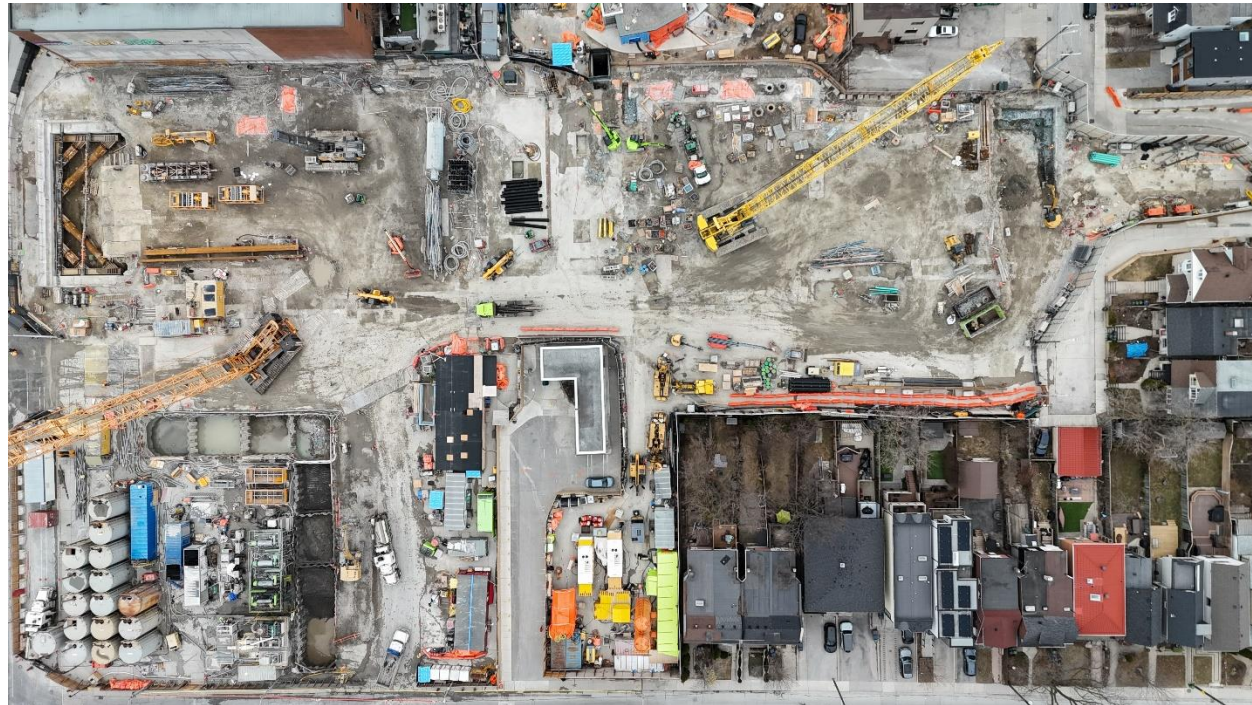
**May 7, 2025**

# AGENDA

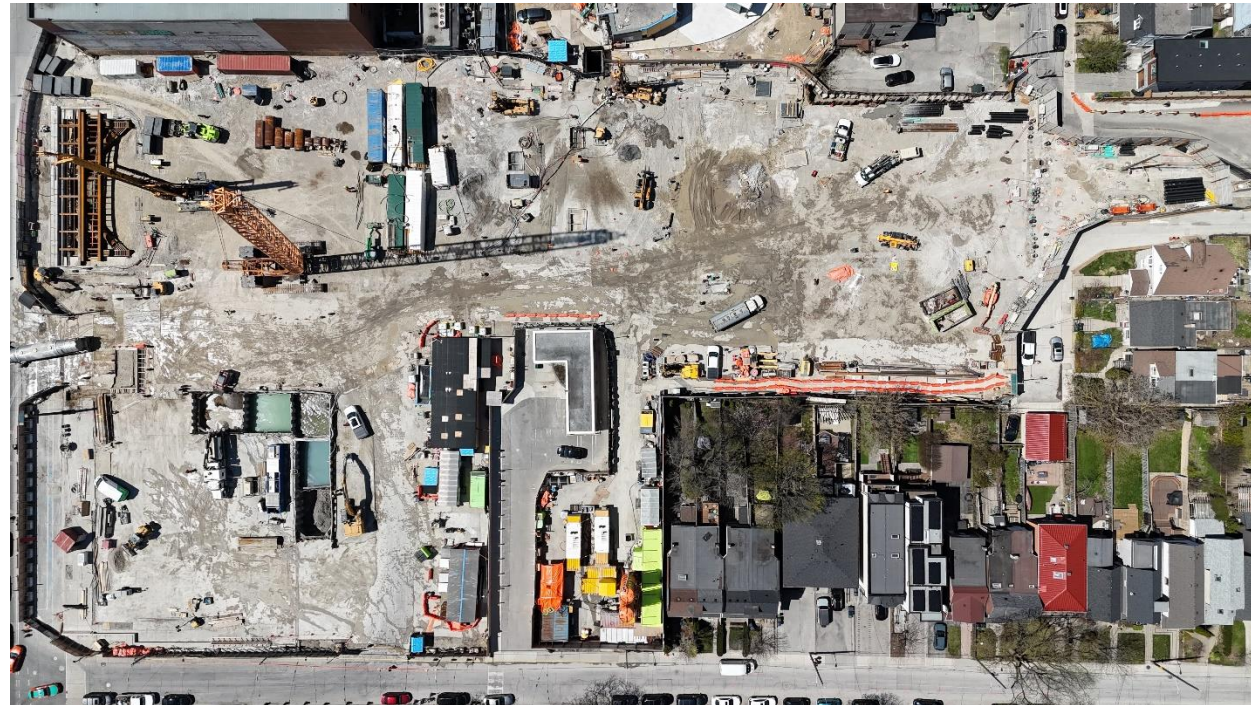
- 1. Pape-Danforth Site Changes**
- 2. Sammon EEB Site Changes**
- 3. Sammon Crossover Alignment Changes & Property Requirements**
- 4. Gertrude Jet Grouting Update**
- 5. Upcoming Works: TTC Box Exposure, Underpinning, and Excavation**
- 6. Environmental Mitigation Strategies**
- 7. Noise Exceedances: April**
- 8. Look-Ahead Schedule**
- 9. Action Log**

# Pape-Danforth Site Changes

**March 28:**



**April 28:**



The most notable changes are:

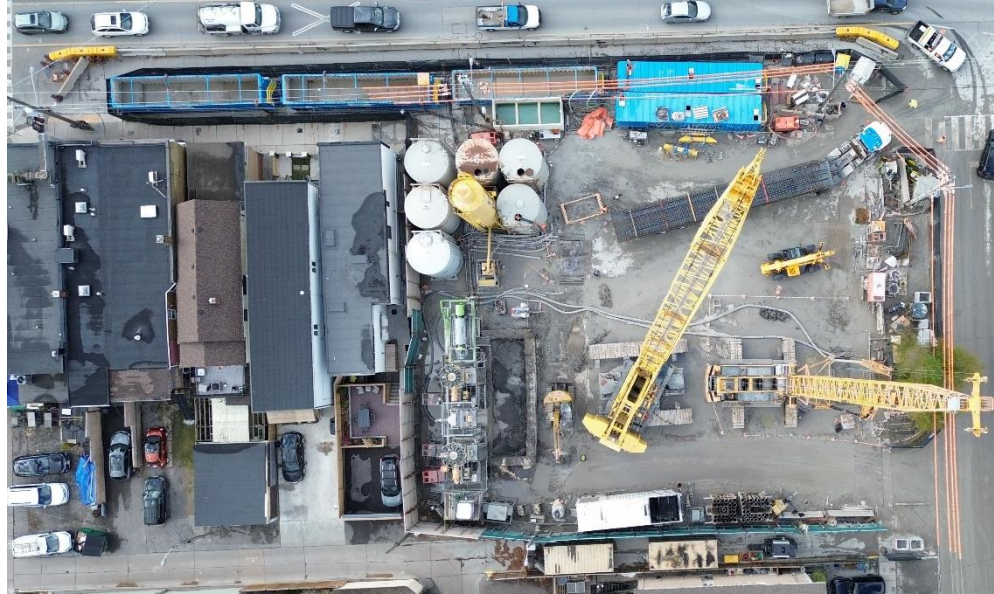
- Slurry plant has been demobilized (including three spoil pits) and hydromills were removed from site.
- The bracing for the traffic decking was installed on the south end of the Pape South shaft.

# Sammon EEB site changes

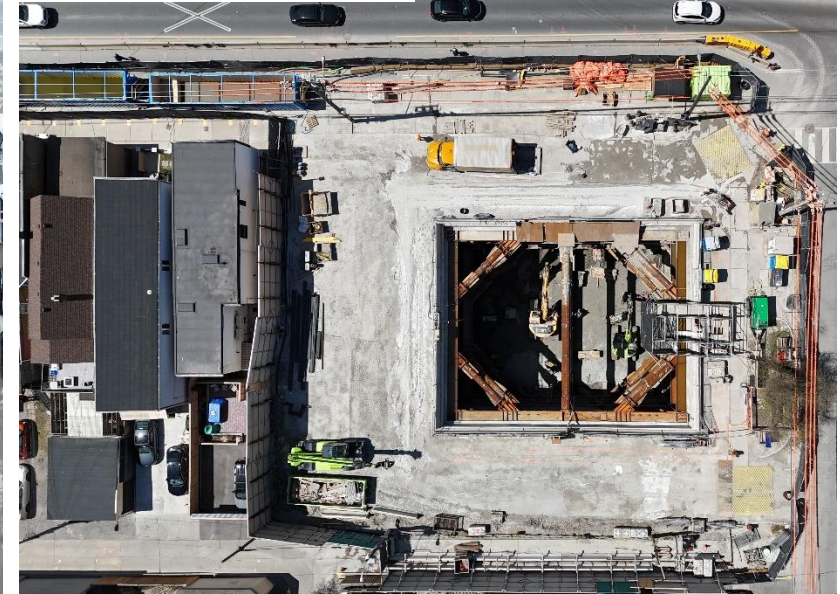
**April 28, 2024:**



**November 28, 2024:**



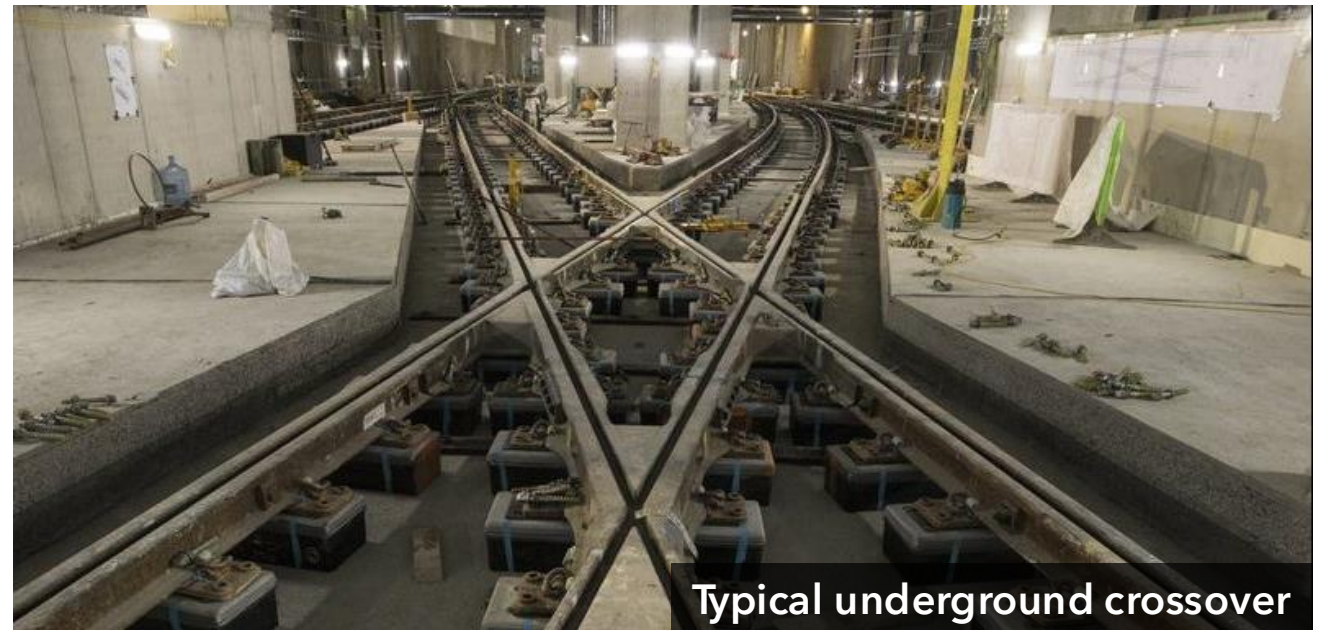
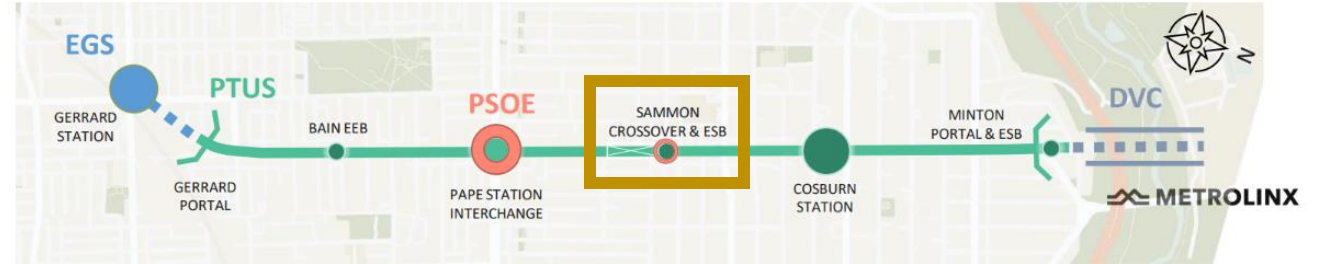
**April 28, 2025:**



GIP's work at Sammon is now complete. Three levels have been excavated, and bracing has been installed at all three levels. GIP is currently working on the handover process to Metrolinx/PNC.



# Sammon Crossover: Alignment Changes

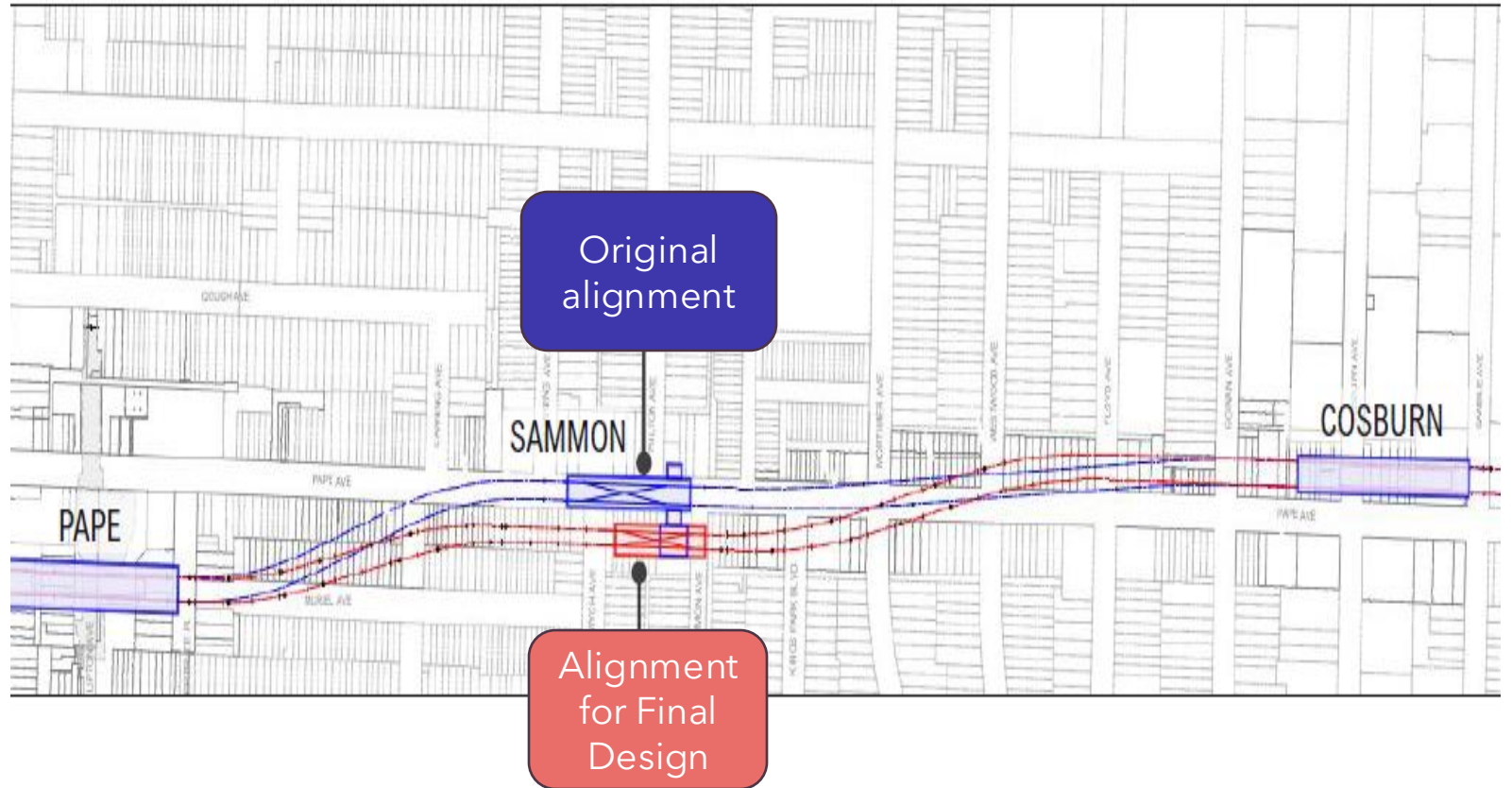
- As part of the Pape Tunnel and Underground Stations (PTUS) contract scope, twin tunnels will be constructed between the Gerrard and Minton Place portals
- A track crossover, which will allow trains to switch tracks, is required in this portion of the line to allow trains to short turn for additional operational flexibility during service.
- Crossovers between twin tunnels usually require significant construction to create underground caverns, boxes or additional tunnels in which to place them.
- The crossover at Sammon Avenue will also be connected to the emergency exit building (currently being excavated) and a services building, which will house mechanical components for the Ontario Line.



Typical underground crossover

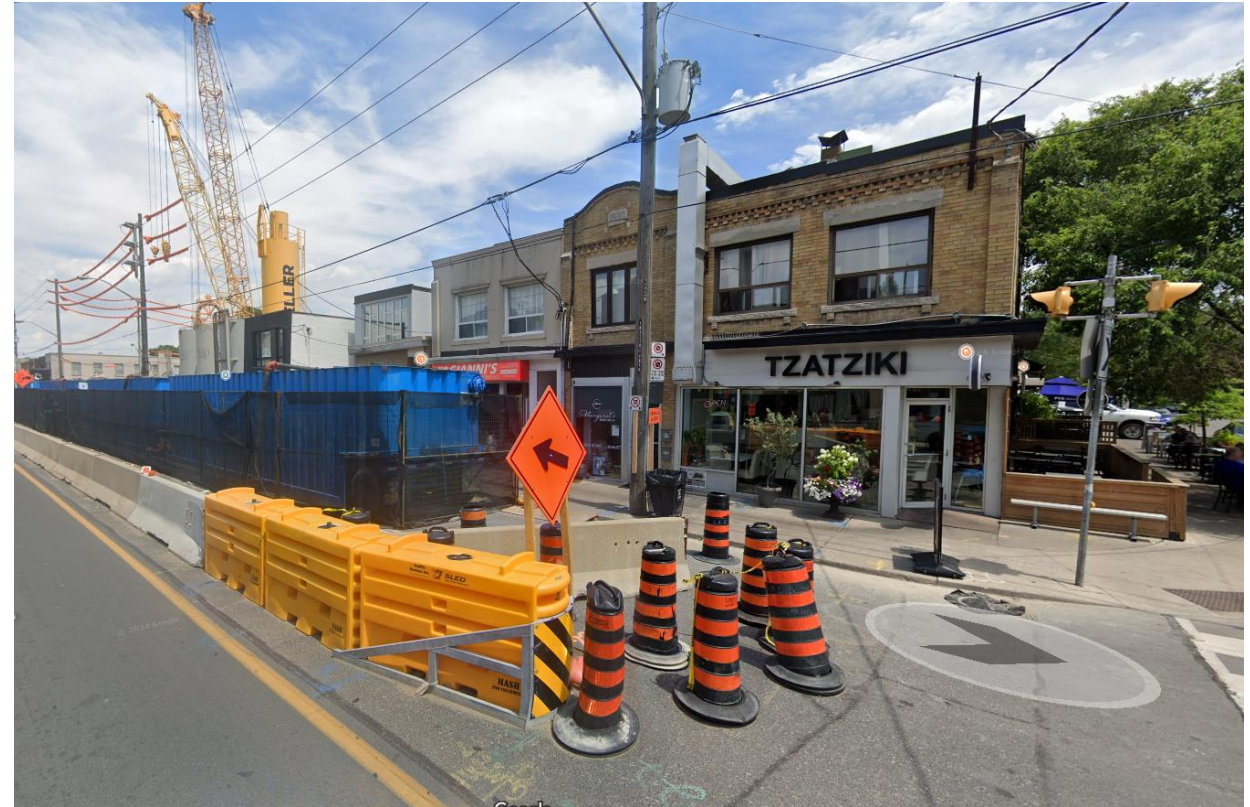
# Sammon Crossover: Alignment Changes

- The initial design ran underneath Pape Avenue between Aldwych and Sammon, using a mined cavern approach. **As represented by:** 
  - This construction approach required a dewatering facility and water treatment plant to manage up to 7 million litres of groundwater per day.
- The updated design includes a slight eastward shift of the alignment, and a change to cut-and-cover construction. **As represented by:** 
- The impact of these changes has resulted in new property requirements.
- The construction schedule at Sammon will be shortened significantly as a result of these changes, reducing impact to community significantly.



# Sammon Crossover: Property Requirements

- As a result of the changes, **six additional properties** are required to accommodate the new design – the remaining properties between Aldwych and Sammon on the east side of Pape.
- Metrolinx is engaged in ongoing conversations with the impacted property owners.
- We work with property owners and tenants to amicably acquire properties as much as possible. As is standard, expropriation will be used as a backup for the acquisition process.
- We have described why the works are necessary and the specific construction activities.
- Property owners and tenants are compensated using fair market value and we provide supports in the form of relocation costs, relocation services and supports, disturbance damages and reasonable legal, appraisal, and transaction costs.
- Demolition and work scheduling for these properties is underway and will be shared at a future CLC.



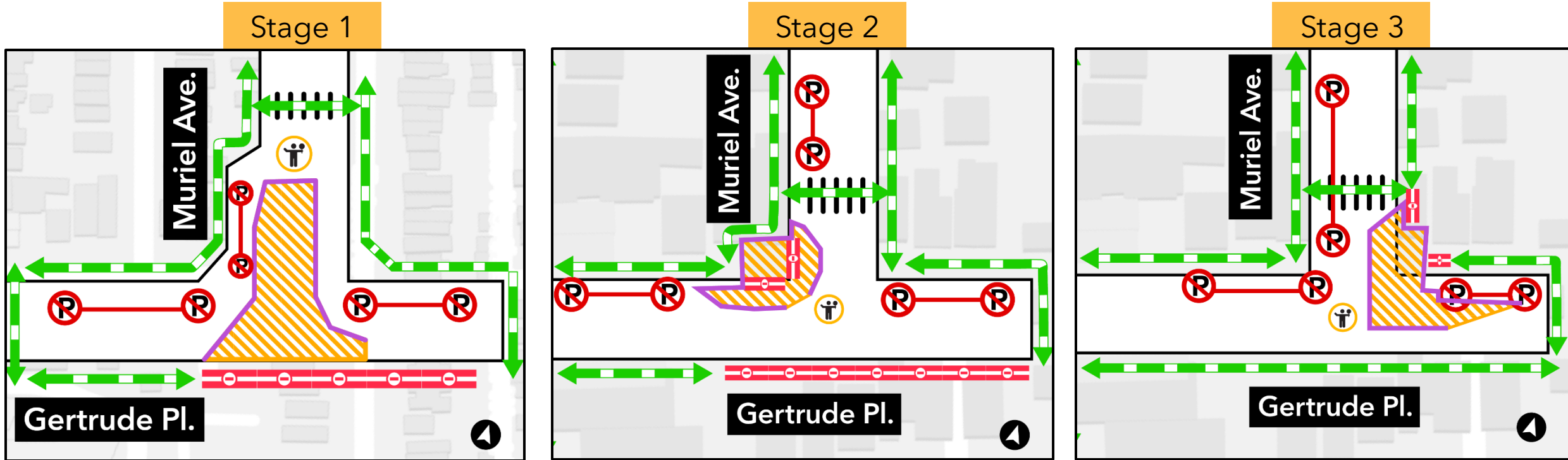
## Gertrude Jet Grouting Works

- Jet grouting work began in early January 2025 on Gertrude Place near Muriel Avenue.
- This work will take place in three stages from Monday to Saturday during the day shift.
- Due to unanticipated emergency sewer works, the jet grouting schedule has been adjusted from the original forecast:
  - The first stage is ongoing and expected to be completed by **October 2025** (pending completion of emergency sewer works).
  - The second stage is expected to take place from **November 2025 to December 2025**.
  - The third stage is expected to take place from **January 2026 to February 2026**.
- Jet grouting is a soil stabilization technique that involves injecting grout deep into the soil. The grout mixes with the soil and hardens, adding stability underneath existing structures near where excavation work will occur.



Site setup at Gertrude and Muriel

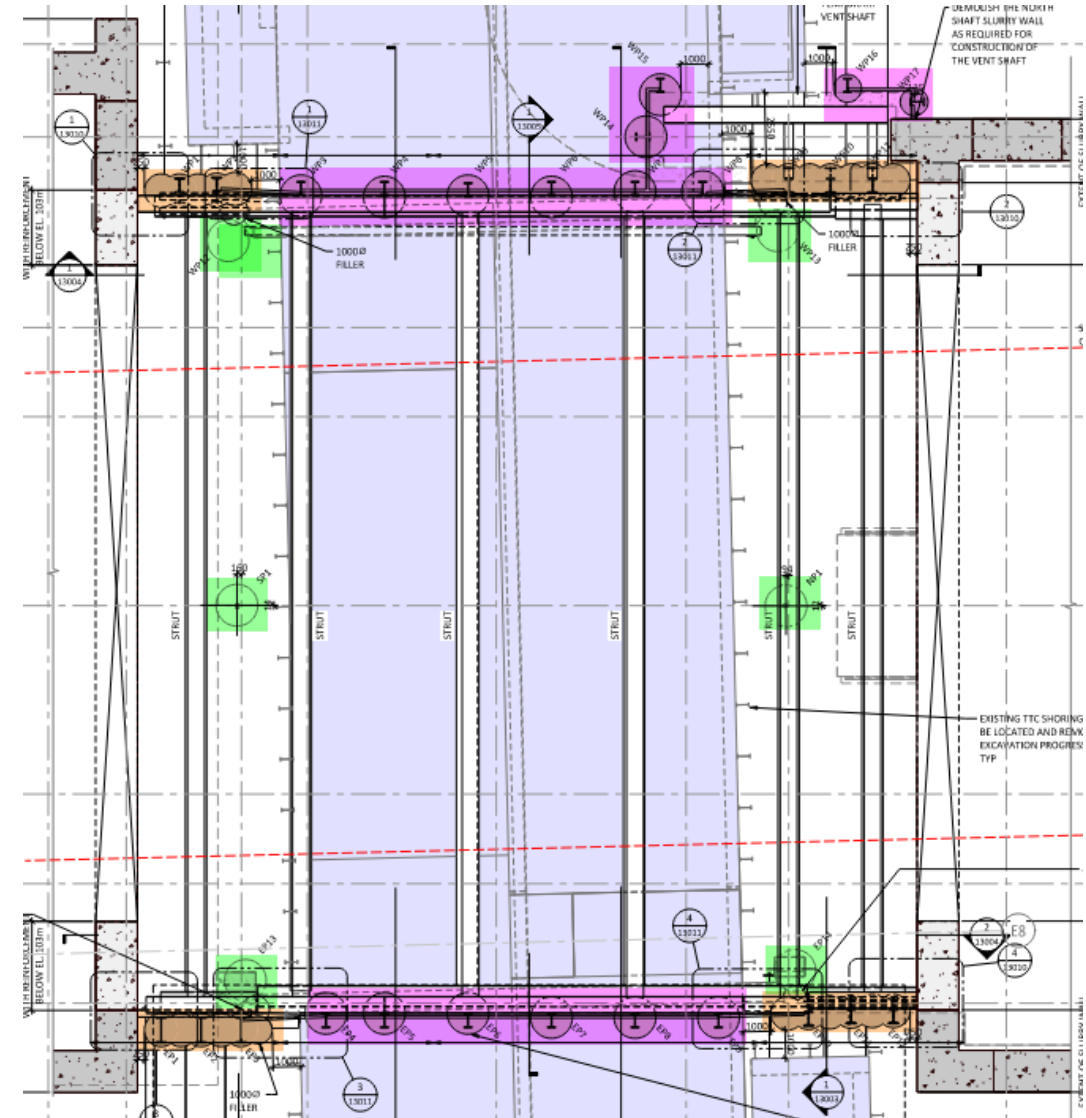
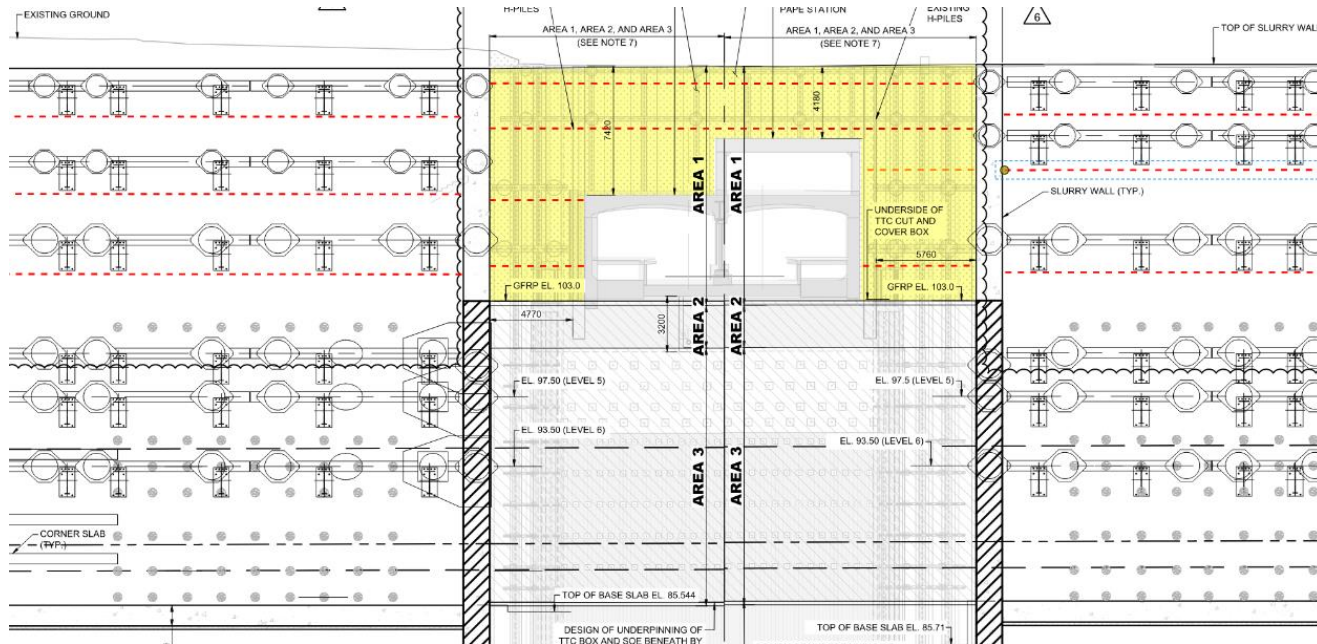
# Gertrude Jet Grouting Stages



- Pedestrian access
- Sidewalk closure
- Traffic Control
- Work zone
- Restricted parking
- Noise barrier

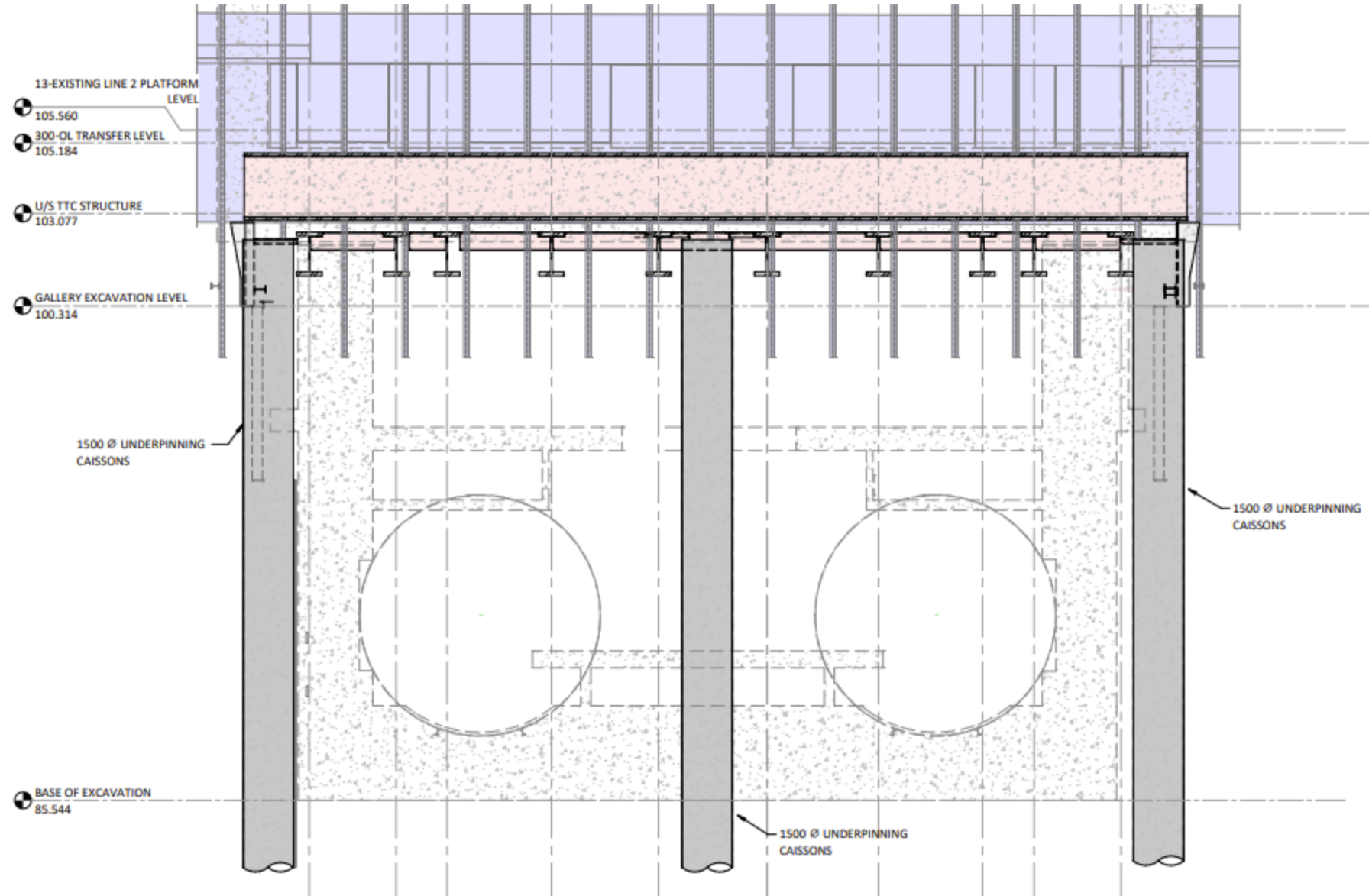
# Upcoming Works

- Exposing the TTC Line 2 box
  1. Install **solider piles**
  2. Install **deep secant wall**
  3. Install **TTC support cassions**
  4. **Excavate** overtop and around the TTC box in stages.



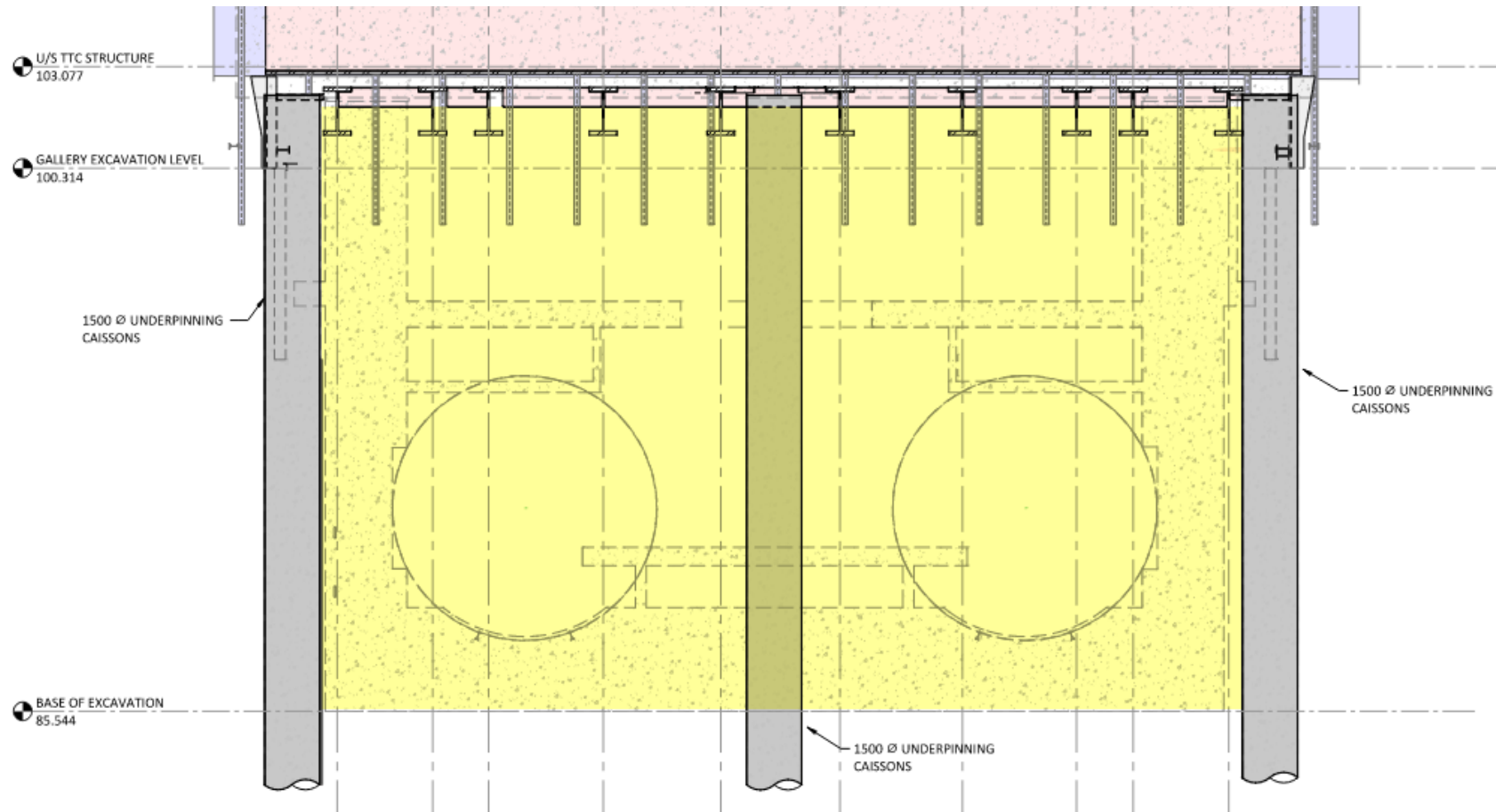
# Upcoming Works

- Underpinning the existing TTC structure



# Upcoming Works

- Excavating under the existing TTC structure



## Environmental mitigation strategies moving into the next phase of construction at the Pape site

- On-going monitoring and real-time alerts
- Erosion and sediment controls:
  - Paving site
  - Boundary controls (geotextile fabric to be added along site fence)
  - Mud mats
  - Applying water
  - Covers on trucks
  - Street cleaning (sweeper truck)
  - Catch basin controls
  - Wheel wash station at Danforth gate (clean truck wheels prior to exit)
  - Raised curb within our site, along Eaton Ave.
- Potential for new sound wall to be installed at some locations.






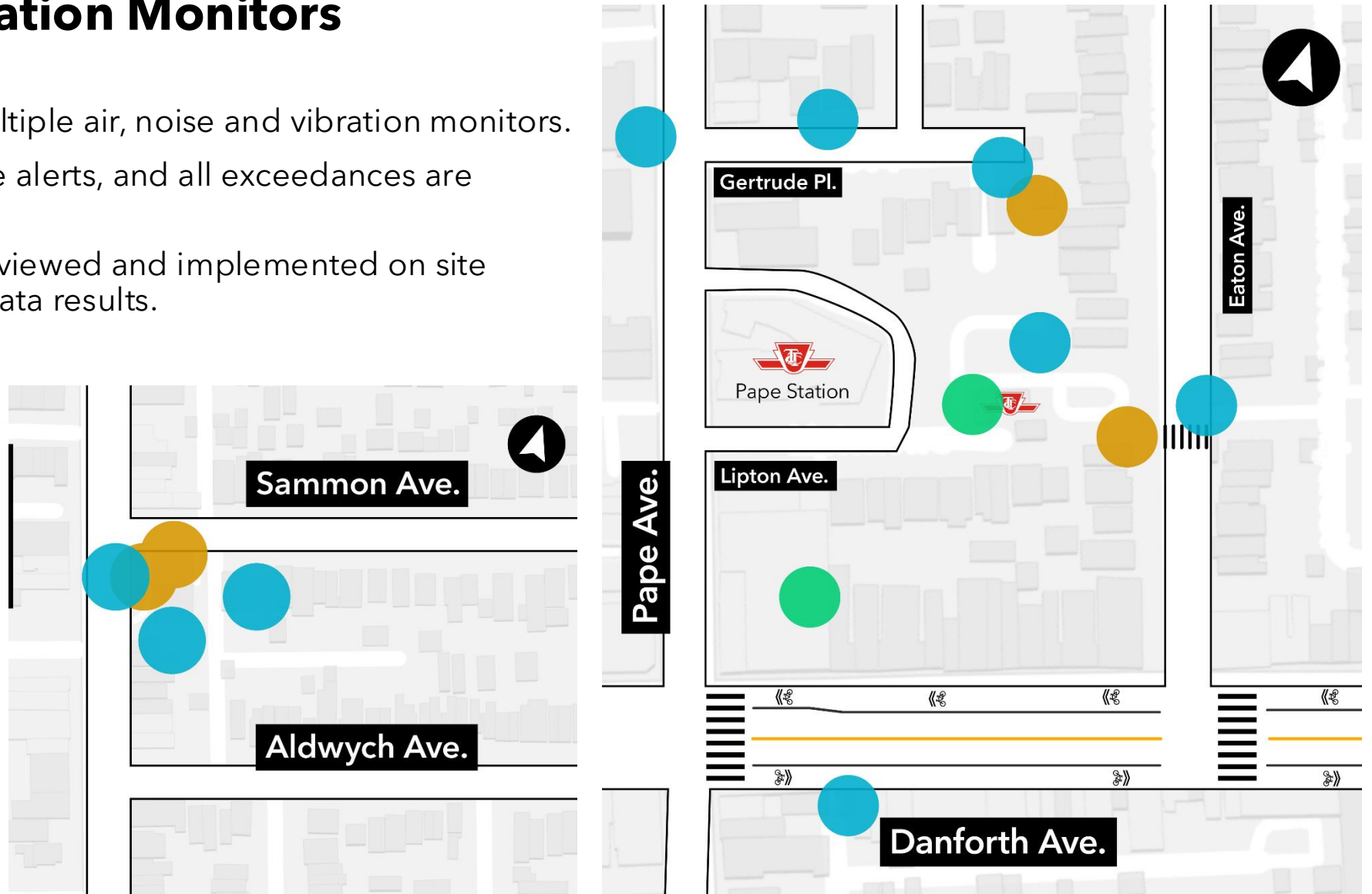
- Legend**
- Approx. Site Boundary - Pape
  - Perimeter Hoarding with Coir Log
  - Proposed Hoarding Affixed with Geotextile Fabric
  - Inlet Control
  - South Shaft Spoil Pit/Temporary Stockpile (with sheet pile perimeter)
  - Proposed Mud Mat
  - Proposed Wheel Wash Station
  - Proposed Paved Area
  - Direction of Truck Traffic Flow
  - General Direction of Overland Flow
  - Noise Wall

# Air, Noise and Vibration Monitors

- Both of GIP's sites have multiple air, noise and vibration monitors.
- The team receives real time alerts, and all exceedances are reviewed daily.
- Mitigation measures are reviewed and implemented on site based on the monitoring data results.

Legend:

-  Noise and vibration monitor
-  Vibration monitor
-  Air quality monitor



## Registered Exceedances at Noise Receptors: April 2025

No	Day/Time of Exceedances	Detail	Location	Source	Corrective Action	Complaint Received (Y/N)
1	Thursday, April 3 <sup>rd</sup> - late morning and early afternoon	Noise	Gertrude Pl	Hydrovac truck	Note 1: Contractor investigated and confirmed exceedances were minor. Contractor continued to monitor while works continued	N
2	Saturday, April 5 <sup>th</sup> - morning	Noise	Danforth Ave, Pape Ave and Eaton Ave	Keller demobilization	Note 1	N
3	Monday, April 7 <sup>th</sup> - afternoon	Noise	Gertrude Pl	Pile driving	Note 2: GIP started cutting the sheet piles; by reducing sheet pile height, there was less area for vibrations to reverberate through the steel/noise to generate as the pile is being pushed into the ground. Additionally, by cutting the piles, their height was less than the sound wall, therefore making the sound wall more effective.	Y
4	Tuesday, April 8 <sup>th</sup> - morning	Noise	Eaton Ave and Gertrude Pl	Pile driving	Crews were quickly stopped and told not to start pile driving works until after 9am.  Note 2	Y

## Look-Ahead Schedule:

#	Activity	Location	Expected Start	Expected Duration	Impact	Hours of Work	Mitigations
1	Jet Grouting	Gertrude	December 2024	February 2026	Noise	Monday - Friday: 7am-7pm**	Noise wall
2	Jet Grouting for Area 1*	Lipton	March 2025	May 2025	Noise	Monday - Friday: 7am-7pm**	Noise wall
3	Shaft Excavation	Sammon	February 2025	Completed***			
4	Traffic Decking Installation	Danforth	March 2025	July 2025	Noise	Monday - Friday: 24 hrs Saturday: 6am-7pm	N/A
5	Shaft Excavation	Pape	To be confirmed (earliest expected start is summer 2025)	TBC	Noise	Monday - Friday: 24 hrs Saturday: 6am-7pm	Noise wall
6	Piling for Area 1*	Lipton	July 2025	September 2025	Noise	Monday - Friday: 24 hrs Saturday: 6am-7pm	Noise wall

\*Area 1 refers to the new work presented on slide 12 (“Upcoming Works”)

\*\*On Saturdays, maintenance (including hydrovac) will be done for jet grouting works at the Gertrude location. All other works will proceed as normal from 6am-7pm on Saturdays. Jet grouting works include hauling.

\*\*\*GIP scope; further work by PNC to be discussed at a future CLC.

*Note: all dates are subject to change as construction planning progresses*

# Action Log

#	Questions Asked / Action Item	Response/Resolution	Due Date / Status
1	<b>Metrolinx</b> to reassess the necessity of 24-hour excavation activities and scheduling at Pape.	In the immediate term, the only 24-hour work will be traffic deck installation. Until July, all other works will only operate from 7 a.m. to 7 p.m. Metrolinx will continue to evaluate the necessity of 24-hour work with each construction activity. Unfortunately, at times, 24-hour work will be necessary.	Updates will be provided when 24-hour works are necessary
2	<b>Metrolinx</b> to revisit and review the Environmental Assessment (EA) report and implement relevant recommendations for noise and vibration mitigation.	The EA report was provided to GIP as part of their contractual obligations. The environmental mitigations in the next phases of the works are outlined in Slides # 15 and 16.	Complete
3	<b>Metrolinx</b> to explore additional noise barriers, to close the gaps in the noise walls.	Noise barrier modifications have taken place in specific locations, including a progressive effort to close gaps along the Getrude section over the month of April.	Complete
4	<b>GIP</b> to evaluate the feasibility of dimming or shielding construction lights when not required for safety.	All complaints related to light intrusion are immediately addressed by the site team. If any stakeholder has issues with a specific light, send a picture to us and we will do our best to address it quickly. Alternatively, Metrolinx can provide blackout curtains where the lights cannot be redirected.	Complete
5	<b>GIP</b> to explore increasing the frequency and coordination of street sweeping, especially with City input, to improve dust management this summer.	GIP is introducing new controls on-site to better mitigate dust from exiting the area. More information was provided on Slide 15.	Complete

## Action Log

#	Questions Asked / Action Item	Response/Resolution	Due Date / Status
6	<b>GIP</b> to present updated information on the current noise, vibration, and air quality management plan, including monitor locations and details, at the next CLC meeting.	Information was presented on slide 16.	Complete
7	<b>GIP</b> to adjust catch basin cleaning work to midday/afternoon hours to minimize early morning and late-night disturbances.	Catch basin maintenance is confirmed to be scheduled between 9 a.m. and 6 p.m.	Complete
8	<b>Metrolinx</b> to schedule and organize a second in-person residents' meeting.	Scheduling for this meeting is in-progress.	In-progress
9	<b>GIP</b> to further explore relocation or electrification options for bypass pumps and generators to reduce ongoing air and noise impacts.	In progress: GIP is in discussions with vendors to procure an electrical pump.	In-progress

# Discussion

