

Ontario Line
Pape-Riverdale (PJPS) Construction Liaison Committee (CLC)

January 28, 2025
6:00 – 7:00 PM (Teams Meeting)

ATTENDEES**Community Members**

- Cara McCutcheon
- Daniel Miller
- Julia MacLeod
- John Scully
- Sara Croft
- Connor Taras
- John Scully
- Marco Lo
- Shelley Kline

City of Toronto

- Terry Francoeur
- Julia Murnagan
- Sheikh Alam
- Astro Man
- Minoli Warnakula

Pape North Connect

- Alan Ham
- Laura Reaman
- Riya Patel
- Roozbeh Sepahyar

**Elected Officials and
Representatives**

- Rob Kaufman (MPP Peter Tabuns' office)
- MPP Peter Tabuns
- Sara Ehrhardt (School Trustee)
- Nicolas Valverde (Councillor Fletcher's office)

Pape Children's House

- Cherie Blades
- Jaclyn Greenberg

TDSB

- Zoya McGroaty
- Maia Puccetti
- Vladimir Tarankov

Metrolinx

- Sean Major
- Malcolm Mckay
- Ivan Simic
- Phil Rodriques
- Zaidun Alganabi
- Paula Rotenberg
- Francesca Santella
- Lameck Nsubuga
- Jesse Pakkala
- Prabir Das
- Tennyson Snelling
- Alex Iantorno
- Judy Snagg
- Kristin Jenkins
- Michael Bajjani
- Tamer Ajab
- Katelyn Brown
- Vincent Domey
- Amy Chiang
- Ken Cho
- Roman Mathevet

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Metrolinx started the meeting with a land acknowledgement then outlined the meeting agenda.

The presentation focused on:

- Construction updates for the sewer microtunneling works.
- Lower Pape demolitions.
- Construction updates for 449 Carlaw Avenue and Bain Emergency Exit Building (EEB).
- A thorough outline of the abatement protocols, environmental protections, and other safety protocols
 - These include, but are not limited to, the following items:
 - protective measures of the abatement process (sealed work areas; certified professionals; dust control through wetting; air quality measures; decontamination zones; and safe disposal of DSHM waste).

DISCUSSION

Noise mitigation

Question #1: What is Metrolinx’s noise mitigation plan for the microtunneling launch shaft construction works? What noise enclosure (brand and product) is being installed around the diesel generator? What is the expected performance of the product?

Metrolinx response:

- Metrolinx will be installing an 8-foot tall noise blanket on the construction fencing around the site and will install mobile noise barriers for generators on site.
- The mobile noise barrier is typically Environmental Noise Control (ENC) brand barrier. The mobile noise barrier will mitigate noise to meet the standards set in the Pape Jr PS Health & Safety Plan.

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Generators

Question #2: Instead of using the diesel generator, can Metrolinx instead use the Toronto Hydro electrical grid?

Metrolinx Response:

It is not possible to use the Toronto Hydro electrical grid due to the short duration nature of the works. However, Metrolinx will put in noise mitigation measures as mentioned earlier.

Question #3: Will Metrolinx commit to hiring more Traffic Control Personnel and paid-duty officers at Pape-Riverdale work zones?

Metrolinx Response:

Currently there are two crossing guards present and this request will be brought forward for consideration as an action item.

Question #4: Can Metrolinx extend the existing noise wall on Pape Avenue to Riverdale Avenue? If not, can a clear rationale be provided for justification.

Metrolinx Response:

The launch shaft construction works are limited to the Pape Avenue and Riverdale Avenue intersection. Noise blankets will be placed over the fencing between the Riverdale Avenue work zone and the school property to encompass the extended work zone limits. These measures will result in sufficient sound dampening to maintain noise limits established in the PAJPS Health & Safety Plan.

Question #5: Can Metrolinx respond to the December 28th, 2024, Globe and Mail article regarding the temporary relocation of Pape Avenue Junior Public School and Pape Children’s House commencing in September, 2025. There is discrepancy between TDSB and Metrolinx on the rationale behind the decision to temporarily relocate the school regarding health and safety.

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Metrolinx Response:

Our plans protect for the continued, safe operation of the Pape Avenue Junior Public School property throughout construction of the Ontario Line. We have continued to work collaboratively with the Toronto District School Board (TDSB) to minimize or avoid impacts to the school and any decision regarding relocation is made by the TDSB.

Question #6: A Female crossing guard at the Pape Avenue and Riverdale Avenue intersection is placing her bag on top of the exterior of the sealed work area facility.

City of Toronto Response:

The City will speak with the crossing guard on the morning of Wednesday January 29th to inform the crossing guard in question not to place her bag on the exterior of the sealed work area for health and safety reasons.

Question #7: What stage are we currently in the demolition process?

Metrolinx Response:

We are in the abatement stage.

Question #8: What is being done to communicate the Riverdale Avenue Lane closure to the surrounding areas? Where will the signage and PDO be located? Is Metrolinx or the Contractor building this noise wall?

Metrolinx Response:

The closure has been covered in CLCs and a notice is also forthcoming on this closure. The contractor is building the noise wall.

Question #9: What are the problematic substances that have been identified?

Metrolinx Response:

The key findings of problematic substances are listed in detail on Slide 8 of the CLC presentation.

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Question #10: What kind of noise monitoring is in place during the abatement demolitions?

Metrolinx Response:

As listed on slide 10 of the presentation, regarding noise monitoring around the properties being demolished, Metrolinx has six outdoor noise monitors around school property and one monitor at 343/369 Pape Avenue and one monitor at 247 Langley Avenue.

Question #11: What information is being made available to the school and childcare community about the impactful works?

Metrolinx Response:

Updates are provided at our bi-weekly meetings with the TDSB, and we can also provide that information at future meetings with the TDSB. Pape Children’s House also has representation at these bi-weekly meetings.

Question #12: There are workers who are not wearing protective coveralls entering and exiting the sealed work areas and who are entering their vehicles with their hazmat suites still on. Additionally, there are workers wearing protective coveralls who are walking on the sidewalk and crossing pedestrians and other workers who are not wearing protective coveralls. This is a serious health and safety concern. Can Metrolinx investigate and provide the results of their investigation in a timely manner?

Metrolinx Response:

- The front doors or windows of the units are not part of the integrity of the abatement enclosures. There are additional walls erected inside the buildings for this purpose. The decontamination areas, including the showers, are built within the enclosure, inside the buildings.
- As part of site preparation, there is a decontamination facility put into the work zone to ensure workers have the area designated to put on and remove PPE. Metrolinx conducts safety inspections to ensure compliance with health and safety legislation.

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Following questions, the meeting was concluded.

Action Item:

- 1. Metrolinx** to investigate whether health and safety procedures are followed by workers wearing personal protective equipment while outside of the abatement work zone.

Response:

Workers to wear protective equipment, such as disposable coveralls to protect the workers from contacting asbestos fibers or lead based paint. The disposable coveralls do not indicate any risk to the public. The use of protective disposable coveralls and dust control measures take place within the designated work area enclosure inside the work zone.

- 2. Metrolinx** to determine if a site walkthrough is possible with CLC members prior to the work starting near Pape Avenue Junior Public school during the week of February 17, 2025.

Response:

This is being explored and is currently to be determined.

- 3. Metrolinx** to improve response times to inquiries from the community by the Ontario Line Community Engagement team.

Response:

Metrolinx has increased staffing and is working towards improved response times.

- 4. City of Toronto** to speak with the female crossing guard at Pape Avenue and Riverdale Avenue on Wednesday, January 29th, to inform her not to place her bag on the exterior of the sealed work area for health and safety reasons.

- 5. Metrolinx** to determine the official haul route for the demolitions at 388-402 Pape Avenue and at 449 Carlaw properties.

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Response:

The official haul route for the contractor will be to use Pape Avenue and not Langley Avenue or Poucher Street.

- 6. Metrolinx** to determine if more traffic control personnel and paid-duty officers can be stationed at the Pape-Riverdale work zone.

Response:

The required number of Traffic Control Personnel and Paid Duty Officers at the Pape-Riverdale work zone has been determined in consultation with the Work Zone Coordinator (WZC) from City of Toronto Transportation Services (TS). Metrolinx will continue to review this with TS-WZC to assess if any additional personnel are needed.

- 7. Metrolinx** to provide clear rationale to justify why the existing noise wall barrier on Pape Avenue can not be extended onto Riverdale Avenue.

Response:

The work area extending beyond the current noise wall along Riverdale Avenue will be used for the equipment of the microtunneling operation and contractor staging area. Additional measures are being provided to reduce the noise from the generator, the slurry plant and other equipment. The 8-foot noise barrier will provide sufficient noise reduction to meet the noise limits.

- 8. Metrolinx** to provide details regarding the noise mitigation plan are in place prior to the start of the microtunneling launch shaft construction works to committee members.

Response:

The noise mitigations that will be in place are outlined in slide 10 of the January 28 CLC presentation.

- 9. Metrolinx** to provide brand and product of the noise enclosure and the expected product performance.

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Response:

The material and specification of the noise barrier is similar to the permanent noise wall specifications and will provide similar noise reduction.