

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.



Construction Liaison Committee Site Walk

Pape-Riverdale

May 27, 2025

Microtunnelling: Riverdale and Langley Sites

Progress to date:

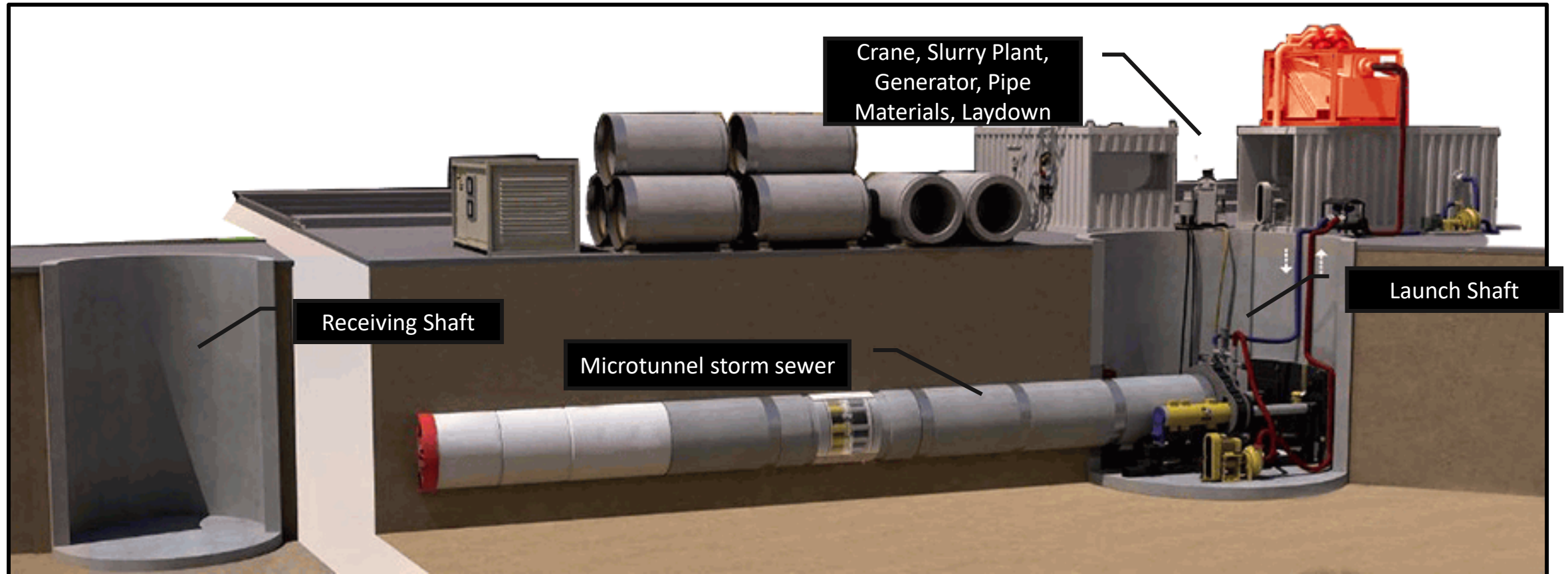
- The launch shaft has been fully piled and excavated.
 - The piling rig and excavator have been demobilized.
 - Concrete has been poured at the base of the shaft.
- The receiving shaft guide wall has been installed and piling is underway.

What's next?

- Excavation will take place at the receiving shaft to a depth of approximately eight metres.
- Microtunneling equipment will be mobilized in mid-June and include a crane, the boring machine, a slurry plant, and a generator.
- Microtunnelling will take approximately one month, and will be followed by equipment demobilization, tie-ins to connect the new sewer to the existing sewers on Riverdale and Langley, manhole construction, and backfill of excavated shafts.
- Demobilization and Riverdale/Langley reopening is currently scheduled for October, at which point crews will shift to work on Pape Avenue for combined sewer installation.



Microtunnelling Example Diagram (concept only)



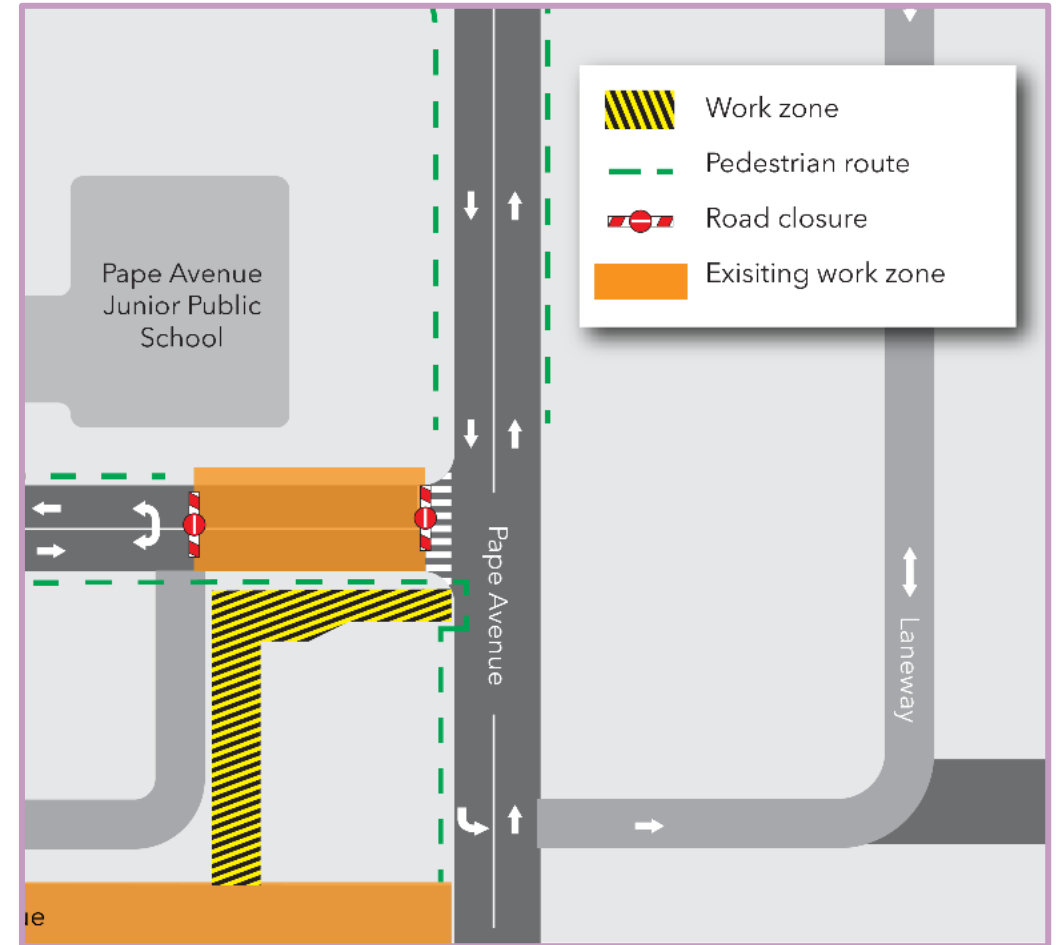
Access Road Construction

What's Happening?

- To allow space for Gerrard Portal support of excavation work in the near future, Clearway are constructing an alternative access road to reach their compound in the 449 Carlaw site.
- This road (shown right in hatch marks) will allow vehicles to turn north of the current plaza entrance, through the site of the former 388-402 Pape and 247 Langle Avenue houses.

Note:

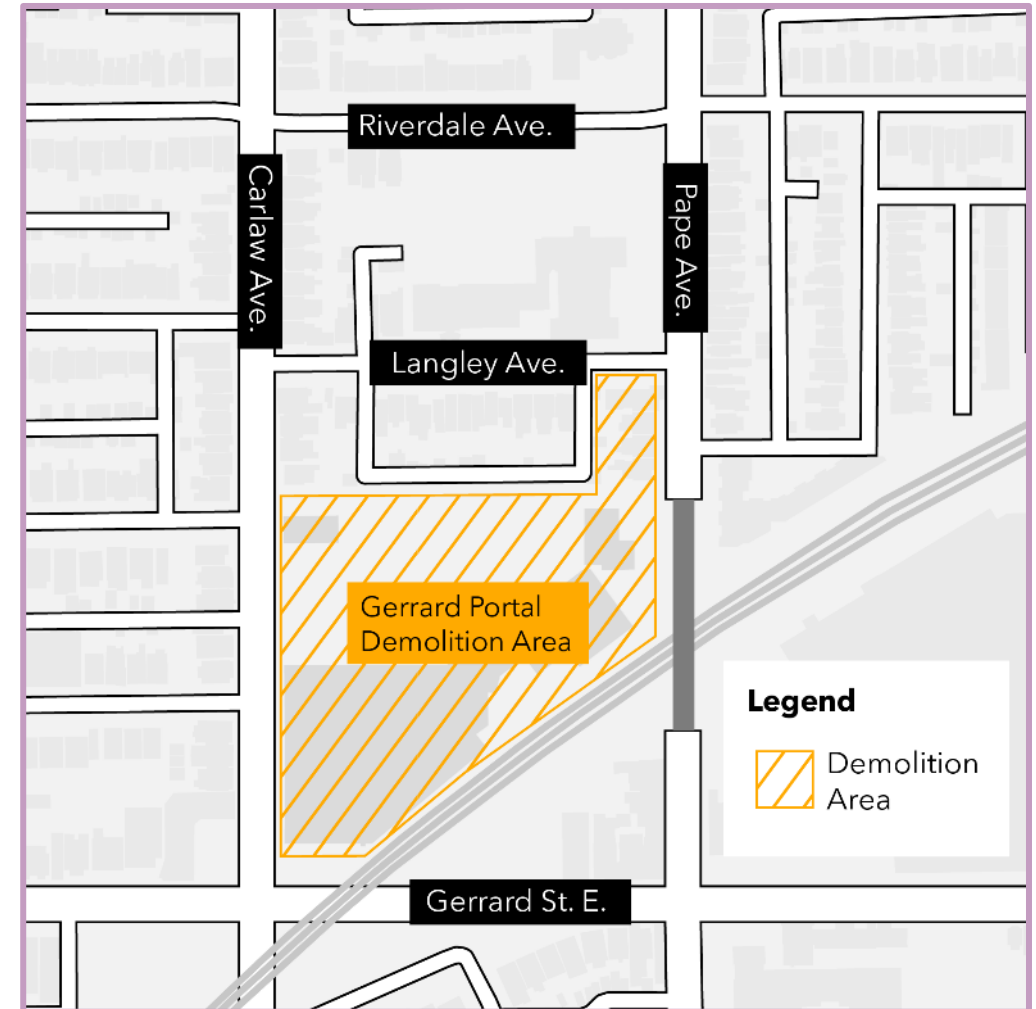
- Construction vehicles related to Clearway's sewer & watermain relocation project at Pape-Riverdale/Pape-Langle will be the sole users of this access road unless we notify otherwise in the future.
 - Construction vehicles associated with demolition and construction activities taking place at 449 Carlaw will continue accessing the site from Carlaw Avenue.
- No change in traffic volumes will result from the construction of this access road.
- Vehicles entering and exiting the access road will be assisted by flagpersons.



Access road location shown in yellow/black hatching

449 Carlaw Demolitions

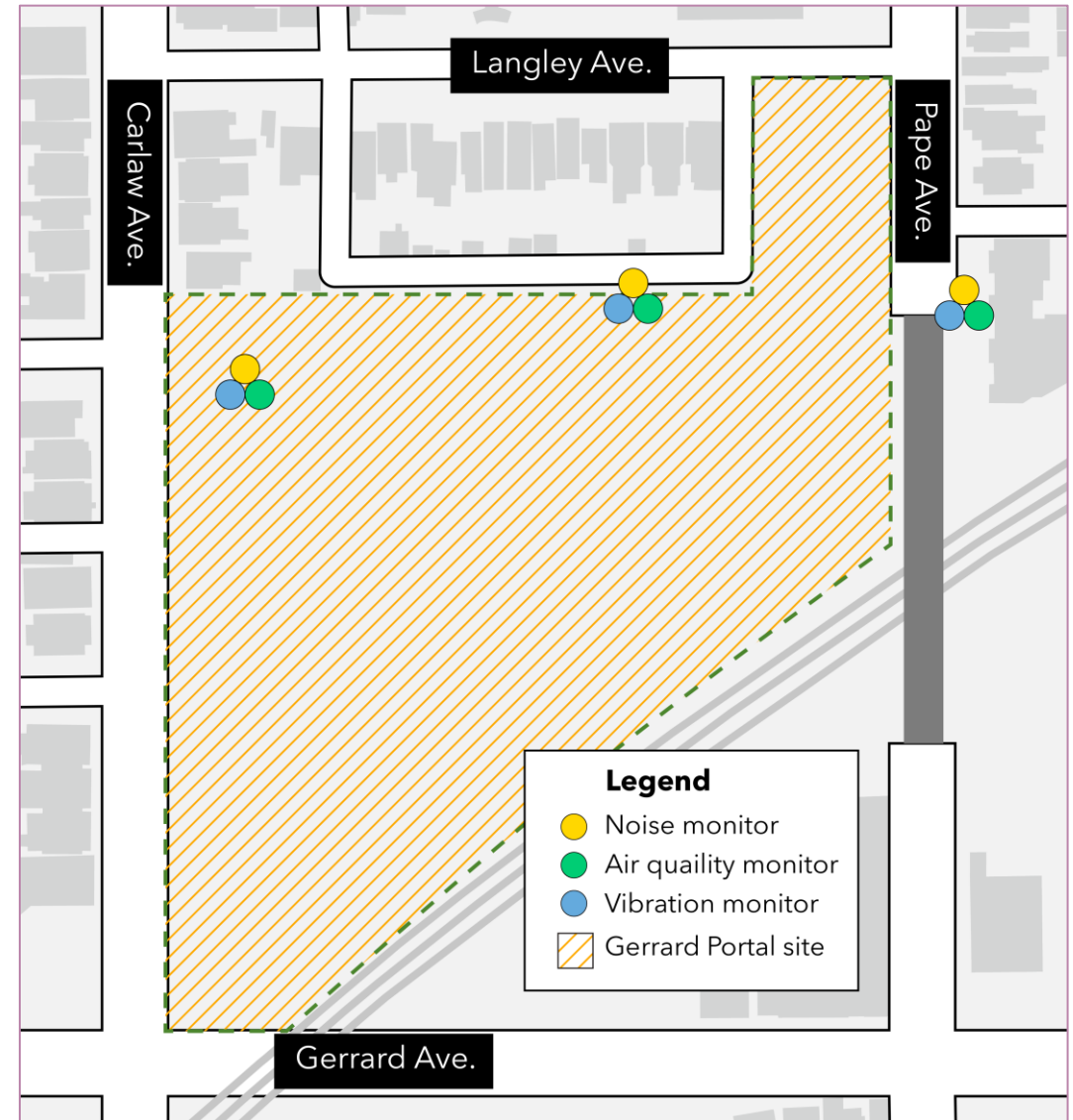
- The site of the former Riverdale Shopping Centre is the construction site of the Gerrard Tunnel Portal.
- Structural demolitions are underway and are expected to wrap up in July 2025.
- The former Riverdale Shopping Centre parking lot is closed to pedestrian and vehicle traffic.
- Increased noise and vibration from heavy equipment being used for demolition and transport of materials. Possible increase in dust to the surrounding areas.
- Site trailers for construction personnel are in place.
- Following demolition completion, work will begin on support of excavation for the Gerrard Portal.



Properties to be demolished are highlighted in yellow. Safety reminder: There is no public access to Pape Ave through the shopping centre parking lot.

Monitoring Locations - 449 Carlaw

- Noise and vibration monitoring is in-place at the 449 Carlaw site for Gerrard Portal construction.
- Monitors are currently in three separate locations; each location has a noise, vibration, and air quality monitor.
- The PNC and Metrolinx teams review data from these monitors to ensure work is remaining within established environmental limits. They will implement mitigations or changes to operations as necessary based on any exceedances.



Piling for Support of Excavation – Gerrard Portal

- The next phase of work will involve preparing the Gerrard Portal site for excavation and the eventual construction of the tunnel boring machine launch shaft.
- This work will involve:
 - Ongoing relocation of underground utilities (hydro, Rogers/ Bell, water, storm and sanitary sewer)
 - Drilling piles to support excavation (starting in summer 2025). Drilling piles involves using large drills to create vertical holes in the ground. Steel reinforced piles are inserted into the drilled holes to provide additional strength and stability. Finally, concrete is poured into the holes, securing the piles in place. Temporary casings used during drilling are removed once the concrete is set.
- Once excavation supports are installed, soil will be removed and concrete slabs will be poured to build a launch shaft to support tunneling activities and launch two tunnel boring machines.
- Upwards of 10 trucks per day will be travelling to/from site for support of excavation work. Numbers will increase to approximately 80 during excavation. Previously communicated haul routes will be followed.

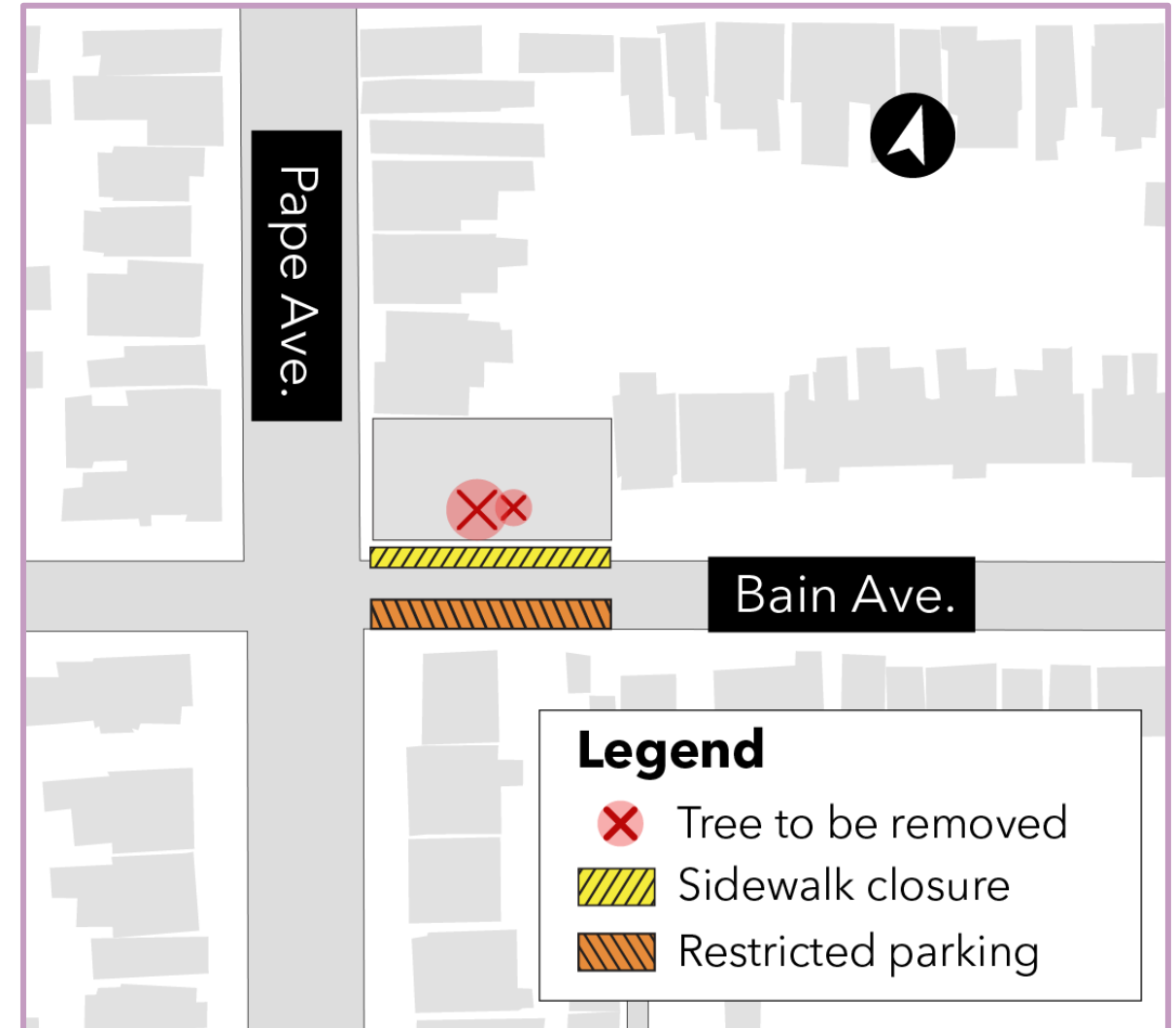
Tree Removals at the Bain Emergency Exit Building Site

What's Happening?

- To accommodate future construction activities at the Bain EEB site, two trees were removed on May 27.
- Tree removals required a short-term sidewalk closure on the north side of Bain Avenue in front of the properties, as well as a parking restriction on the south side of the street. These closures were required for community safety and equipment staging, and will be removed at the end of the day.

Note:

- Pre-construction surveys are being conducted to identify active nests or habitats of species-at-risk, in accordance with the Species at Risk Act.
- Metrolinx's vegetation guideline requires planting 1 to 50 trees for every one removed. Typically, three trees are planted for every one that is removed. This ensures more trees are planted than removed as we carry out the largest transit expansion in the history of the region.



Action Log

#	Action Item	Response/Resolution
1	Aluma engineers to provide TDSB engineers with their structural integrity evaluation of the noise wall.	Aluma has provided a response to each of the TDSB engineer's concerns and has provided assurance that noise wall overall stability complies with Ontario Building Code.
2	Metrolinx and PNC to evaluate PCCS request and determine if expanding area to which PCCS' are offered is appropriate.	<p>The zone of influence is determined by engineering assessments and provides an accurate geography within which structural impacts could reasonably be anticipated to occur. Outside of the ZOI, there is still a substantial area in which vibration may be felt, sometimes significantly, by residents; it is important to understand that there is a large gap between the initial threshold for perceptible vibration levels and levels that could result in structural damage.</p> <p>For anyone outside of the ZOI who has not been contacted for a precondition survey, you can individually contact Metrolinx at ontarioline@metrolinx.com to discuss your property and specific concerns.</p>
3	<p>Metrolinx to determine if CCI can delay microtunneling works until Saturday June 28th or partially delaying by starting on June 21st.</p> <p>Separate request to delay works to September from Pape Children's House.</p>	Due to ongoing schedule considerations, microtunnelling needs to begin as soon as possible. There are external dependencies that may cause the schedule to shift slightly, but we are currently tracking for a June 16 start, give or take a few days.
4	Metrolinx to explore adding further sight line visibility mitigation measures to resolve the ongoing line of sight issue at west Pape-Riverdale Crosswalk.	Crosswalk has been closed in coordination with the City of Toronto.
5	Metrolinx to look into implementation of truck safety campaign.	In Progress: Metrolinx and PNC are looking into the possibility of a truck safety campaign on Pape Avenue.

Action Log

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6	PNC to determine the projected number of trucks hauling per day at the Gerrard Portal in advance of portal construction work, and share at the next CLC.	PNC is currently planning the support of excavation work at the Gerrard portal. This work is estimated to require ~10 trucks per day for SOE, and ~80 for excavation. PNC has worked with Metrolinx and City of Toronto to develop mutually agreed-up routes. Drivers are briefed on the acceptable routes and have clear consequences should they deviate from them.
7	PNC to produce map of monitoring locations at 449 Carlaw for upcoming CLC.	Map was shared on previous slide.
8	Metrolinx to determine feasibility for removal of sound baffles and plywood and adding additional noise blankets at the NW corner of the Langley compound.	Echo barriers have been added against the corner. If there are further exceedances, we will take additional action.
9	Metrolinx to request to field staff members to investigate the issue of dust and ensure wet down is regularly occurring when practical, to ensure H&S plan requirements are met.	Street cleaning is now taking place 2-3 times a week. Field specialists are monitoring dust accumulation on site and will be actioning with Clearway when issues arise. Clearway is also looking to spray calcium on the demolition site, which will form a caked-on layer overtop the dirt, helping to suppress dust.
10	PNC to look into feasibility of additional AQ and N&V monitor installation at northwest side of 449 Carlaw.	Monitors are installed along north and west side of site (see slide "Monitoring Locations - 449 Carlaw").