

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

April 29, 2025

6:00 – 7:00 PM (Teams Meeting)

ATTENDEES

Community Members

- Cara McCutcheon
- Robin Archer
- Stephen Davies
- John Scully

City of Toronto

- Terry Francoeur
- Michael Paolucci
- Sheikh Alam
- Raymund Gonzales
- Navi Thagar

Pape North Connect

- Alan Ham
- Laura Reaman
- Erika D’Urbano
- Roozbeh Sepahyar
- Francisco Urrutia

**Elected Officials and
Representatives**

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

TDSB & PCH

- Zoya McGroaty
- Maia Puccetti
- Vladimir Tarankov
- Cherie Blades
- Susan Cass

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
- Kris Jacobson
- John Potter

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

The presentation focused on:

- Jackhammering Incident – April 15
- Langley Receiving Shaft Noise Wall Structural Safety
- Vibration Overview
- Progress Updates: Pape-Riverdale
- Progress Updates: Gerrard Portal & Bain EEB
- Community Issues and Responses: Pre-Construction Condition Surveys (PCCS’); Pest control measures during demolition; vehicle haul routes for Pape-Riverdale sewer work, Gerrard Portal, and Bain EEB;
- Site walks for the Pape-Riverdale CLC meeting moving forward.

DISCUSSION

Vibration Overview:

Question #1: Regarding the recently installed noise wall on Langley Avenue facing the Pape Avenue Junior Public School on the south playground. There seems to be a difference of opinion of structural integrity and safety of the wall between Clearway’s engineer Alumna and TDSB engineer. Can Metrolinx provide re-assurance to the community that the recently installed sound wall is structurally sound and safe?

Metrolinx Response: TDSB engineers made a visual inspection and expressed concerns regarding the counterweight and stability of the ground underneath the noise wall. The Metrolinx Ontario Line project team provided Alumna’s stamped engineering assessment for the relocated noise wall to the appropriate TDSB representatives, confirming its structural integrity and safety. Alumna’s engineer will provide TDSB representatives with specific responses to the concerns raised by TDSB’s engineer.

Question #2: Vibrations are negatively impacting students and staff members at Pape Avenue Junior Public School (PAJPS) and Pape Children’s House (PCH). Has Metrolinx factored in human perception of vibration?

Metrolinx Response: The vibration limits in the Pape Avenue Junior Public School (PAJPS) Health and Safety Plan are set to ensure the protection of structures. The limits do not account

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for people's perception of vibration. As such, people will still perceive vibrations even when those vibrations are below the vibration limits; this does not mean that they will cause structural impacts.

Question #3: What is the standard protocol when vibration monitors record exceedances?

Metrolinx Response: When the vibration monitors record exceedances, work stops, and an investigation into the exceedances takes place. Work activities will proceed once it is deemed safe to do so. The alerts are only in place to ensure that there are no negative impacts upon structures.

Question #4: How are vibration limitation thresholds developed to ensure safety?

Metrolinx Response: Vibration limits are set to peak particle velocity to ensure no negative impacts to structures. Compliance to the limits is ensured through automatic monitoring that sends alerts which can necessitate the stoppage of work until mitigations can be applied to reduce vibratory impacts and it is determined that the works can reconvene.

Question #5: For all construction projects there are cases where there are machinery defects and workers making mistakes while operating machinery, resulting in greater vibration and impacts. Can the residents backing into 449 Carlaw receive Pre-Construction Condition Survey's (PCCS') in case anything goes wrong?

Metrolinx Response: The Vibration Zone of Influence (ZOI) boundary for utility works is determined by Clearway. Pape North Connect (PNC) has completed their Vibration ZOI assessment for demolition works at 449 Carlaw and issued Pre-Construction Condition Surveys (PCCS') to all impacted properties within the Vibration ZOI for these works. The Vibration ZOI could potentially change for upcoming works at 449 Carlaw once Pape North Connect (PNC) completes their assessment for tunneling works.

479-491 Carlaw Avenue and 209-243 Langley Avenue properties are currently located outside of the current Vibration ZOI (ZOI) at Gerrard Portal. Therefore, these properties are not currently eligible to receive PCCS.

Question #6: Vibrations are being felt by residents on Langley Avenue who are currently outside of the current Vibration Zone of Influence (ZOI) at the Gerrard Portal. How are current Vibration ZOI's calculated?

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Metrolinx Response: The engineering formula used to calculate Vibration Zones of Influence (ZOI) entails calculating the work zone areas' topography and contour, which supports decision-making on types, quantities, locations, and procurement selection of machinery. All construction activities, including compaction works, are factored into the determination of Vibration ZOI.

Question #7: Why was there a delay in response time for reporting vibration exceedances for the jackhammering works in support of installation of relocated noise wall on Langley Avenue?

Metrolinx Response: Stantec reported a temporary glitch in their software reporting system and throughout the glitch period, we were not receiving data for three days. Importantly, there were no vibration exceedances reported at the school and playground during the jackhammering incident on the morning of April 15th.

Question #8: Is the air quality being monitored at the 449 Carlaw site throughout the demolition works? Where are the air, noise and vibration monitors located?

Metrolinx Response: Air Quality is being monitored at the 449 Carlaw site throughout demolition works. As an action item, we will provide an official map of the locations of air quality, noise, and vibration monitors on site.

Question #9: Why aren't there air quality, noise and vibration monitors located at Langley Avenue and Carlaw Avenue?

Metrolinx Response: The location selection was done in consultation with the engineer and Subject Matter Experts (SMEs). Based on their calculations, monitors were moved within the 449 Carlaw Avenue site to ensure the data generated is correct.

Question #10: Based on the haul routes on presentation deck slide # 27, what are the estimated volumes of traffic currently and throughout future tunneling works?

Metrolinx Response: There are currently approximately 2 to 3 trucks circulating throughout the approved haul route per day. We will investigate the forecasted number of trucks circulating the haul route for tunneling works as an action item.

Question #11: There are several public schools and a daycare on Carlaw Avenue from Lakeshore Road East to Riverdale Avenue which will be impacted by the official haul route. Can Metrolinx implement health and safety enhancements on trucks?

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Metrolinx Response: We will bring this request forward to our Project Constructors.

Question #12: There has been no wetting down at Riverdale Avenue or Langley Avenue work sites. On Tuesday, April 29th soil and debris were constantly blowing into the school yard on Langley and Riverdale. What can be done to ensure regular wetting down?

Metrolinx Response: We will escalate this request as an action item to our contractor, Clearway, to ensure that they are making every effort to regularly wet down the areas when practical. Weather conditions, (100 km/hour winds on April 29th) mean that the site would be impacted, even with all measures in place.

Question #13: Clearway is not following the Health and Safety Plan at the Gerrard Portal. There was an excavator carrying signs on Langley Avenue. I approached the driver in this instance. Does Metrolinx hold Clearway accountable when they breach the HASP in the Project Agreement? If I need to escalate something to a Metrolinx authority figure on site, who can I go to?

Metrolinx Response: Metrolinx holds Clearway accountable if it is determined that they have breached the Health and Safety Plan. Metrolinx has field specialists on-site during work hours. Residents are encouraged to reach out to the Community Engagement team at the Ontario Line at **416-202-5100** or by email at ontarioline@metrolinx.com for any concerns they may have about the construction works. Please note that the vehicle was necessary to move the signage to the appropriate location on that date.

Action Items:

Action Item 1: Metrolinx to follow up with Alumna's engineer, Brand Safway to provide TDSB representatives with responses to the concerns raised by TDSB's engineer.

Metrolinx Response: Metrolinx provided TDSB representatives with the letter from Brand Safway, Alumna's engineer on Tuesday, May 6th confirming that the noise wall modifications were completed in accordance with the stamped drawing, and the stability of the noise wall meets the Ontario Building Code. Alumna's engineer will provide TDSB representatives with specific responses to the concerns raised by TDSB's engineer.

Action Item 2: Metrolinx to determine if Pre-Condition Construction Surveys (PCCS's) can be provided for the following properties: 479-491 Carlaw Avenue and 209-243 Langley Avenue.

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Metrolinx Response: 479-491 Carlaw Avenue and 209-243 Langley Avenue properties are currently located outside of the current Vibration Zone of Influence (ZOI) at Gerrard Portal. Therefore, these properties are not currently eligible to receive Pre-Construction Condition Surveys (PCCs).

A PCCS is offered if a property is located within the current Vibration ZOI of a nearby Ontario Line construction site. A Vibration ZOI is the area where vibrations from construction activities could potentially impact existing structures. The Vibration ZOI is determined by specific construction activities, equipment used, and geotechnical properties of the nearby soil.

If you received a letter from Metrolinx indicating that your residence is within the Transit Corridor Lands (TCL), but did not receive a letter for a PCCS, your property is not within the Vibration ZOI for upcoming works and would not qualify for a PCCS at this time. If your property is determined to fall within the ZOI for future works, you will receive a letter for a PCCS in advance of the works. More information regarding Transit Corridor Lands (TCL) can be found here: [Priority Transit Projects Corridor Development Permit](#)

The Vibration ZOI is determined by engineering assessments and provides an accurate geography within which structural impacts could reasonably be anticipated to occur. Outside of the Vibration 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 to properties.

For residents who reside outside of the Vibration ZOI who wish to understand the PCCS determination better, please contact the Metrolinx Ontario Line Community Engagement team by e-mail at ontarioline@metrolinx.com or by phone at 416-202-5100.

Action Item 3: Metrolinx to determine if microtunneling works can be delayed commencing on or after Saturday June 28th (school year ends on Friday, June 27th) or partially delaying construction schedule to June 23rd so that students and staff are only impacted for one school week.

Metrolinx Response: Due to ongoing schedule constraints, microtunnelling works need 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 16th start date.

Action Item 4: Metrolinx to investigate the line-of-sight issue impacting drivers and pedestrians at the southwest corner of Pape Avenue/Riverdale Avenue intersection.

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Metrolinx Response: Metrolinx temporarily closed the north-south crosswalk at the Pape Avenue/Riverdale Avenue intersection on Monday, May 5th to improve sight line concerns. This was done in collaboration and with vetting by the City of Toronto's Transportation Services staff

Action Item 5: Metrolinx to determine if microtunneling works can be delayed until September due to Pape Children's House being in operations until the end of August.

Metrolinx Response: Due to ongoing schedule constraints, microtunnelling works need 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 16th start date.

Action Item 6: Trustee Ehrhardt requested that Metrolinx replicates a pedestrian and cyclist safety campaign on navigating construction trucks (example via [Concrete Ontario](#))

Metrolinx Response: This action item is in progress. Metrolinx to investigate implementation of truck safety campaign in partnership with Pape North Connects (PNC) for the Pape Tunnel and Underground Stations (PTUS) project.

Action Item 7: PNC to provide map of outdoor air quality (OAQ), noise and vibration (NV) monitoring device locations for the 449 Carlaw work site.

PNC Response: The map has been provided as an attachment on the e-mail to all committee members.

Action Item 8: Metrolinx to determine if Clearway can install additional noise blankets on the northwest corner of the Langley Avenue compound.

Metrolinx Response: Clearway placed additional noise blankets at the northwest corner of the Langley Avenue compound and echo barriers have been added against the corner. These mitigations are sufficient in this case to address noise and prevent exceedances.

Action Item 9: Metrolinx to increase wetting down of Riverdale Launch Shaft and Langley Receiving Shaft work sites due to observation of increased dust egress.

Metrolinx Response: Metrolinx requested that field staff members continually monitor dust accumulation on site and ensure Clearway is regularly and proactively wetting down when practical to ensure that they are following the HASP for Pape Junior Public School. Street cleaning is happening two to three times weekly. Clearway will add calcium powder to cover the

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perimeter of the demolition site to suppress dust. The application of calcium powder will appear as water being sprayed.

Action Item 10: Pape North Connect (PNC) to determine feasibility of installing additional Air Quality (AQ) and Noise and Vibration (NV) monitors behind the backyards of 209-243 Langley Avenue.

Metrolinx Response: Monitors are being relocated (one monitor originally set to be installed into the backyards area has been relocated within the parking lot). The map of the location of monitors was provided and will be discussed at the next CLC site walk meeting on Tuesday, May 27th.

Action Item 11: Metrolinx and PNC to investigate technical safety upgrades to the constructor's subcontractor trucks and to procure and install additional blind spot and wide-turn road signage to alert pedestrians, drivers, and cyclists in advance of incoming trucks.

Metrolinx and PNC Response: This action item is in progress and will be addressed as part of the ongoing Ontario Line Truck Safety initiative.

The meeting was adjourned.