

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

May 27, 2025

5:30 – 6:30 PM (Site Walk Meeting)

ATTENDEES

Community Members

- Cara McCutcheon
- Ian McCabe
- Mikhail Pozdniakov
- Karen Bain
- Christina Meynell
- Sarah McDonnell

City of Toronto

- Michael Paolucci
- Katiana Moussa
- Sheikh Alam
- Raymund Gonzales
- Navi Thagar

Pape North Connect

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

**Elected Officials and
Representatives**

- Rob Kaufman (MPP
Tabun’s Office)
- Tammara Thanarja
(Councillor Fletcher’s
office)

Pape Children’s House

- Susan Cass

TDSB

- Vladimir Tarankov

Metrolinx

- Sean Major
- Ivan Simic
- Phil Rodriques
- Zaidun Alganabi
- Francesca Santella
- Jesse Pakkala
- Alex Iantorno
- Michael Bajjani
- Tamer Ajab
- John Potter
- Lindsey Smith

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

Route:

The site walk visited these areas:

- 220 Langley Avenue and northwest corner of Pape Avenue and Langley Avenue
- 369 Pape Avenue
- Corner of Pape Avenue and Riverdale Avenue
- Bain Emergency Exit Building (EEB)

The site walk CLC meeting focused on:

- Microtunneling at Riverdale and Langley Sites
- Access Road Construction Works
- 449 Carlaw Demolitions
- Piling for Support of Excavation Works – Gerrard Portal
- Tree Removals at the Bain Emergency Exit Building Site

DISCUSSION

Gerrard Portal Utility Work

Question 1: Can echo barriers placed on the hoarding at the Langley receiving shaft be increased in height?

Metrolinx Response: The echo barriers provide sufficient noise protection at their current height. Prior to the installation of the echo barriers the noise performance of the noise wall was sufficient to generally avoid exceedances. As such additional echo barriers are unnecessary. If exceedances occur, then additional mitigations will be put into place.

Question 2: On May 27 at 2:30PM, a parent at Pape Junior Public School informed the school that there was a large dust cloud flowing at the laneway in front of the work site. What will Clearway commit to doing to ensure that this does not re-occur?

Metrolinx Response: Clearway will be wetting down their work areas regularly to ensure that dust clouds do not form. **Metrolinx** Field Specialists continually monitor dust accumulation on site, ensure Clearway is regularly, and proactively wetting down when practicable.

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Clearway was not regularly wetting down due to regular rainfall in previous months. As the weather dries out, water will be applied to the site through misting to avoid having too much water flow into the City sewer system, which can cause sediment build-up and other issues.

Additionally, Clearway will add calcium powder to cover the perimeter of the demolition site to suppress dust. The application of calcium powder will appear as water being sprayed. There will always be a water source on site (water trucks, water storage tanks, and connections from the fire hydrant) to wet surfaces as needed.

Question 3: Can Metrolinx provide CLC members with a map of all noise, vibration and outdoor air quality monitors on site?

Metrolinx Response: A map will be provided at the next CLC.

Question 4: Cement trucks were parked on Pape Avenue adjacent to the demolished 388-402 Pape and 427 Langley properties site in the morning of May 21st. What is Metrolinx doing to ensure that this does not happen again?

Metrolinx Response: The truck was moved within the site work zone at the 449 Carlaw Ave. plaza. We apologize that the trucks were idling in this location; that should not have been the case. Truck movement and idling has been brought to the attention of the contractor and our senior leadership in our construction team to make sure this doesn't happen again.

In addition, **Metrolinx** has specifically instructed the constructor and their subcontracting trucks not to drive in and out of the site during pick-up and drop-off times. Our constructors also understand that if they must idle (as is the case with cement trucks — to keep the cement from solidifying in the truck), they are to do so within the constraints of the site. The constructors are aware that they must comply with the Pape Avenue Junior Public School Health & Safety Plan in this area. If constructors are not compliant, **Metrolinx** has commercial processes in place internally to hold them accountable for noncompliance.

Question 5: Traffic Control Personnel on site are not always stopping trucks on Pape Avenue during pick-up-and-drop-off (PUDO) hours from 8:30 a.m. to 9:00 a.m. and 3:00 p.m. to 3:45 p.m. What is Metrolinx undertaking to ensure that the traffic control personnel are complying with this safety rule?

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Metrolinx Response: Metrolinx has reminded the traffic control personnel on-site to not to allow heavy trucks on Pape Avenue during PUDO times. If a truck inadvertently enters Pape Avenue, it will be directed into the 449 Carlaw site immediately.

Question 7: When will the compaction works requiring the vibratory feature for the access road construction take place?

Metrolinx Response: Compaction works requiring the vibratory feature will take place on May 28, May 29, and June 7th from 4:00 p.m. to 7:00 p.m. Compaction works require the use of compactor's vibratory feature because the static rolling method does not enable necessary compaction levels, and any rain event could damage the completed works if not compacted correctly. Consequently, these works will result in higher perceptible noise and vibration levels.

Question 9: Considering Pape Children's House (PCH) will be in operation in July and August, will the Pape Junior Public School Health and Safety Plan (HASP) continue to apply?

Metrolinx Response: The HASP applies to all work that may impact PCH, in July and August, since it is located within Pape Junior School.

Question 10: There have been rail corridor works happening overnight from May 24th to May 26th behind the 369 Pape Avenue building. Are these works related to Ontario Line construction at Gerrard Portal?

Metrolinx Response: It was determined that the overnight works are related to the Ontario Line Joint Corridor works. The work includes removing old tracks, track maintenance, rail tie replacement, and relocation of barriers within the corridor. Some of these tasks must take place overnight to ensure safety as they cannot be completed during the day when trains are passing through regularly. This work is scheduled for completion by June 13, 2025.

Question 11: Was asbestos found in the 449 Carlaw buildings?

Metrolinx Response: Prior to demolitions, all hazardous materials, including asbestos, were safely removed from all demolished buildings at 449 Carlaw during abatement works. The abatement protocols are strict and follow all relevant regulation.

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Question 12: Why can't the microtunneling works be delayed until September to accommodate for the operations of PCH in July and August? How long will microtunneling works last?

Metrolinx Response: Our project was targeting a June 16th start date for microtunnelling at Pape-Riverdale. However, this will no longer be possible. As a result, the microtunnel boring machine will instead launch as early as July 2nd and will last for approximately six weeks.

Safety is our top priority, and we are working with our contractors to maintain a safe environment for the community around Pape Avenue Junior Public School. We also recognize the Pape Children's House (PCH) operations throughout summer, and we understand the increased need for open windows and outdoor activity.

Question 13: How is water managed on site of the microtunneling launch and receiving shafts?

Metrolinx Response: Microtunneling storm sewer works will not impact the existing drainage capacity in the area; there is no additional flow or changes in the flow of water.

Metrolinx is relocating the existing storm sewer with an equivalent sized sewer under the school playground. Stormwater during construction is managed on site.

Bain Emergency Exit Building (EEB)

Question 15: Can **Metrolinx** spare the honey locust tree located inside the Bain Emergency Exit Building (EEB) work site?

Metrolinx Response: We understand residents' connection to the beautiful trees in the community and the deep emotion around removing them. Unfortunately, the tree cannot be preserved owing to the upcoming works such as piling and digging to facilitate the construction of the Bain EEB. After removal is completed on-site, the logs will be transported to one of the City of Toronto's Parks and Recreation sites for storage.

Question 16: How does PNC ensure structural integrity throughout Piling SOE works? Will shoring and tieback work occur underneath the residential properties along Pape?

PNC Response: We will be bracing to ensure structural integrity, and there will be no tiebacks. The bracing method of ensuring structural integrity involves internal lateral supports from wall to wall pushing outward against the structure.

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Question 17: Could PNC describe how piling works will be completed?

PNC Response: Piling works will start from the sidewalk's edge to the first lane of Pape Avenue. The shaft's depth is approximately 40 metres. There will be a small access point for digging all the way down to the tunnel. Upon completion of the shaft and SOE works, the end product will be a small emergency exit building on site.

Question 18: Can the size of construction machinery be appropriately sized relative to the size of the site? What is the duration of the works?

PNC Response: The equipment used for piling works will be sized correctly. The excavation will be more than 40 meters, so full sized equipment may be necessary. Piling works will take approximately two to three months, followed by excavation works which will take approximately 12 months, for a total project timeline of 15 months.

Question 19: Worker's spray painted a line halfway down the street on Bain Avenue years ago and stated that residents would not be impacted by vibration beyond the spray point. How will homes not be impacted by vibration?

Metrolinx Response: Vibrations result from point sources and do not behave similarly. The paint lines connect to zones of influence. Modeling is completed at the beginning of the Environmental Assessment (EA) phase. PNC takes this information, uses it for verification, and refines the models based on their data. There are different requirements for heritage and non-heritage structures.

If residents are experiencing high vibrations, they can contact The Ontario Line Community Engagement team at OntarioLine@metrolinx.com or by phone at 416-202-5100 and the Community Engagement team will work together with residents on next steps, including looking into whether a vibratory exceedance occurred.

Question 20: Does Metrolinx have publicly accessible Environmental Assessments and Cultural Heritage reports available on their website?

Metrolinx Response: The Environmental Assessment and Cultural Heritage reports can be found on the Ontario Line [Resources webpage](#).

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There are three publicly accessible Environmental Assessment Reports listed on the Resources webpage:

- [The Final Environmental Conditions Report](#)
- [The Environmental Impact Assessment Report](#)
- [The Final Environmental Conditions Report – Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment](#)

Question 21: What process does **Metrolinx** have in place to prevent high vibrations resulting again at the Bain EEB?

Metrolinx Response: Each vibration monitor has a 24/7 active monitoring system that instantaneously sends alerts to **Metrolinx** and PNC. The system's purpose is to monitor and catch any exceedances in real-time. Not all vibratory activities result from Ontario Line construction activities, for example when large trucks, buses, and ambulances drive through the neighborhood adjacent to work zones. **Metrolinx** Subject Matter Experts (SMEs) analyze the exceedance data to determine if it resulted from Ontario Line construction activities.

When the vibration monitors record exceedances related to our works, 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, while we understand that construction works can be disruptive, unfortunately noise and vibration will occur within our construction sites.

Question 22: On March 21st there were compacting works ongoing at the Bain EEB worksite and it took the site team 40 minutes to stop work and turn off the vibratory feature. Why didn't the site team stop works and turn off the vibratory feature immediately?

Metrolinx Response: Vibration monitors were in place, but we were not receiving instantaneous data. This was addressed and fixed on March 22nd and we instructed the subcontractor to turn off the vibratory feature on the compaction roller.

Question 23: What will be the hours for Piling SOE works at the Bain EEB site?

PNC Response: The work schedule for Piling SOE works at the Bain EEB site will take place Mondays to Friday's from 7:00 a.m. to 7:00 p.m., including some Saturdays.

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Question 24: Will there be disruptions to underground utilities throughout the Piling SOE works at the Bain EEB site?

PNC Response: Any utilities that need to be relocated due to the Support of Excavation (SOE) work will be relocated and the community will be informed of this through construction notices.

Question 26: It will be humid and windy on some days throughout Piling SOE works. Can PNC replace the diesel generator which produces exhaust smoke with an electric generator?

PNC Response: We are in discussions with Toronto Hydro regarding the installation of a temporary power connection in place to avoid using the diesel generator for the Piling SOE works. However, diesel generators may sometimes be necessary because the power draw required to operate site equipment may exceed what can be generated from the Toronto Hydro power service.

Question 27: What should residents do if diesel fumes from the generator are a concern?

Metrolinx Response: Residents can contact the Ontario Line Community Engagement team by e-mail at OntarioLine@metrolinx.com or (416)-202-5100.

Our phone line is monitored by the Community Engagement staff Monday through Friday from 9:00 a.m. to 5:00 p.m. Outside these hours a third-party answering services takes the caller's information and triages the concern. If the concern is of an urgent nature, then **Metrolinx** staff are informed. Otherwise, our team will respond on the next business day.

ACTION ITEMS

Gerrard Portal

Action Item 1: **Metrolinx** to co-ordinate with Pape Children's House (PCH) on adjusting the limitations on truck access for pick-up/drop-off (PUDO) times in July and August.

Metrolinx Response: The drop-off timeframe of 8:30 a.m. to 9:00 a.m. will remain the same and **Metrolinx** is currently co-ordinating with PCH to adjust the pick-up timeframe in July and August.

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Action Item 2: Metrolinx to share when Gerrard Portal Piling for Support of Excavation (SOE) works will start and the hours for the work.

Metrolinx Response: Piling for Support of Excavation (SOE) works will start as early as July 4th. The work hours are Mondays to Friday's, from 7:00 a.m. to 7:00 p.m. and Saturday's from 9:00 a.m. to 7:00 p.m.

The Traffic Control Plan will be applied, and all trucks will only be entering and exiting the work site from the Carlaw Avenue entrance. Traffic control personnel will be in place to safely manage the site. Dedicated haul routes have been established in collaboration with the City of Toronto. For more information on the upcoming works, please see the [construction notice](#) posted on our website.

Action Item 3: Metrolinx to determine whether one additional PDO (on a 24/7 basis) or Crossing guards can be deployed to Pape Avenue/Riverdale Avenue intersection to assist pedestrians with crossing after hours.

Metrolinx Response: Metrolinx has one PDO and one traffic flagger, and an existing crossing guard is in place at the Pape Avenue/Riverdale Avenue intersection during working hours. Transportation Services at the City met with **Metrolinx** on-site; this is in addition to previous meetings between **Metrolinx** and the City. It was determined that the existing traffic controls are sufficient, but that additional signage is necessary. This signage has been installed. As such, a PDO will be provided only during construction hours.

Bain EEB

Action Item 4: PNC to determine the site boundaries for the Bain EEB and provide a diagram to CLC members.

PNC Response: The Bain EEB will occupy the entirety of the 495 and 497 Pape Avenue property boundaries and some curb lane occupancies. The exact traffic configurations will be shared in the future. As well, PNC will provide a diagram showing where the piles and excavation will be on site in a future CLC.

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Action Item 5: Metrolinx to provide information on how Vibration Zones of Influence (VZOI) boundaries are established considering heritage implications.

Metrolinx Response:

Properties are identified as Heritage based on a variety of criteria including:

- Criteria for Provincial Heritage Properties under the Ontario Heritage Act, Ontario Regulations 9/06 and 10/06.
- Checklists from the Ministry including “Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes”.
- Age of a property (>40 years old).
- Note that the 40-year threshold is an indicator that a property may have cultural heritage value or interest, but does not mean that properties below this threshold cannot retain cultural heritage value or interest (CHVI).
- Existing heritage inventories (City of Toronto Heritage Register, Ontario Heritage Trust, Canadian Register of Historic Places, Directory of Federal Heritage Designations, National Historic Sites, previous cultural heritage reports and assessments undertaken by **Metrolinx** and the City of Toronto for projects within the study area).

Following a review of all existing data, **Metrolinx** cultural heritage specialists conduct comprehensive field surveys to document existing conditions within the study area and identify whether any additional properties or landscapes meet the criteria for further assessment.

Heritage buildings are generally at an increased risk of damage from vibration and are subject to more stringent criteria than non-heritage buildings. The size of the VZOI varies at different locations and during various phases of the project and takes into consideration the larger zone of influence required by heritage buildings.

Action Item 6: Metrolinx to provide information on mitigation measures and proactive approaches to upcoming construction activities that are particularly vibratory in nature at the Bain EEB.

Metrolinx Response: Continuous vibration monitoring will be in place during construction activities at the Bain EEB. If at any point a vibration exceedance is received, the contractor and its noise and vibration specialists will review to determine if the exceedance was due to construction activities. If it is determined that construction activities were the cause of the exceedance, PNC will stop work and determine

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appropriate mitigation measures to lessen the impacts of construction on the community. After resuming construction activities, PNC and its specialists will closely monitor to ensure the mitigation measures that were put in place were effective at mitigating the vibration impacts. If the exceedance cannot be mitigated, alternative construction methodology will be reviewed.

PNC will employ a range of vibration mitigation measures to reduce construction vibration levels to the extent reasonably feasible, including but not limited to:

- Construction equipment with potential to cause off-site vibrations will be operated as far away as possible from vibration-sensitive sites as possible.
- Haul roads for construction vehicles access will be well maintained and free of ruts to avoid excessive noise and vibration from heavy vehicles travelling on uneven surfaces.
- Activities that have potential to cause vibration impacts to receivers such as demolition, earthmoving, and ground-impacting will be phased such that as few as possible are occurring simultaneously.
- Alternative lower-vibration construction methods will be considered (e.g. using sonic pile drivers instead of impact pile drivers).
- Set back distances will be established for construction equipment that are likely to cause vibration effects on sensitive receivers nearby.

Action Item 7: Metrolinx to follow up on meeting with the most impacted Bain Avenue and Pape Avenue residents for Bain EEB construction.

Metrolinx Response: This will be scheduled later in the summer, with impacted residents, when more information will be available prior to the start of Piling for Support of Excavation works.

Action Item 8: Metrolinx to provide more information regarding the purpose of Pre-Construction Condition Surveys (PCCSs) and how Vibration Zones of Influence are selected for Bain EEB.

Metrolinx Response: Pape North Connect (PNC) uses pre-construction condition surveys (PCCS) to document the condition of properties within the Vibration Zone of Influence (VZOI), an area around the site of construction activities that may experience vibratory impacts from works. A property's eligibility for a PCCS depends on its proximity to the work area and the construction methods being used. When a property is located within the VZOI for upcoming work, PNC will mail a PCCS invitational letter to the property and contact interested residents or owners to schedule an inspection date.

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Action Item 9: Metrolinx to provide a detailed explanation of the technical process that is used for establishing the boundaries of a Vibration Zone of Influence (ZOI).

Metrolinx Response: Through engineering analyses and geotechnical reports, the Vibration Zone of Influence (VZOI), which advises the Pre-Construction Condition Surveys (PCCS) boundary, is determined based on the extent of potential ground movements caused by construction activities, including dewatering, vibrations, and behavior of project infrastructure. The VZOI 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 residents may feel vibration, sometimes significantly; 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.

Action Item 10: Metrolinx to provide status update on where the wood from the tree that was removed at the Bain EEB has been stored.

Metrolinx Response: The tree has now been safely removed, and we were able to salvage the wood. It is currently being stored at the City of Toronto's High Park facility.