The Ontario Line

Ontario Line Pape Avenue Open House

June 18 and June 21, 2025

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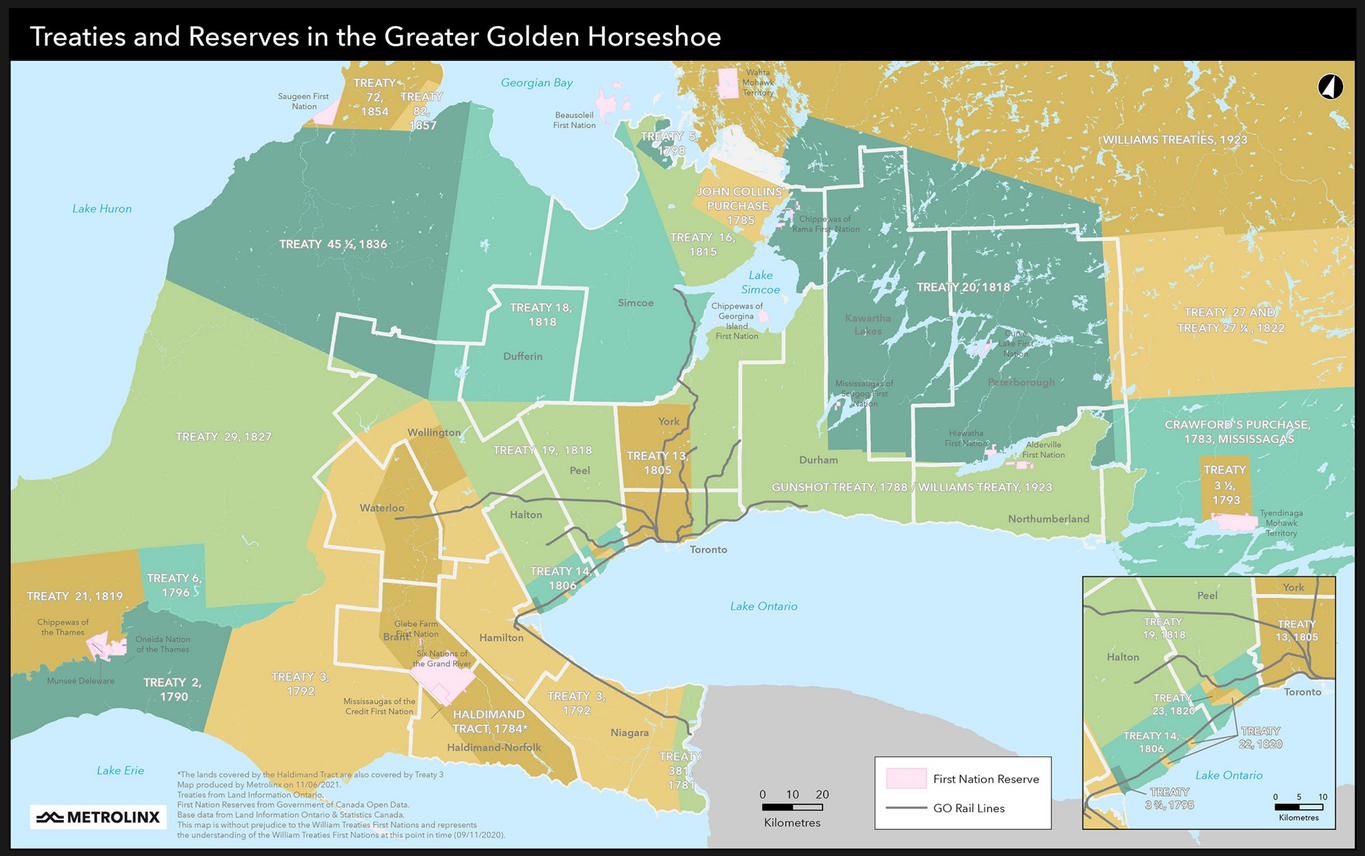
Land Acknowledgement

Let us take a moment to acknowledge we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation, or generations past.



We acknowledge the historic and continued impacts of colonization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect and collaboration.

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Ontario Line

15.6 kilometres long

15 stations

388,000 daily boardings

40+ connections to other transit options

227,500 more people within walking distance to transit

As frequent as every **90 seconds** during rush hour

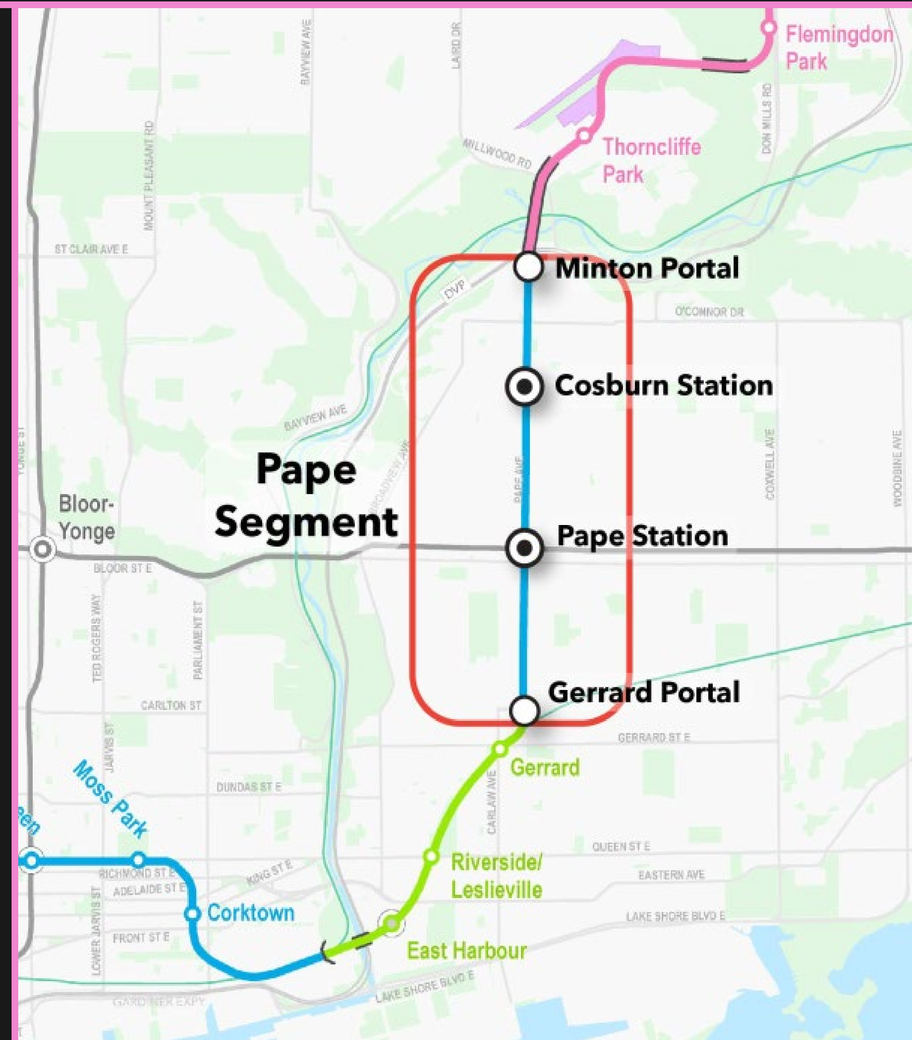
Up to **47,000** more jobs accessible in 45 minutes or less, on average

28,000 car trips off the road every day

The Pape segment of the Ontario Line consists of:

- **two underground stations** (Pape Station and Cosburn Station)
- **two tunnel portals** which will allow trains to transfer from twin underground tunnels to surface-level or elevated segments (Gerrard tunnel portal and Minton Place tunnel portal)
- **two emergency service buildings** (one at Sammon Avenue and one at the Minton Place tunnel portal)
- **one emergency exit building** at Bain Avenue

The existing Pape Station will become an interchange station and the new Cosburn Station will be located on the west site of Pape Avenue just north of Pape and Cosburn.



The Trains

The Ontario Line will feature four-car trains that will be electric and driverless. In operation, the train will travel up to 80 kilometres per hour.

Each four-car train can accommodate 661 passengers. The trains, similar to the vehicles already running on Milan Metro Lines 1, 2 and 3 and Rome Metro Line C, will run as frequently as every 90 seconds.

On-board features will include Wi-Fi, double wheelchair areas, charging stations and spots for bicycles.

To create the safest experience possible for Ontario Line riders, each station will include full platform edge screens and doors to prevent transit riders and debris from entering the track area when the train is not in the station.

Platform Screen Doors

Platform screen doors are physical barriers separating the train platform from the tracks at stations. The doors provide a safety barrier, preventing accidents, such as people entering the tracks. You can see platform screen doors on the UP Express at Union and Pearson stations.

All Ontario Line stations will feature platform screen doors, measuring 2.8-metres tall and stretching across the entire length of the platform.

Benefits of platform screen doors

Safety	Prevents falls, reduces incidents caused by negligence, distraction or deliberate acts, and keeps objects off the tracks.
Operational Efficiency	Facilitates automated train systems, reduces delays, streamlines boarding.
Comfort & Convenience	Protects from the weather, helps maintain platform temperature, contributing to energy savings, reduces noise, and keeps the platform clean.
Modern Technology	Integrates with real-time information displays, enhancing travel experience, offers advertising opportunities.
Accessibility	Supports easy access for all passengers, including those with disabilities.

Gerrard Station

Gerrard Station will be an elevated station located at Carlaw Avenue and Gerrard Street. It will sit overtop of the intersection and will span from First Avenue into the Gerrard tunnel portal area.

11,900 people will be within walking distance to the station.

An estimated 3,300 people will use the station during the busiest travel hour, including 2,000 transferring from local streetcars and buses.

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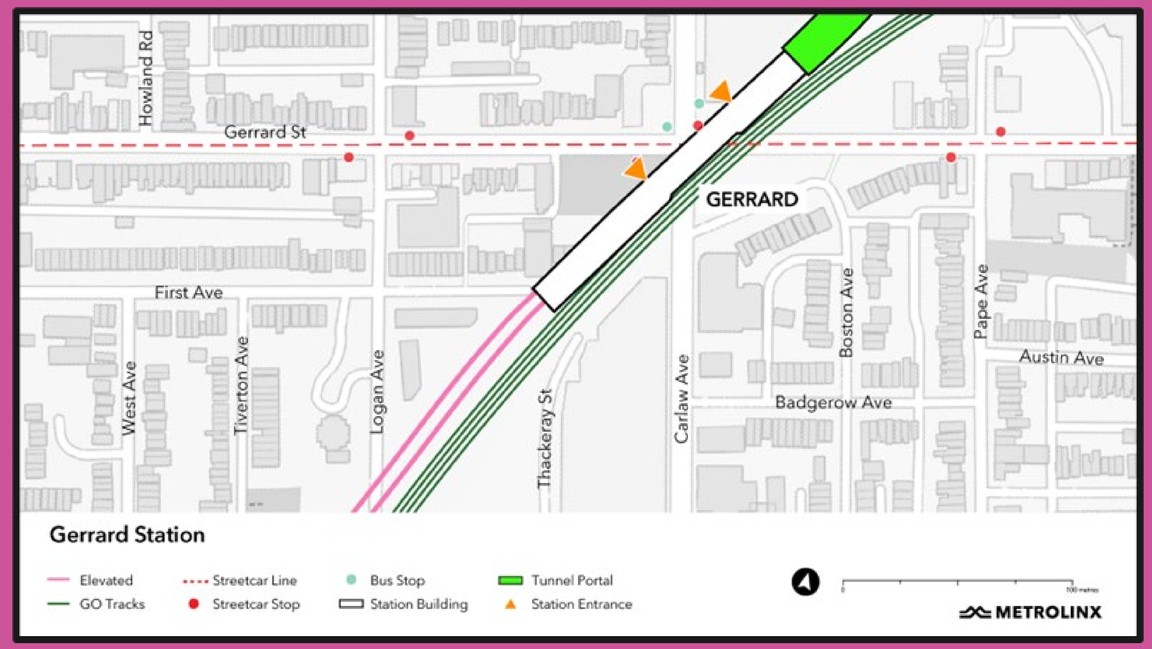
Gerrard Station Rendering (subject to change)



Gerrard Station Footprint

Pape Station

Pape Station will be an underground interchange station located at Pape Avenue and Danforth Avenue. It will be the southernmost station on Pape Avenue.

12,700 people will be within walking distance to the station.

An estimated 10,200 customers will use the station during the busiest travel hour, including 9,100 transfers.

By giving Line 2 riders another interchange station, the Ontario Line is expected to reduce crowding at Bloor-Yonge by 22 per cent during the busiest travel hour.

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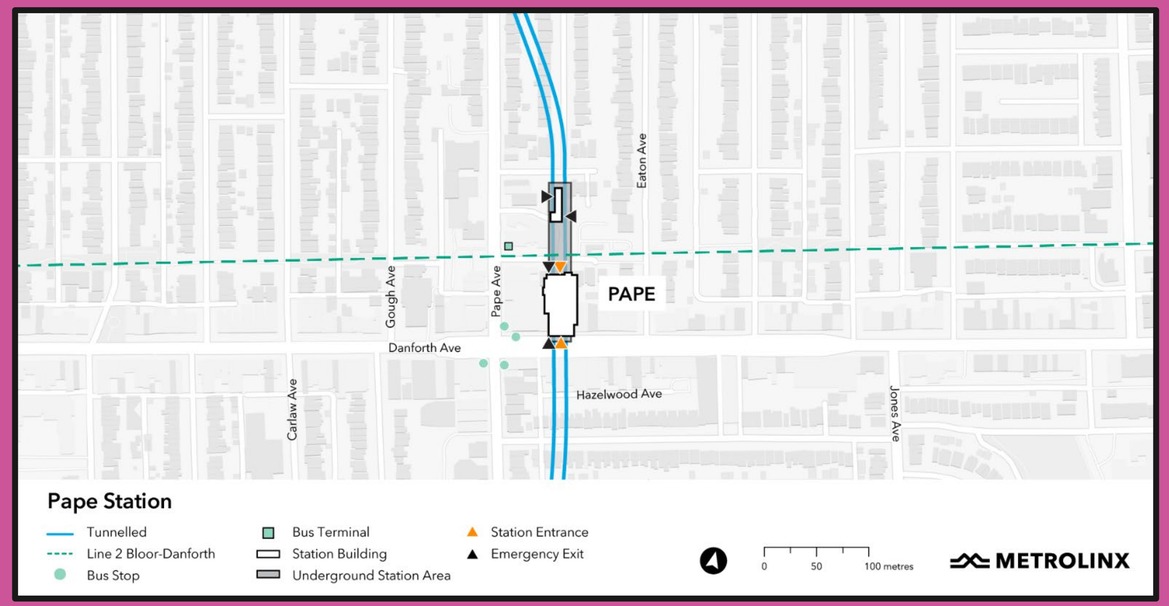
Pape Station rendering (subject to change)



Pape Station footprint

Cosburn Station

Cosburn Station will be an underground station located at Pape Avenue and Cosburn Avenue. It will be the northernmost of the two underground stations on Pape Avenue.

The station building will be situated west of Pape Avenue and north of Cosburn Avenue, with an emergency exit located south of Cosburn Avenue.

10,300 people will be within walking distance to the station. An estimated 2,600 customers will use the station during the busiest travel hour, including 1,200 transfers.

The station will be constructed as part of the Pape Tunnel and Underground Stations contractor's work.

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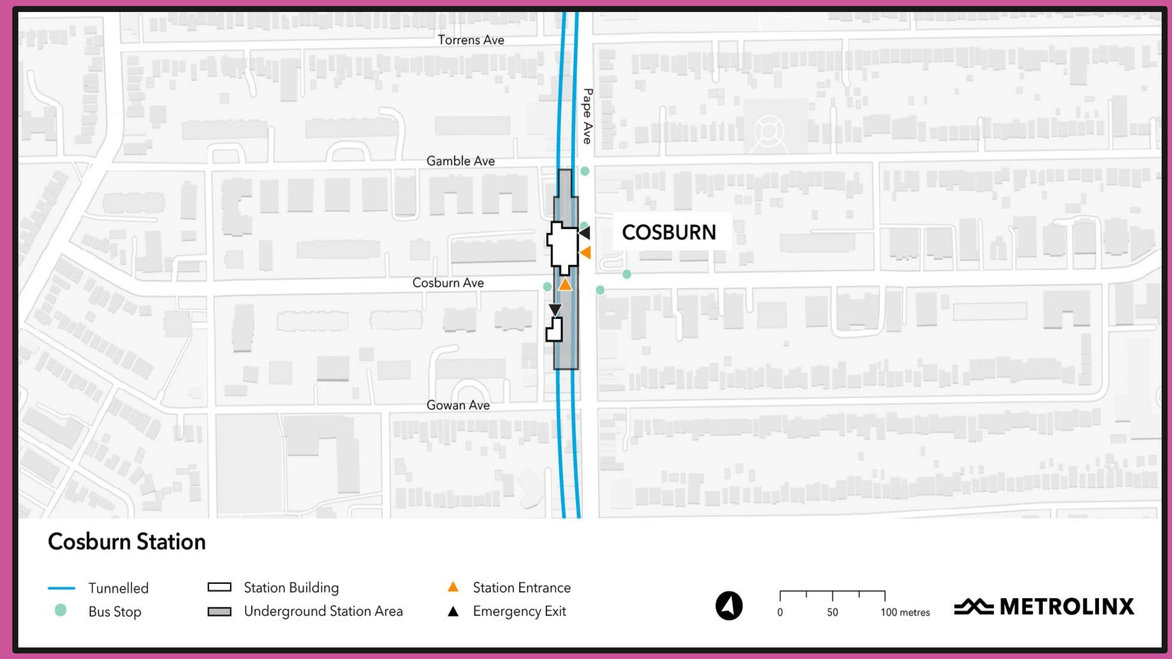
Cosburn Station rendering (subject to change)



Cosburn Station footprint

Gerrard Tunnel Portal

The Gerrard tunnel portal will act as an entry and exit point for the Ontario Line moving from the joint GO train corridor to the underground tunnels. It will be located at the former Riverdale Shopping Centre between Carlaw Avenue and Pape Avenue.

Two tunnel boring machines (TBMs) will begin their journeys at the Gerrard tunnel portal digging northbound for almost three kilometres. The journey will end when they are extracted at the Minton Place tunnel portal, just north of Minton Place near the Don Valley Parkway.

Tunnels will start at six metres deep (from the top of the tunnel to the surface) and extend to a depth of approximately 28 metres.

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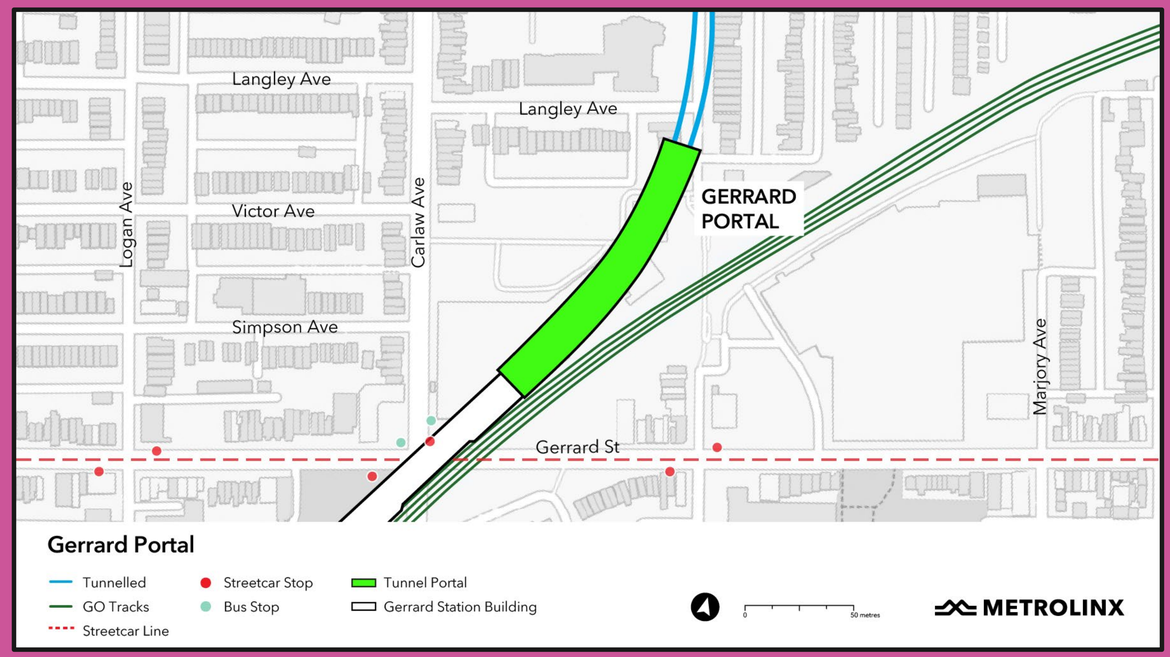

Gerrard tunnel portal footprint

Minton Place Tunnel Portal

The Minton Place tunnel portal will serve as the point where the underground tunnel emerges at the eastern embankment of the Don Valley, transitioning onto the Don Valley Crossing bridge. This structure will connect the Pape tunnelled section of the Ontario Line with the elevated section that spans the Don Valley and north towards Eglinton Avenue.

Minton Place tunnel portal work includes construction of support of excavation (SOE), base slab construction, and stabilization of the existing valley slope at Minton Place about 180 metres west of the Leaside Bridge.

The Minton Place tunnel portal will also be the site of an emergency services building.

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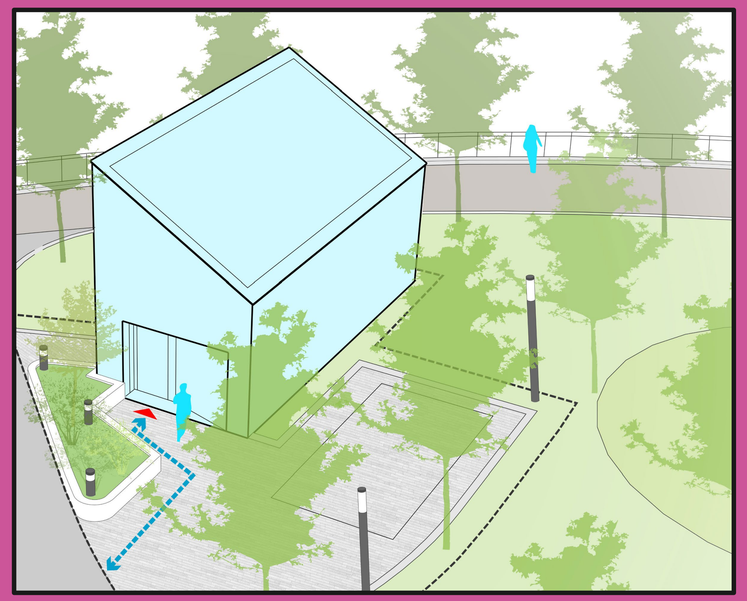
Don Valley Crossing and Minton Place tunnel portal rendering (subject to change)



Minton emergency service building design concept (subject to change)

Don Valley Crossing

The future Don Valley Crossing (DVC) bridge is a balanced cantilever design that will be approximately 34 to 38 metres tall at its highest point. It will be the first significant new elevated crossing of the Don Valley since the Leaside Bridge was constructed in 1927.

The crossing will carry Ontario Line trains between the Minton Place tunnel portal and Thorncliffe Park.

The scope of work for the Don Valley Crossing bridge includes construction of a five-span cast-in-place segmental bridge structure.

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Don Valley Crossing rendering (subject to change)

Bain Emergency Exit Building

An emergency exit building (EEB) will be built at the northeast corner of Pape Avenue and Bain Avenue.

The Bain EEB will provide an exit for riders and access for first responders in the event of an emergency.

To ensure passenger safety, the Bain EEB will be built approximately halfway between the Gerrard tunnel portal and Pape Station. It consists of a stairwell to track level and small exit building.

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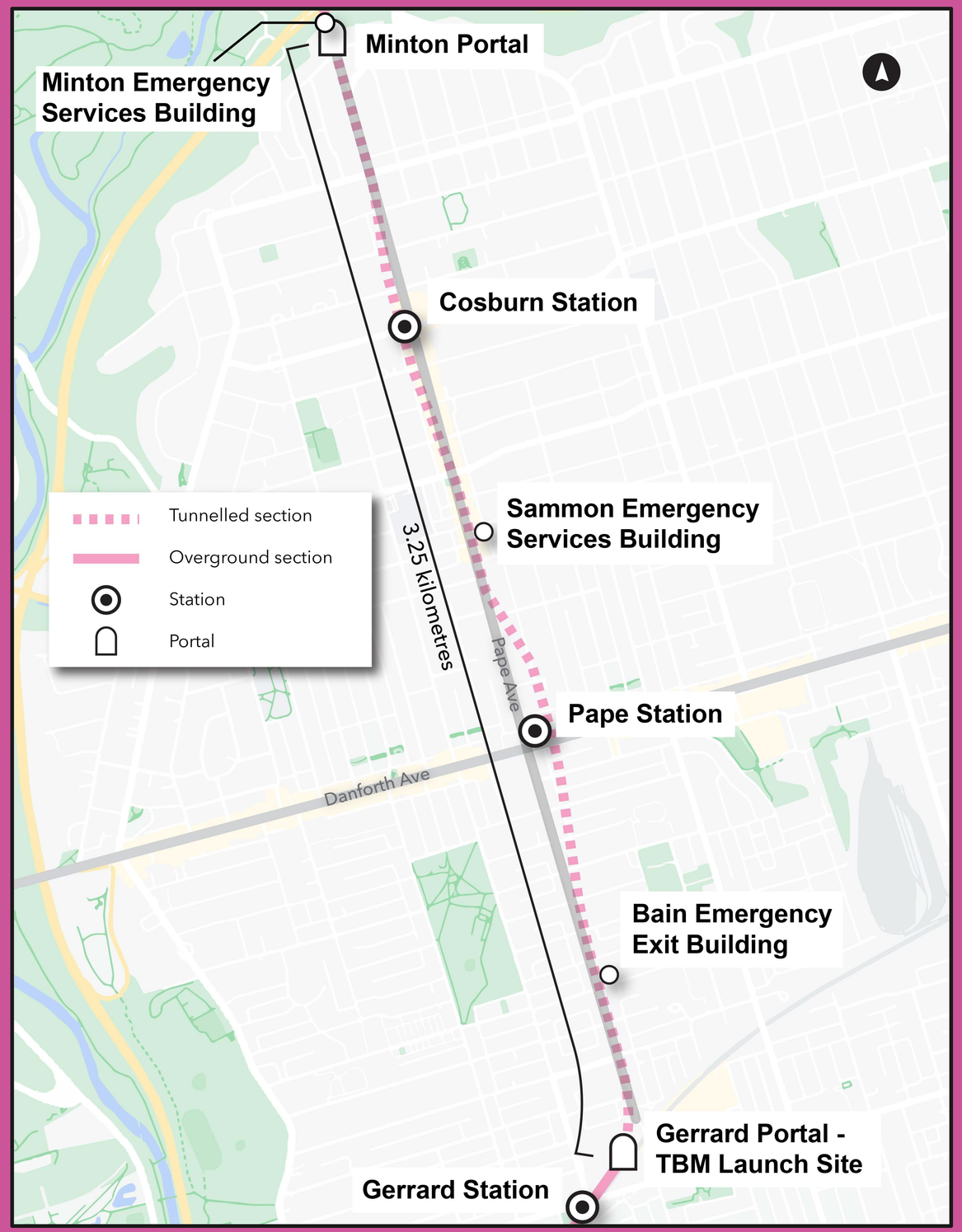

Pape tunnel map

Sammon Emergency Service Building

An emergency service building (ESB) will be at the southeast corner of Pape Avenue and Sammon Avenue.

The Sammon ESB will be designed to provide an exit for riders and access for first responders in the event of an emergency, and access to Ontario Line tracks for maintenance teams. It will also house mechanical components for Ontario Line operations.

The Sammon ESB will be built approximately halfway between Pape Station and Cosburn Station.

Sammon emergency service building rendering (subject to change)

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Work at Gerrard Station

Ongoing work

- Drilling piles (concrete columns) to build the foundation of the south side of the station (ongoing until **September 2025**)
- Constructing temporary dog off-leash area east of Carlaw Avenue (ongoing until **early July 2025**)
- Test pit surveys for underground utilities (ongoing until end of **June 2025**)

What's Next at Gerrard Station

Work overview

- Mobilization to work sites:
  - North of Gerrard Street East – **July 2025**
  - South of Gerrard Street East – **September 2025**
- Begin site preparation work including clearing and grubbing, installing fencing and solid barriers, and implementing environmental control measures (monitoring) – **July 2025**
- Construction of access road from work area to Carlaw Avenue, for construction team, equipment, supplies and other materials – **August 2025**
- Preliminary works for station construction including replacement of existing GO fence with temporary concrete barrier, constructing drill rig platform next to GO tracks to allow for secant wall piling and constructing cap beam – **September 2025**

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Aerial render – Gerrard Station

Gerrard Station Construction Calendar

2025 | 2026

June | July | August | September | October | November | December | January | February | March

Construction of temporary dog off-leash area at Gerrard Street and Carlaw Avenue

*Completion for early July 2025

Test pit surveys

Mobilization and work site preparation

(e.g., clearing and grubbing, installing fencing and solid barriers, and implementing environmental control measures)

Preliminary works for construction of secant wall

(e.g., replacing the existing GO fence with temporary concrete barrier, drilling secant piles and constructing pilecap)

Begin construction of Gerrard Station foundation

(e.g., piling, installing steel rebar, pouring concrete and foundation work)

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Advance Works at Pape and Riverdale

Completed work

- Telecom, gas, and other advance utility relocations
- Demolition of houses on west side of Pape Avenue, south of Langley Avenue
- Access road construction to 449 Carlaw Ave. compound

Ongoing work

- Microtunnel storm sewer replacement shaft construction and microtunnelling **(summer 2025)**

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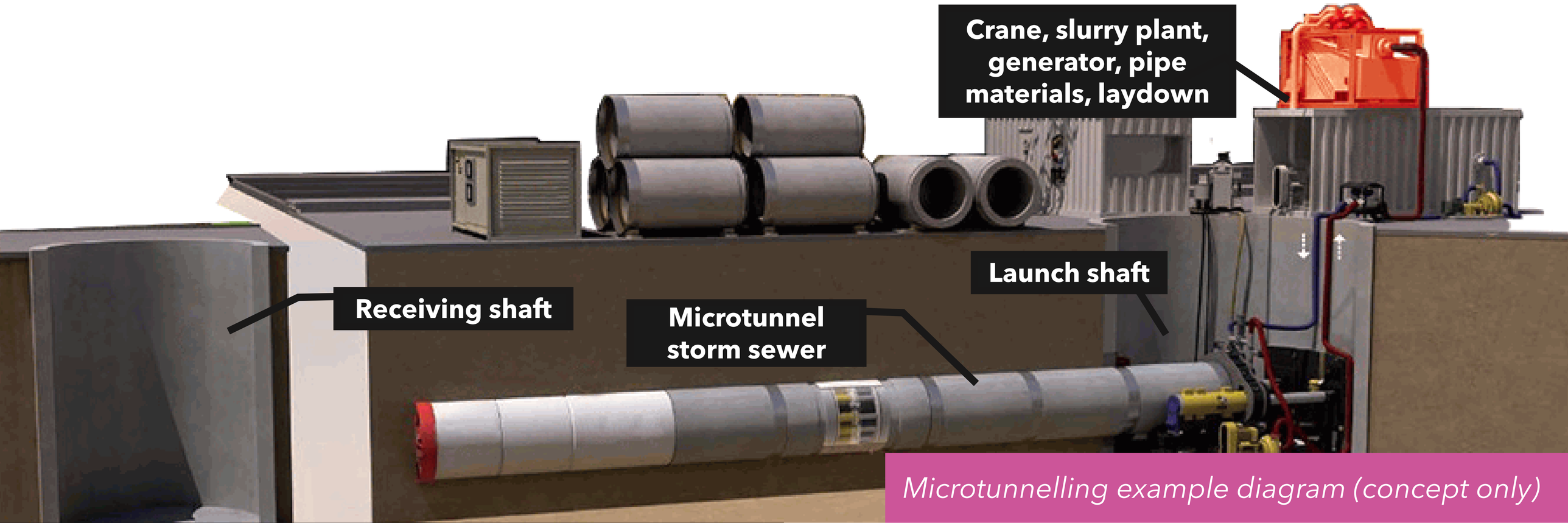
Demolition site at south end of Pape Avenue

Excavation for microtunnel storm sewer launch shaft

What’s Next for Utility Relocations and Work on Pape

Work overview

1. Sewer microtunnelling will take place in **summer 2025**, followed by tie-ins to the existing storm sewer and shaft backfilling
2. Work will shift to Pape Avenue later this year to conduct water main and combined storm sewer replacement between Riverdale Avenue and 449 Carlaw Ave
3. In 2026, the existing storm sewer will be decommissioned and removed from underneath Pape Avenue and Langley Avenue



Microtunnelling example diagram (concept only)

Work at the Gerrard Tunnel Portal

Completed work

- Ground studies conducted at the portal site and along the Pape Avenue corridor
- Tree and vegetation removal
- Abatement (removal of sensitive materials) to prepare for structural demolitions

Ongoing work

- Structural demolition is expected to be completed in **fall 2025**

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Structural demolition work at Gerrard tunnel portal – April 2025

What's Next at the Gerrard Tunnel Portal

Structural demolition work at Gerrard tunnel portal

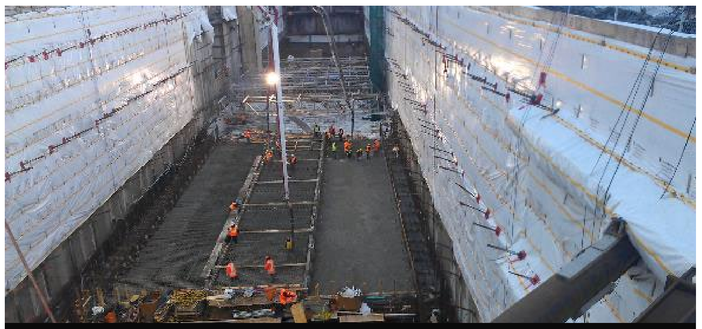
1 **Demolition**

Waterloo LRT underground utility replacement

2 **Underground utilities relocated** (hydro, Rogers/ Bell, water, storm and sanitary sewer)

Scarborough Subway Extension piling work

3 **Drilling piles to support excavation (starts July 2025)**



Concrete slab on Toronto-York Spadina Subway Extension (TYSSE)

4 **Excavation** of the portal footprint and installation of a concrete slab to act as a cradle for the TBM **(Q2 2026)**

Auxiliary installations TYSSE

5 **Construction of auxiliary facilities to support the installation of the TBM**

Lowering TBM cutterhead at TYSSE

6 **TBM installation and launch**

* Some overlap between steps is expected

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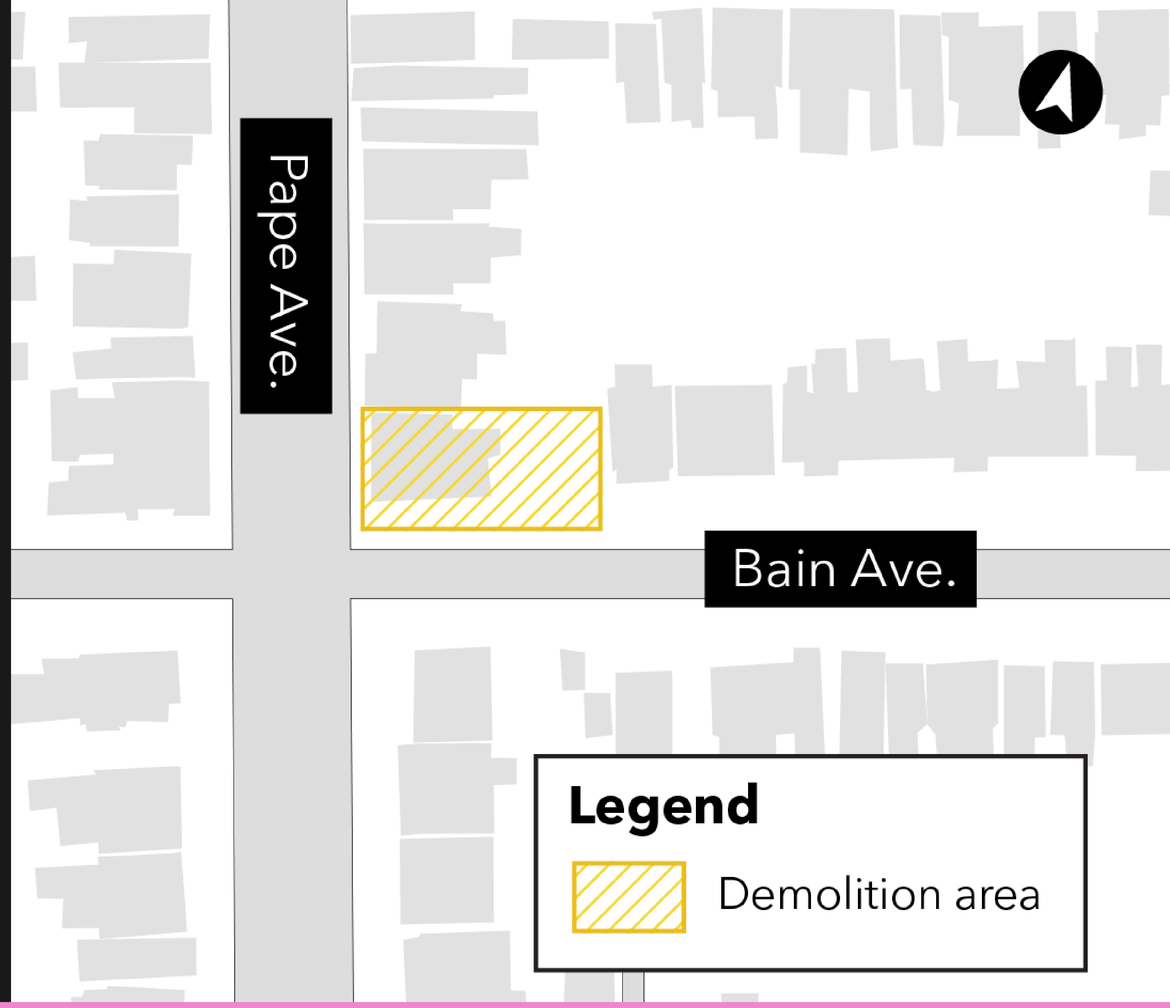
Work at the Bain Emergency Exit Building

Completed work

- Abatement (removal of sensitive materials) and demolition activities
- Demolition of 495 and 497 Pape Ave. buildings and backfilling of the site
- Removal of vegetation and trees from the northeast corner of Pape Avenue and Bain Avenue

Ongoing work

- Well monitoring is taking place throughout the spring
- Relocations of underground utilities



Work overview

1. Support of excavation work is expected to begin in fall 2025 and take approximately 10 months
2. Jet-grouting (a high-pressure mixture of cement and water injected to a required depth to create a stable column) and ground improvement
3. Install secant pile walls (drilling overlapping concrete columns to create a strong, continuous wall) for main shaft and entrance
4. Excavate and construct the capping beam (a reinforced concrete beam used to help distribute loads)
5. Excavate and install temporary propping rows (temporary support to hold up concrete walls) and base slab

Work at Pape Station

Completed work

- Demolition, backfilling, and grading of the site is complete
- Slurry wall construction (a type of in-ground foundational and exterior wall construction) was completed in April 2025

Ongoing work

- Soil stabilization work, or “jet grouting”, at Gertrude Place and Muriel Avenue is ongoing to improve stability of the existing ground immediately outside the station box

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Aerial view of the Pape Station site (April 2024)

Aerial view of the Pape Station site (May 2025)

What's Next at Pape Station

Work overview

- Jet grouting will continue at Gertrude Place and Muriel Avenue into 2026 and will also take place on Danforth Avenue south of the site
- Excavation will begin to expose the existing TTC subway box and install piles around it. This will be done to underpin the TTC box and support its weight so excavation can take place underneath for the future Ontario Line connection

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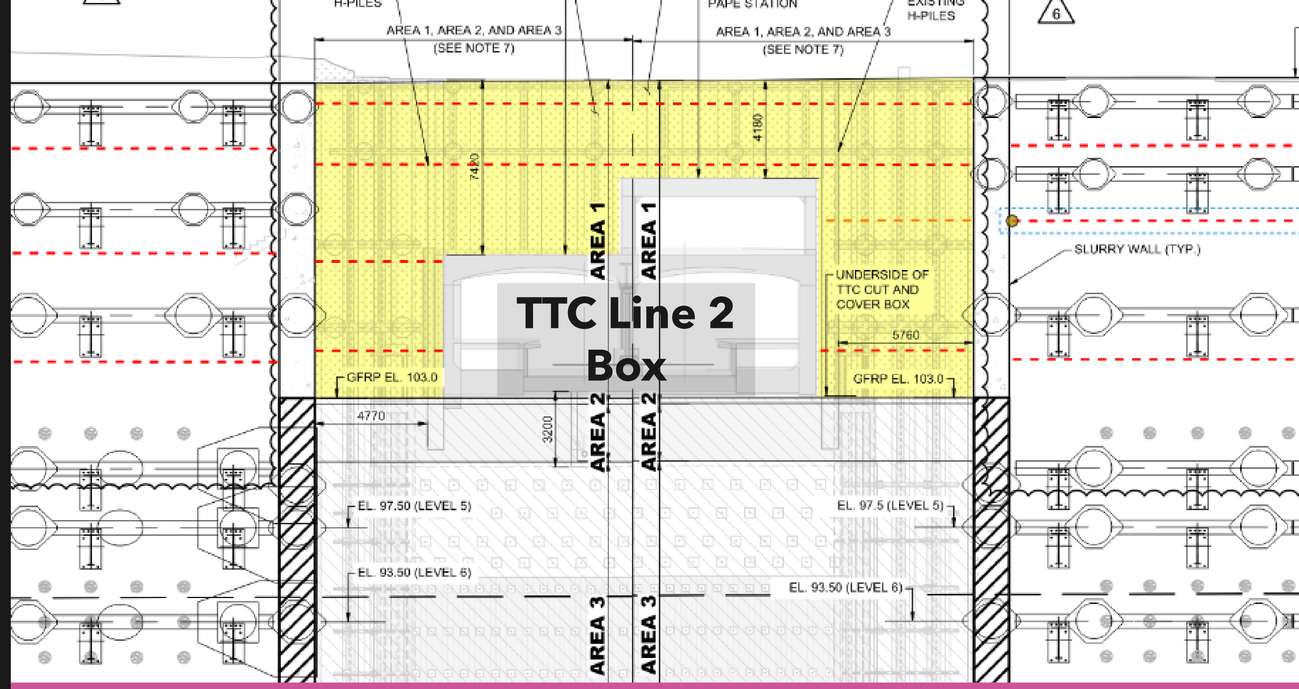
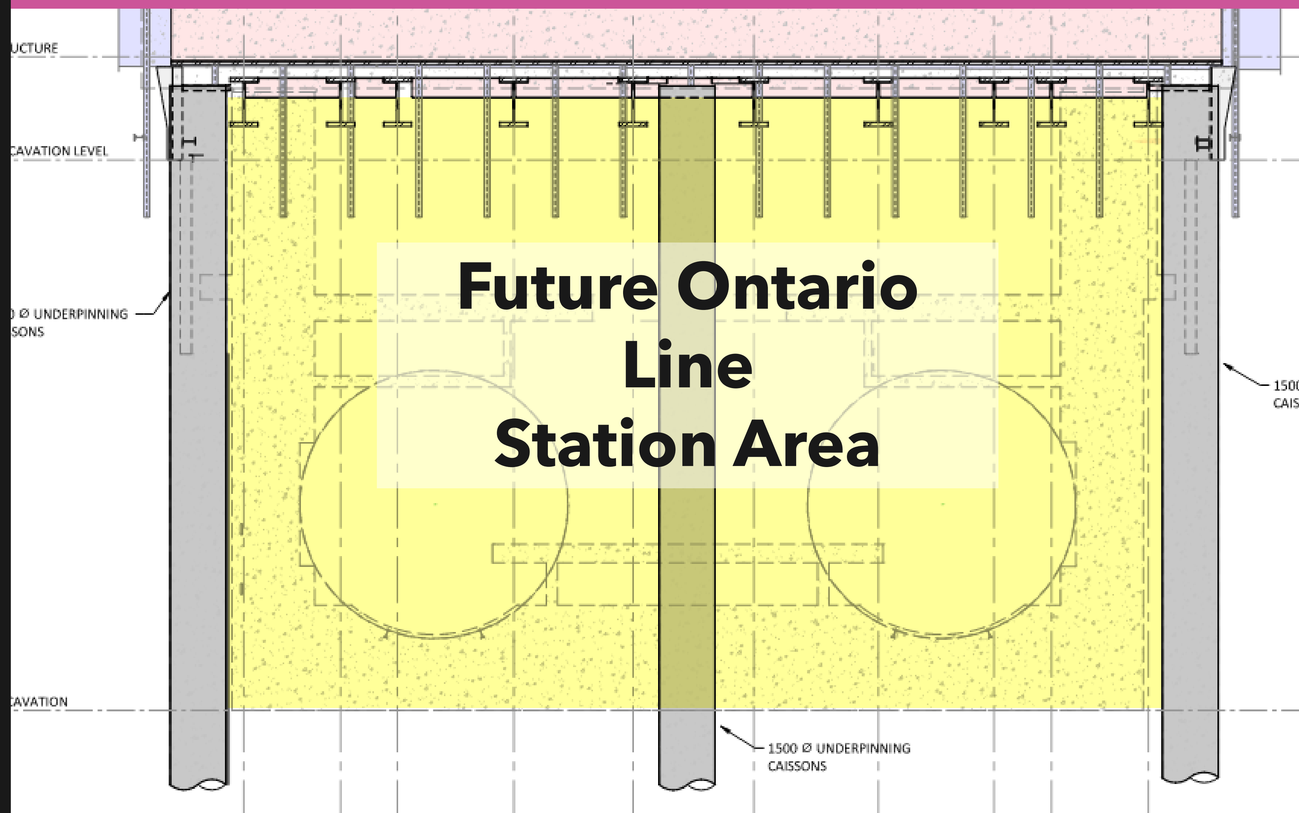


Underpinning diagram – Yellow shows area to be excavated overtop the TTC box (above) and underneath for the new Ontario Line station (below)



Work at the Sammon emergency service building

Completed work

- Demolition, backfilling, and site grading
- Slurry wall construction was completed for the emergency exit shaft
- Excavation has been completed to a depth of 13 metres

Ongoing work

- Green Infrastructure Partners are currently demobilizing from site
- The site will be handed over to the next contractor, Pape North Connect, who will continue construction of the emergency services building and track crossover underground

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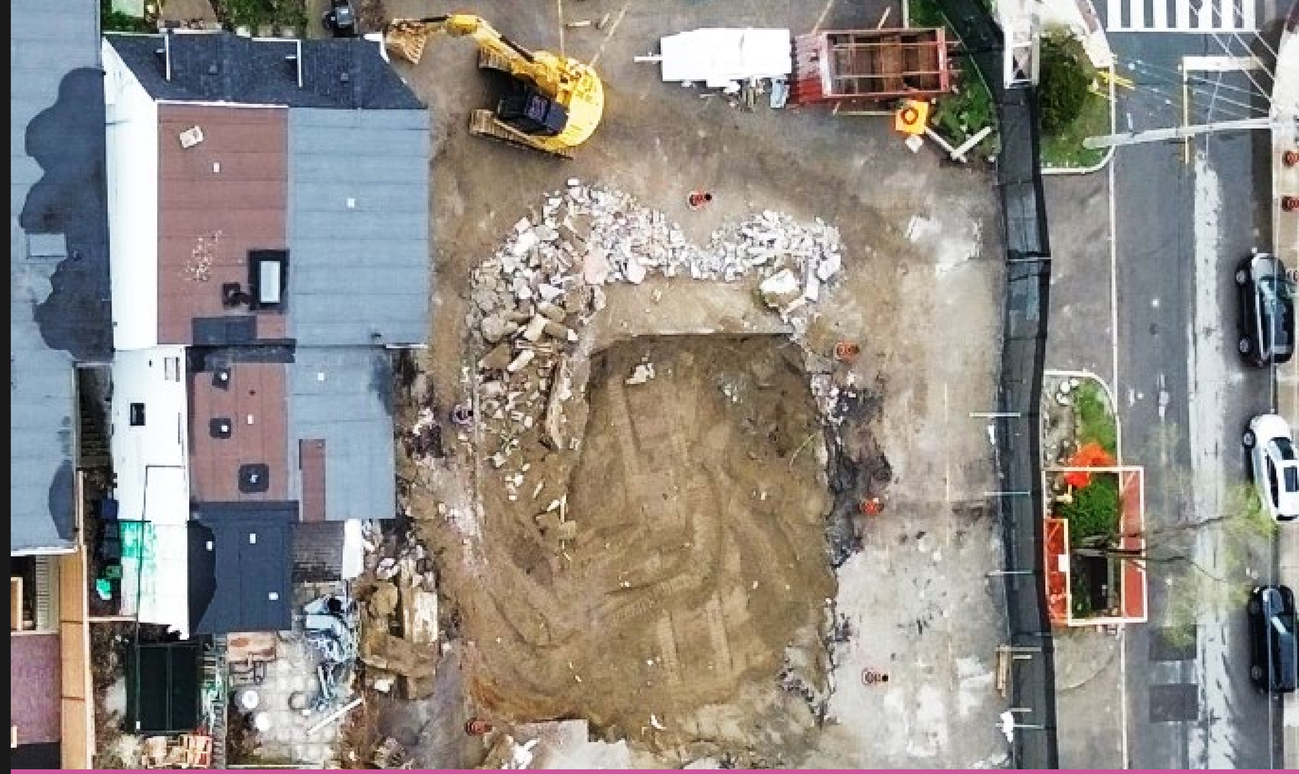
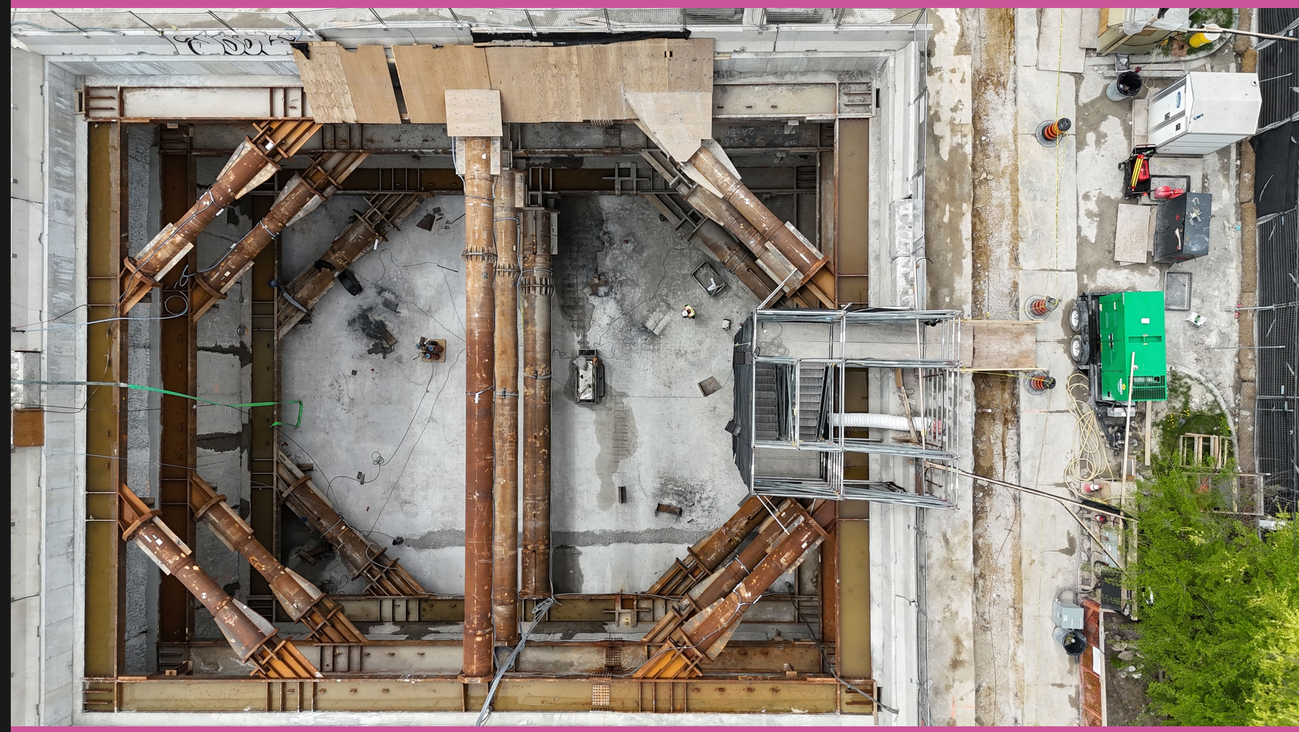


Overhead view of the Sammon ESB site (April 2024)



Overhead view of the Sammon ESB site (spring 2025)

What’s Next at the Sammon Emergency Service Building

Work overview

- Removal of vegetation and trees
- Ground improvement works to begin at Sammon Avenue and Aldwych Avenue as early as **October 2025**
- Early 2026, demolition of six properties (875 – 887 Pape Ave.)
- Relocation of utilities
- Slurry wall installation for the south shaft
- In early 2026, excavation work within the foundation box formed by the slurry walls
- Excavation work to prepare the area for construction of the emergency service building (ESB)
- Structural construction of the Sammon ESB

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Sammon ESB site

Work at Cosburn Station

Completed work

- Abatement (removal of sensitive materials)
- Removal of vegetation and trees from the site and surrounding area
- In advance of demolition, specialized teams inspected buildings to identify features for preservation, including a stone carving of an animal and a decorative ship carving
- Key heritage elements have been placed in storage and may be later integrated into station designs or in revitalized streetscapes – blending historic features with modern rapid transit

Ongoing work

- Demolition work commenced in May and is expected to continue for approximately four to five months

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Animal carving – 1024 Pape Ave.

Ship carving – 1016 Pape Ave.

What's Next at Cosburn Station

Work overview

- Once demolition is complete, support of excavation work will begin
- Relocation, updates to, and connections of underground utilities (water, storm and sanitary sewer)
- Installation of underground concrete support walls (slurry walls), soil improvement, dry and wet utilities in bracing elements and drilled piles to create support for the excavation.
- Excavation of the station footprint to receive the tunnel boring machines
- Structural construction of Cosburn Station

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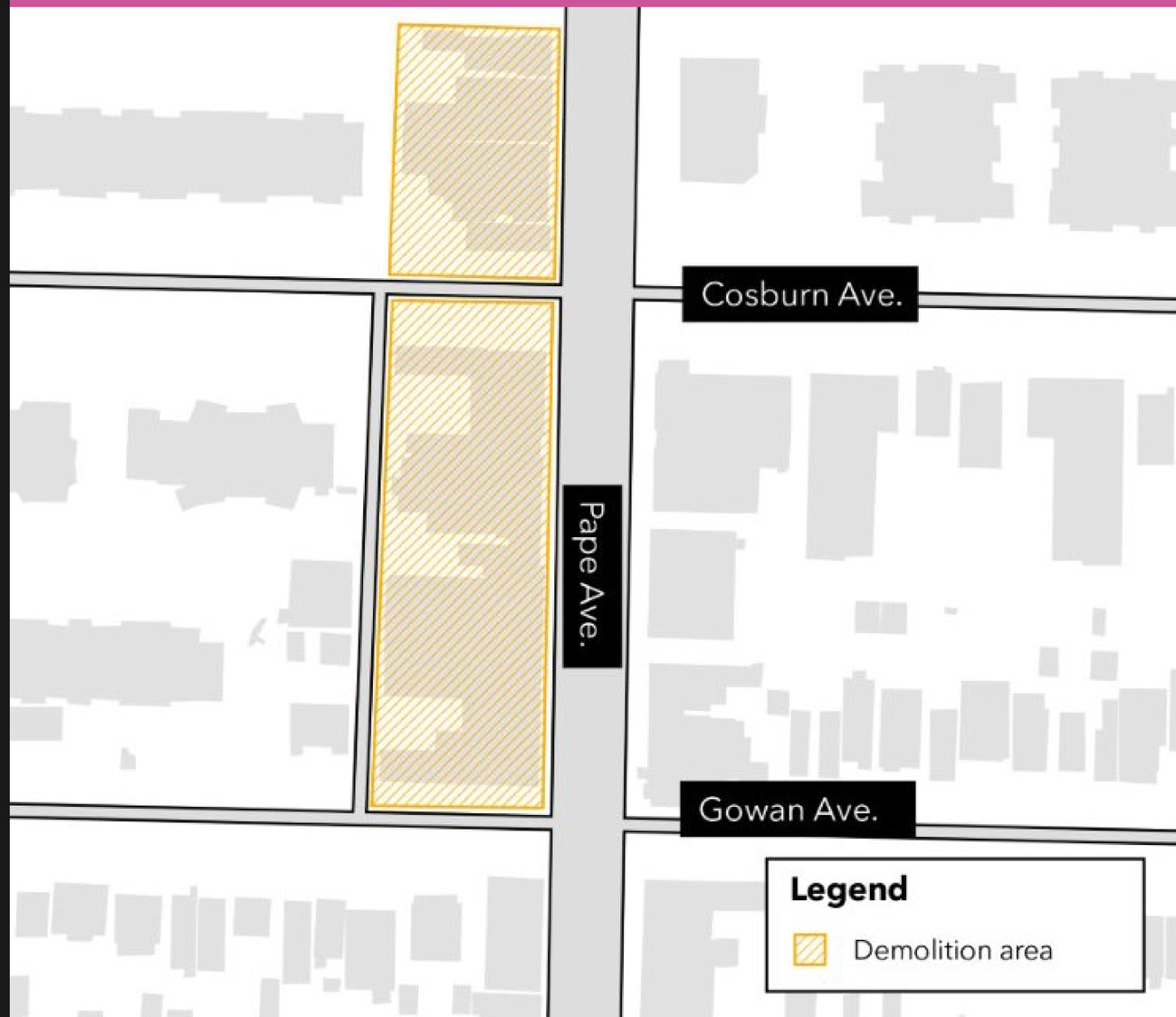
Overhead protection at Cosburn Station



Work at the Minton Place Tunnel Portal

Completed work

- Property demolitions at north end of Minton Place
- Vegetation removal and slope stabilization
- First phase of excavation
- Crane pad construction

Ongoing work

- Piling for the portal structure (approximately 50% complete)
- Soil nail and anchor installation (approximately 33% complete)
- Tieback anchor installation

Minton Place tunnel portal site

Work overview

- Soil nail and anchor work will continue through 2025
- Secant pile work will continue until late 2025
- Phase two of excavation will begin in August and will continue into 2026

Work on the Don Valley Crossing

Completed work

- Preparations for site access and setup, including:
  - Tree and vegetation removal
  - Fencing and site delineation
  - Access road construction
- Excavation for bridge piers
- Crane pad construction

Ongoing and upcoming work

- Don Valley slope stabilization work (in progress)
- Caisson and piling operations for bridge piers (in progress)
- Concrete pouring for bridge piers

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Don Valley Crossing north end

Don Valley Crossing south end and Minton Place tunnel portal

Truck Safety Plan Objectives

- Prioritize public safety
- Minimize community impacts
- Ensure regulatory compliance
- Support operational efficiency
- Promote transparency and accountability

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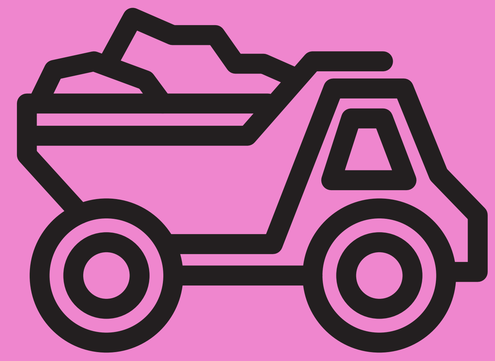


To ensure the safe and efficient movement of construction traffic Metrolinx developed the Truck Safety Plan (TSP) to provide clear targets that guide every decision and action. The following objectives form the foundation of the plan.

Truck Route Safety Plan Overview

Key considerations used for the selection **of truck routes include, regulatory compliance, road suitability and traffic operations, community impacts and route flexibility**.

When it is not feasible to conform completely to key considerations, mitigations reduce community disturbances. **These mitigations include, traffic control measures, driver awareness and education, noise and emissions reduction, time of day restrictions, staging and holding areas, and targeted enforcement**.

Monitoring compliance

Metrolinx is committed to developing and implementing truck routes that prioritize public safety, respect local communities, and support efficient construction operations. This is done through effort such as driver education, inspections, and public input.

Enforcement and incident response

Enforcement and incident response protocols are embedded within the Truck Safety Plan. These protocols reinforce a culture of accountability and safety.

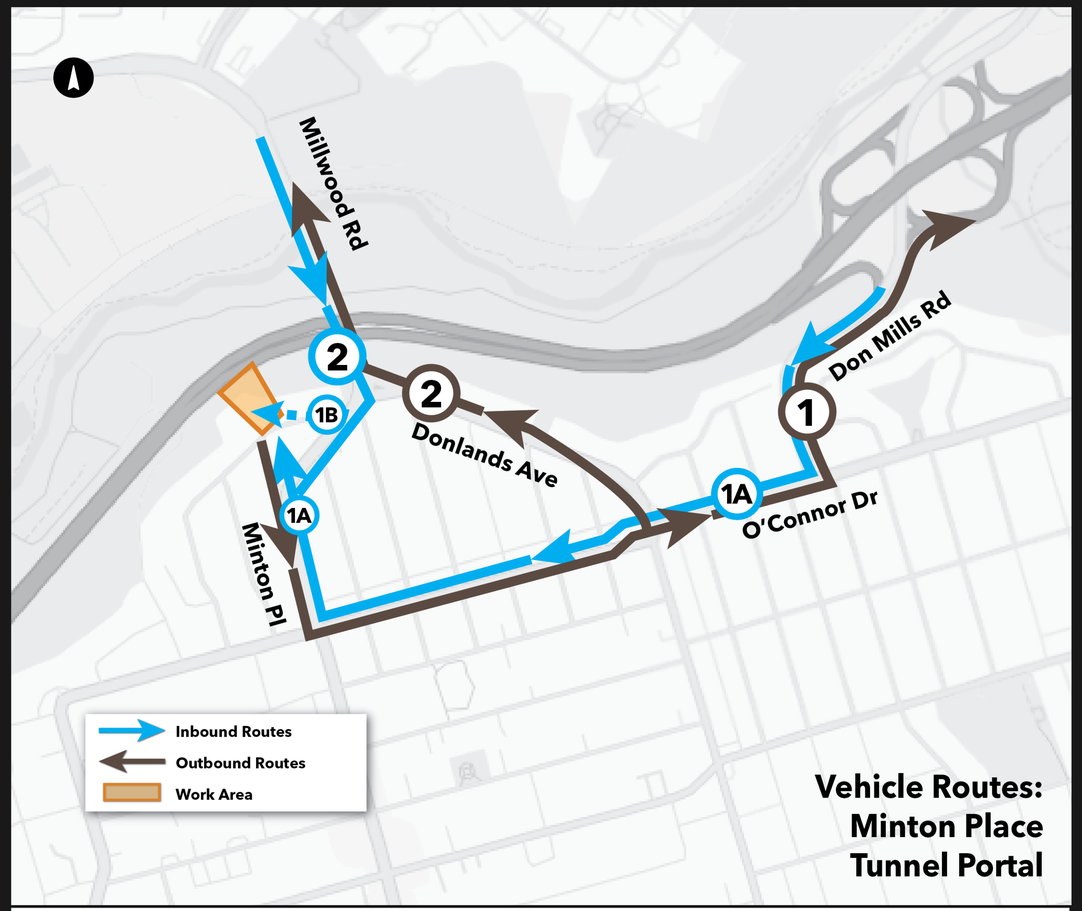
For more information

Please visit the Metrolinx website, for our Truck Safety Plan overview.

If you have any questions or concerns regarding truck routes, please call our 24-hour hotline at **416-202-5100** or email us at **ontarioline@metrolinx.com**

Truck Route Map Example

Minton Place tunnel portal vehicle routes example below:



1A	DVP to Don Mills Rd, south to O'Connor Dr, west to Pape Ave, north to Hopedale Ave, west to site
1B	Stay on Pape, turn west onto Hopedale to site (alternate access only)
2	Millwood Rd south to Hopedale Ave, west to site.
1	Site south to Minton Pl, south to O'Connor Dr, east to Don Mills Rd, north to DVP
2	Site south to Minton Pl, south to O'Connor Dr, east to Donlands Ave, north to Millwood Rd

Peak Average Daily Truck Count: 28

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For more details on the plan and all truck routes, follow the QR code below or visit:

metrolinx.com/OntarioLineTSP

What We've Heard and What We're Doing

Administrative supports

- Community engagement team
- 24-hour telephone line support and email address
- Hoarding, signage and overhead protection
- Monthly construction liaison committee (CLC) meetings

Noise and dust mitigations

- Noise barriers and noise monitors
- Vibration monitors
- Air quality monitors
- Protocols for high-wind events
- Mesh dust screens along fencing
- Water to suppress dust

Other supports

- Rodent and pest control plans
- Traffic wardens and traffic control plans
- Catch basin clearing and filter cloths

Keeping You Informed

Metrolinx keeps the community, residents and businesses informed by providing project updates, seeking input and feedback, while addressing questions and concerns effectively and quickly.

Connect with us:

416-202-5100

OntarioLine@metrolinx.com

@OntarioLine

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Scan here to sign up for the Ontario Line e-newsletter

Scan here to explore Ontario Line construction liaison committee (CLC) documents

What to Do When You Get a Notice

Construction notices provide details about upcoming Ontario Line work near your home or business.

Notices are to inform you about what's happening near you, when it's happening, why it's happening and what you might see and hear when the work is conducted.

If you receive a notice and still have questions, you can check our website, call us at 416-202-5100 or send us an email at OntarioLine@metrolinx.com

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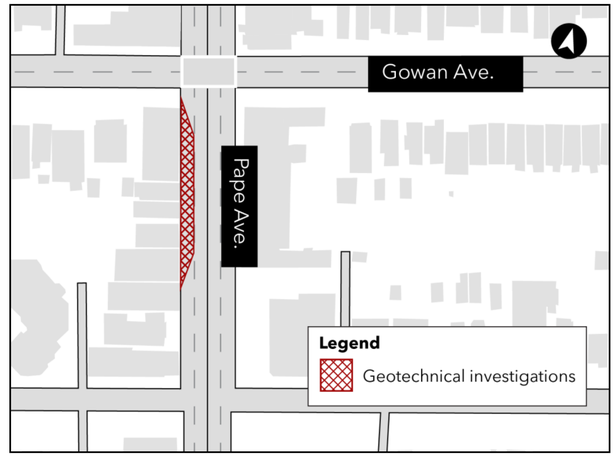
Ontario Line

Construction Notice

Update: Geotechnical work at Pape Avenue and Gowan Avenue

Expected start date: As early as April 9, 2025
Expected duration: Up to April 20, 2025
Hours of work: Monday to Friday: 7 a.m. – 6 p.m.



What is happening?

- To enable future construction activities for the Ontario Line project, crews will be conducting geotechnical investigations at the intersection of Pape Ave. and Gowan Ave.
- Geotechnical investigations consist of drilling boreholes. These investigations are essential to understand soil and rock properties, minimize construction risk and protect nearby buildings and infrastructure.

What to expect

- The curbside southbound lane on Pape Ave. and seven on-street paid parking spaces, between Gowan Ave. and Floyd Ave., will be closed. Parking spaces will be blocked and no parking signs posted for the duration of the borehole investigation.

Information as of: April 4, 2025

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Example notice.