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.

Safety Moment – Wet Concrete

- When dry and cured, concrete is perfectly safe and serves as a strong and stable building material. When wet, there are risks that require proper handling for workers and awareness for the public.
- Uncured wet cement (an ingredient in concrete) contains calcium hydroxide which can cause caustic burns to exposed skin, leading to inflammation and blistering. This happens slowly and may not be noticed right away.
- Crews will always take measures to block off sites where concrete is curing. Never attempt to interact with or disturb curing concrete for any reason.
- If your skin comes into contact with wet/uncured concrete, use generous amounts of running water and a pH-neutral soap to clean the area. Seek medical attention for any burns, rashes, or prolonged irritation.
- If you plan on interacting with wet concrete, wear protective equipment including gloves, sleeves, and eye protection.

Session Guidelines

We greatly appreciate the community members who are here to take part in this public session.

To ensure that everyone can contribute to a positive and safe community experience, all participants shall adhere to the following *Code of Conduct:*

- Treat the presenters and participants with respect and understanding
- Acknowledge and appreciate the diversity of individuals and their situations
- Refrain from supporting or engaging in any form of discriminatory behaviour

Metrolinx is committed to fostering a safe and respectful environment.

We encourage respectful and constructive communication.

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Construction Liaison Committee

Pape-Riverdale

June 24, 2025

AGENDA

1. **Progress Updates: Pape-Riverdale Utility Relocations**
- Receiving shaft construction
- Access road construction – 388-402 Pape Ave site
- Microtunnelling
- Graphic – all works at Pape-Riverdale

2. **Discussion:** *Pape-Riverdale Utility Relocations*

3. **Progress Updates: Gerrard Portal**
- Demolitions
- Support of Excavation

4. **Progress Updates: Bain Emergency Exit Building**
- Support of Excavation

5. **Discussion:** *Gerrard Portal Progress Updates*

6. **Community Issues and Responses**
- Environmental sampling, findings and mitigations
- Truck safety plan
- Site walk action items

7. **Discussion:** *Community Issues and Responses*

8. **Appendices**
   A. Noise & vibration exceedances
   B. Eight-week lookahead
   C. Community highlights
   D. Monitoring locations map

Pape-Riverdale Utility Relocation Progress Update

Receiving shaft construction

Progress to-date:

- Drilling for the shaft foundations was completed earlier in June
- Excavation for the shaft began following drilling completion and wrapped up on Friday June 20.

What's next:

- At the receiving shaft, the microtunnel boring machine will break through before being extracted by a mobile crane and demobilized.
- Microtunnelling will begin from the launch shaft at Riverdale in July (see following slide).

Access Road Construction – 388-402 Pape Ave Site

Progress to-date:

- Access road paving was completed on June 7.
- A hydro pole that was on site and in the way of vehicle maneuvers was removed in coordination with Bell late last week.

What's next:

- One additional patch of asphalt needs to be completed towards the 449 Carlaw side of the property.
- Following the removal of the hydro pole, Clearway vehicles will begin routing on the access road instead of through the plaza entrance further south on Pape.
- When access road use begins, the rest of the 388-402 Pape Ave site will be transferred to Pape North Connect (the constructor working at the 449 Carlaw plaza site), who will merge it with their existing site lands and begin operations in the area.

Microtunnelling

Progress update:

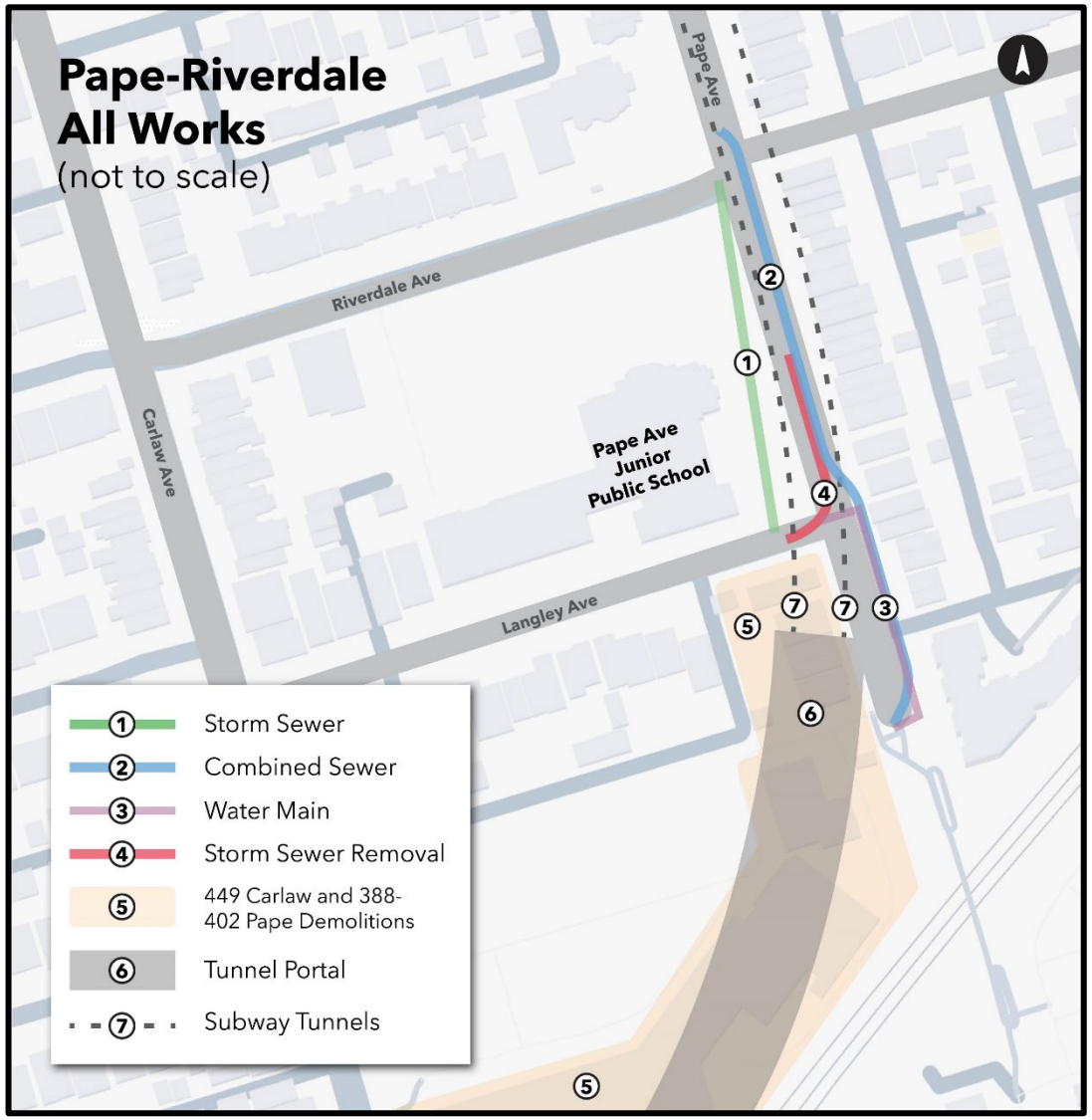
- Previously, we had communicated a start date of mid-late June for microtunnel boring of the storm sewer under the eastern portion of the Pape Avenue Junior Public School property.
- Due to dynamic and evolving construction plans, the start date for microtunneling has been pushed into **early July**.
- A notification advising of this change is being mailed to the nearby community.
- Microtunnelling will take approximately six weeks to construct the sewer from Riverdale Avenue to Langley Avenue.

What's next:

- Following microtunnelling, crews will begin a multi-month process to connect the new sewer to the existing infrastructure, backfill the shafts, and restore the roadways on Riverdale Avenue and Langley Avenue.
- After microtunnelling, crews will move onto water main and combined sewer work on Pape Avenue.

Example – Microtunnel launch shaft and operations at DVP

Pape-Riverdale – All Works Graphic



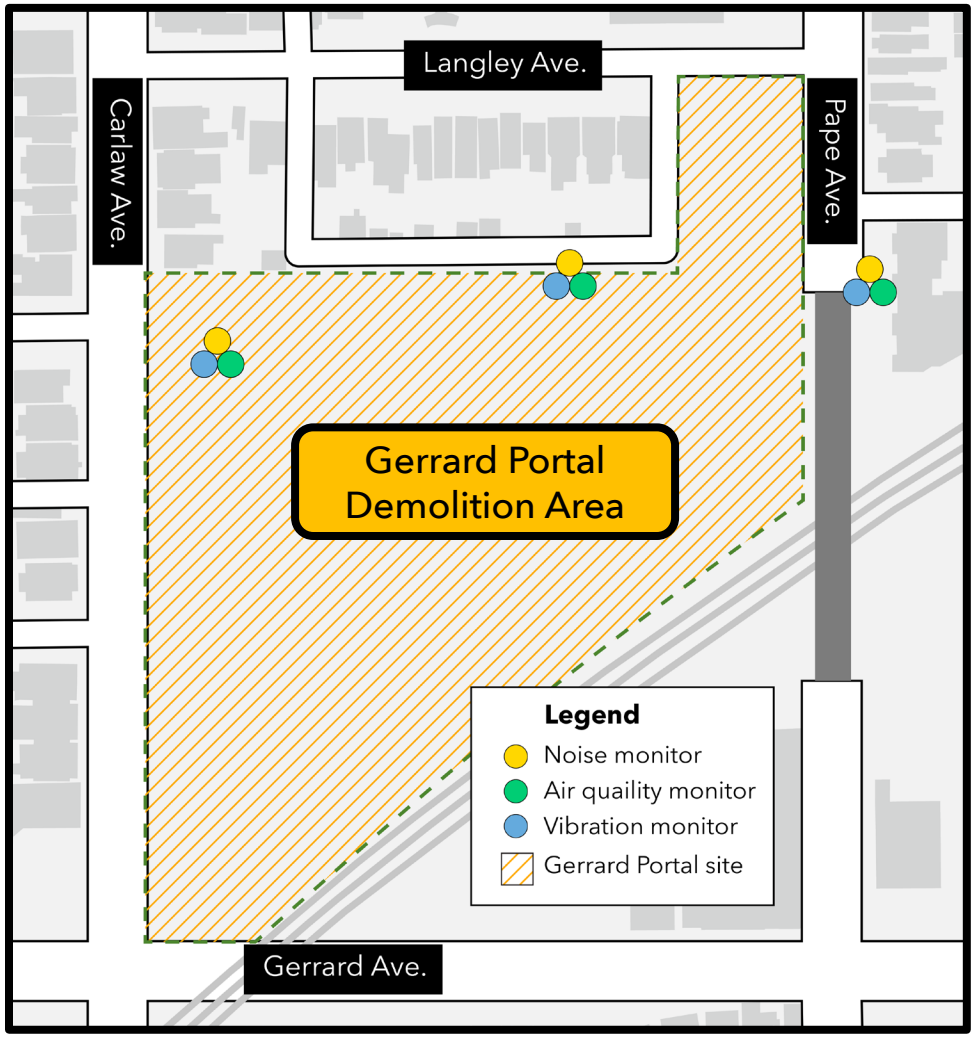
Discussion:

Pape-Riverdale Utility Relocations Progress Updates

Gerrard Portal Progress Update

449 Carlaw Demolitions

- Structural demolition continues and is expected to be completed in fall 2025.
- Site trailers for construction personnel are in place.
- Drilling piles to support excavation for the Gerrard portal will begin in July 2025.
- Abatement work is ongoing.
- Noise and vibration monitoring is in-place.
- Monitors are currently in three separate locations; each location has a noise, vibration, and air quality monitor. Monitoring locations will be updated as construction progresses.
- 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.



Safety reminder: There is no public access to Pape Ave through the shopping centre parking lot.

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.

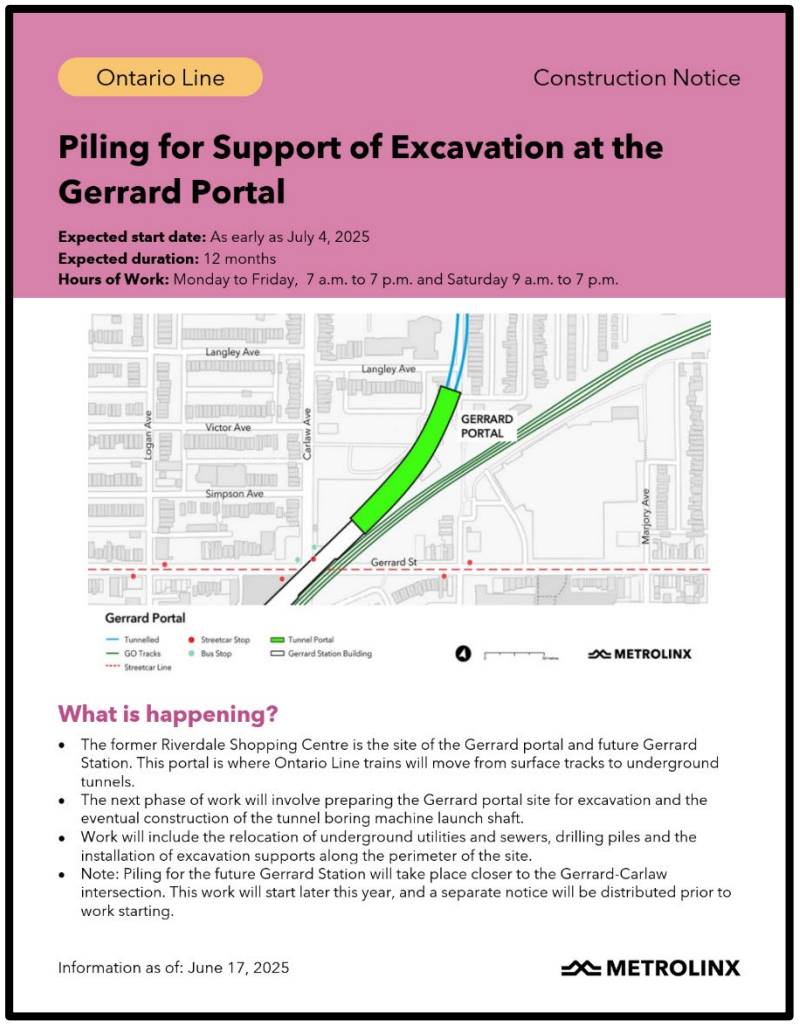
This work will involve:

- Ongoing relocation of underground utilities (hydro, Rogers/ Bell, water, storm and sanitary sewer)
- Drilling piles to support excavation (as early as July 2025).
  - Drilling piles involves using large drills to create vertical holes in the ground.
  - Steel reinforcement cages 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 are used during drilling.
- 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 the launch of two tunnel boring machines.

Piling for the Scarborough Subway Extension

Support of Excavation – Gerrard Portal impacts

- Work will take place during weekdays from 7 a.m. to 7 p.m. and Saturdays 9 a.m. to 7 p.m.
- Noise, vibration and dust from trucks and heavy construction equipment is expected as crews drill piles. Noise, air quality and vibration monitors will be in place.
- Signage and safety barriers are in place to delineate work zones.
- No road, lane, or sidewalk closures will be required during the support of excavation stage.
- Trucks will use the existing driveway of the former Riverdale Shopping Centre that faces Carlaw Avenue.
- Trucks will enter and exit the work site following approved hauling routes on Gerrard Street East and Carlaw Avenue and will be guided in and out of site by flag persons.
- There will be no impacts to TTC bus or streetcar service from this work.



Ontario Line

Construction Notice

Piling for Support of Excavation at the Gerrard Portal

Expected start date: As early as July 4, 2025
Expected duration: 12 months
Hours of Work: Monday to Friday, 7 a.m. to 7 p.m. and Saturday 9 a.m. to 7 p.m.

What is happening?

- The former Riverdale Shopping Centre is the site of the Gerrard portal and future Gerrard Station. This portal is where Ontario Line trains will move from surface tracks to underground tunnels.
- 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.
- Work will include the relocation of underground utilities and sewers, drilling piles and the installation of excavation supports along the perimeter of the site.
- Note: Piling for the future Gerrard Station will take place closer to the Gerrard-Carlaw intersection. This work will start later this year, and a separate notice will be distributed prior to work starting.

Information as of: June 17, 2025

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A copy of the Gerrard support of excavation notice can be found online at Metrolinx.com. The notice is available in Traditional and Simplified Chinese.

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Bain Emergency Exit Building Progress Update

Support of Excavation – Bain emergency exit building

- The site will experience a temporary slow down in activity until late summer 2025 when support of excavation activities begin. Well monitoring is taking place throughout the summer.
- Support of excavation work is expected to take approximately 10 months. This work will involve drilling piles to support excavation.
- Ground improvement at Bain will involve jet-grouting. Jet grouting is a soil stabilization technique that involves injecting grout deep into the soil. The grout replaces the existing soil and hardens, adding stability near where excavation work will occur.
- Once excavation supports are installed, soil will be removed.

Photo of the Bain Emergency Exit Site, June 2025

Discussion:
Gerrard Portal and Bain EEB Progress Updates

Community Issues and Responses

Environmental – Crushed concrete at the Gerrard Portal

- In advance of work at 449 Carlaw Ave environmental and geotechnical testing of the area was completed.
- Currently, the foundations of the buildings are being demolished, a process that includes crushing and piling the loose concrete.
- Much of this concrete is being reused on site as backfill in preparation for the next stages of portal construction.
  - Crews are exercising due diligence to minimize mixing of the concrete with the surrounding soil.
  - Lab results testing for asbestos in the concrete came back negative.
  - Silica sampling was well below the air quality criterion.
- Earlier this month, it was identified that some of these piles were getting large.
  - To reduce dust, the piles were separated, the height of the piles was lowered and the piles are being wetted frequently.
  - A large tarp was placed over the pile when the crushed concrete was not in use.
- There were some air quality exceedances in June that were attributed to smoke from the wildfires.

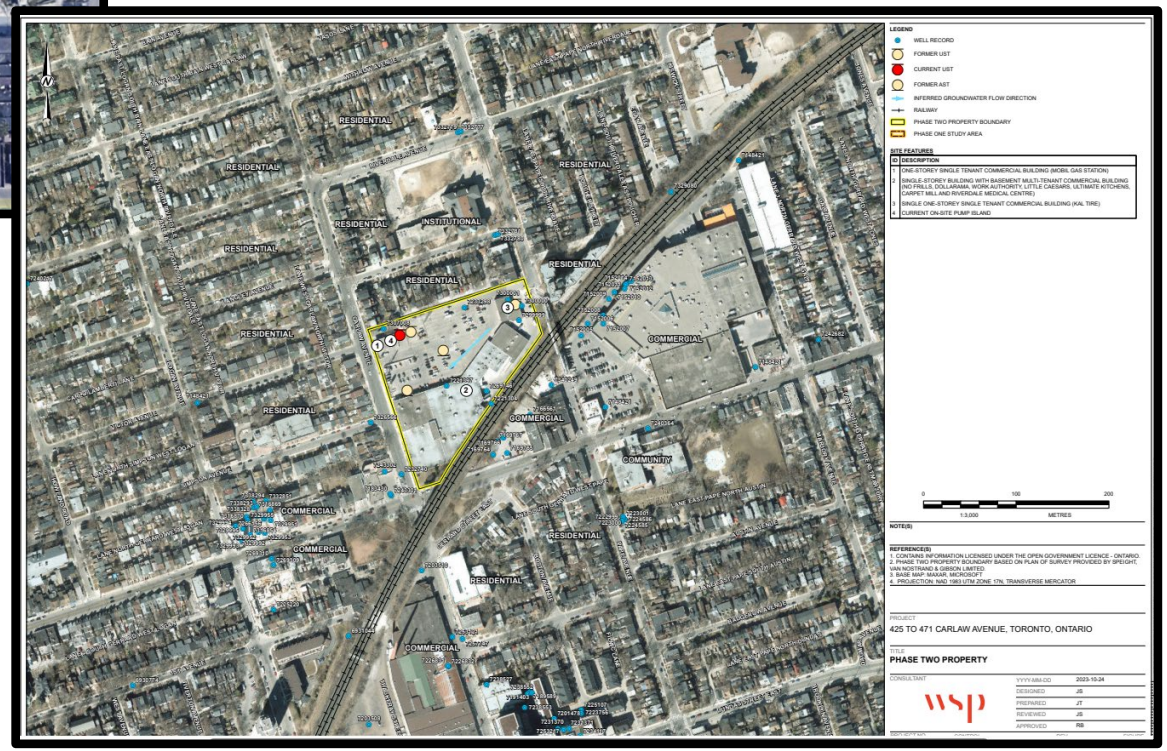
Crushed concrete piles are being wetted frequently and large tarps are used to cover the pile when not in use.

Environmental Site Assessments at 449 Carlaw Ave (Riverside Plaza)

Several environmental site assessments have been completed at the former Riverside Plaza (Site-449 Carlaw Ave) between 1998 and 2024 by the former owner of the property.

The Site has been occupied by various facilities between 1916 and 2024, including:

- Industrial operations – munitions facility, paint/varnish manufacturing, electronic parts manufacturing, metal fabrication
- Commercial operations – gas station, dry cleaner, service garage
- Railway spur lines

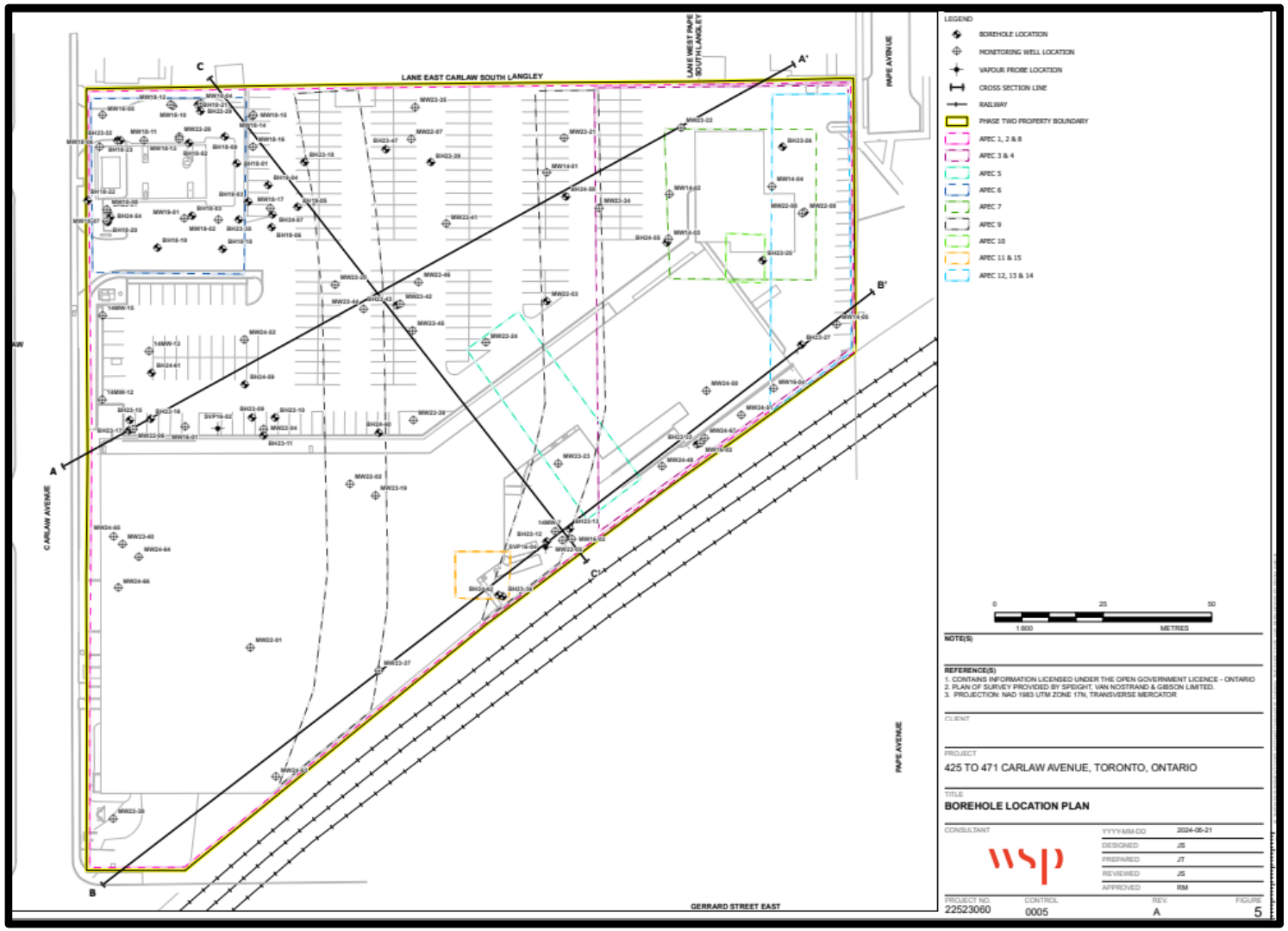


Soil and Groundwater Sampling

Environmental sampling of soil and groundwater were completed at the Site between 2014 and 2024.

The investigation activities included :

- Advancement of 106 boreholes, and 68 groundwater monitoring wells;
- Submission of 100+ soil samples;
- Submission of 60+ groundwater samples;
- Samples analyzed for the following parameters:
  - Petroleum hydrocarbons (PHC) fractions F1 to F4
  - Volatile organic compounds (VOCs)
  - Polycyclic aromatic hydrocarbons (PAH)
  - Polychlorinated biphenyls (PCBs)
  - Metals and hydride-forming metals and/or inorganics.



Soil and Groundwater Sampling - Results

Soil

Soil contaminated with parameters of PHC, PAH, VOC, metals. pH were identified to a maximum depth of 5.8 m.

Groundwater

Groundwater contaminated with parameters of PHC and VOC were identified in samples. Groundwater impacts were identified to 11.28 m depth.

Source of Impact

The source of these impacts are attributed to the former operations at the Site, including the former gas station, industrial operations, service garage, railway lines and dry cleaner.

Risk Assessment and Mitigation

Risk assessments have been completed to evaluate the risks from the soil and groundwater impacts.

Receptors evaluated by the risk assessments were:

- Outdoor Worker, Indoor Worker, Site Visitor, Subsurface Worker, Neighbouring Residential Community

The risk assessments identified no concerns from the on-site environmental impacts to the neighbouring residential community.

- Additional mitigations are in-place during construction to ensure continued public safety
- Workers are equipped with the appropriate personal protective equipment (PPE). Plans on soil management, groundwater and dewatering management and health & safety are developed and followed by all workers.

Controls for Worker Health and Safety	Additional Mitigation during Construction

• Development and implementation of:
  • Health and Safety Plan
  • Groundwater Management and Dewatering Plan
  • Soil and Excavated Material Management Plan
  • Spill Prevention and Response Plan
  • Waste Management Plan
• Personal Protective Equipment (PPE)
• Maintenance of existing hard cap or surface barriers where appropriate
	• Dust suppression by spraying water
	• Air quality monitoring
	• Tarping contaminated stockpiles
	• Installation of physical barriers to limit access during construction
	• Erosion and sediment control measures, such as use of silt fencing and mud mats to prevent off-site migration of soil
	• Street Sweeping
	• Tracking of soil and groundwater leaving site to the appropriate waste receiving facilities or re-use sites per regulatory requirements

Mitigation Measures

TRUCK SAFETY PLAN OBJECTIVES

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.

1. **Prioritize public safety**
2. **Minimize community impacts**
3. **Ensure regulatory compliance**
4. **Support operational efficiency**
5. **Promote transparency and accountability**

TRUCK ROUTE SAFETY PLAN OVERVIEW

Key considerations used in selecting truck routes include regulatory compliance, road suitability and traffic operations, community impacts and route flexibility.

When it is not feasible to completely align with 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 efforts such as driver education, inspections and public input.

Enforcement and Incident Response

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

For more information

Please visit metrolinx.com/OntarioLineTSP to read the full Truck Safety Plan.

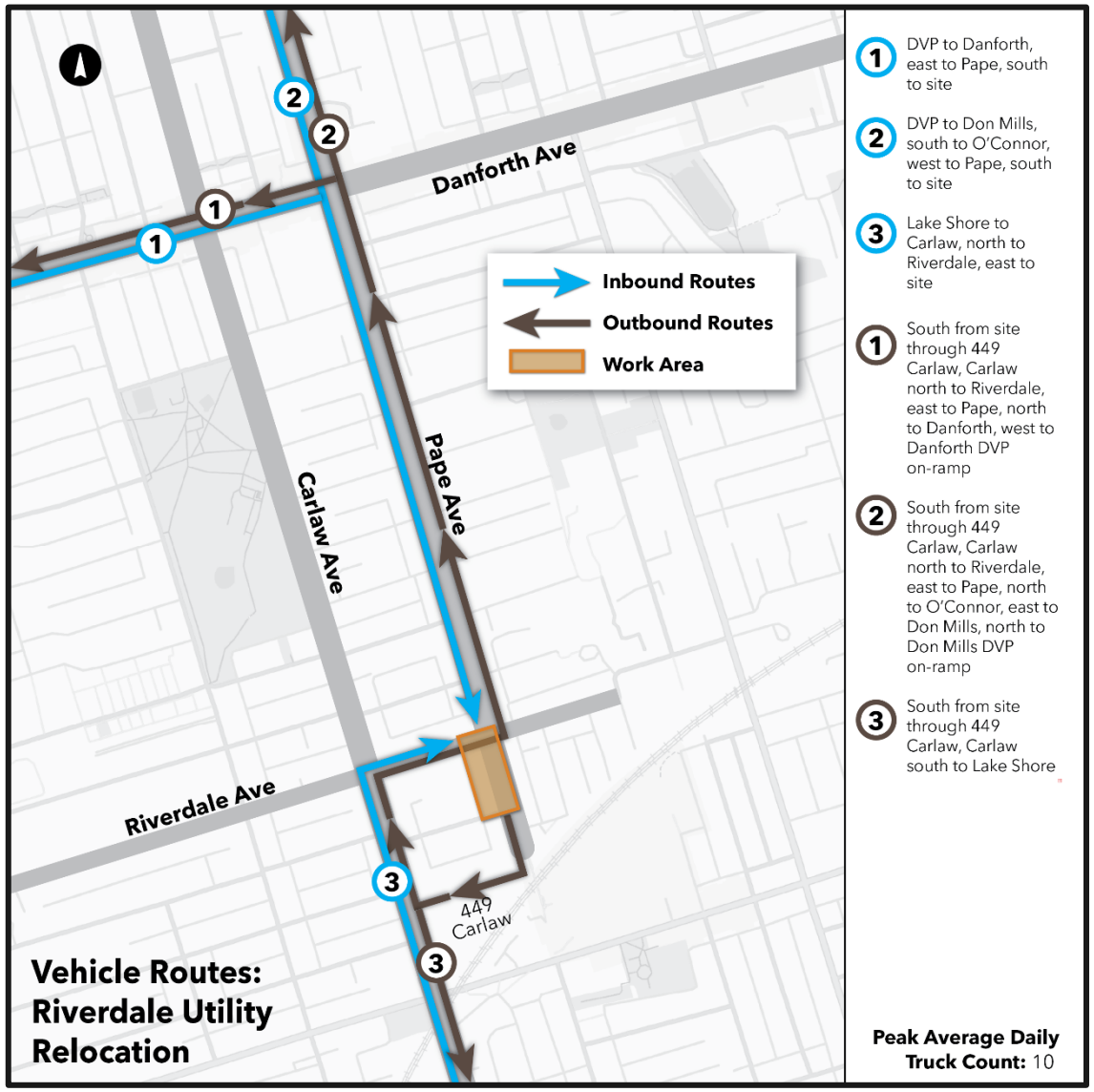
If you have any questions or concerns regarding truck routes, please call our 24-hour hotline at 416-202-5100 or email us at ontarioline@metrolinx.com.

TRUCK ROUTE MAP EXAMPLE

Pape-Riverdale utility relocation routes – shown right.

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

Metrolinx.com/OntarioLineTSP



Please note that action items which have been **responded to** are provided in summary here and **detailed responses** can be found in the meeting summary for the site walk.

Site Walk Action Log

#	Action Item	Response/Resolution	Status
1	Echo barriers at Pape-Langley Receiving Shaft	Sufficient noise protection is in place.	Additional details in the May CLC meeting summary
2	Map of all noise, vibration and air quality monitors on site.	Please see Appendix D	ReAdditional details in CLC meeting summary.
3	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.	The drop-off timeframe of 8:30 a.m. to 9:00 a.m. will be remaining the same and Metrolinx is currently co-ordinating with PCH to adjust the pick-up timeframe in July and August.	Ongoing
4	Metrolinx to share when Gerrard Portal Piling and Support of Excavation (SOE) works will start and the hours for the work.	These details were shared on slide 14 and slide 15.	Additional details in the May CLC meeting summary
5	Concern about overnight works behind 369 Pape Ave	Upon investigation, it was determined that the overnight works were related to joint corridor work. This work was scheduled to be complete by June 13, 2025.	Additional details in the May CLC meeting summary
6	Request for additional crossing guards or PDO to be provided 24/7 at Pape-Riverdale intersection.	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.	Additional details in the May CLC meeting summary
7	Request for additional details on site boundaries and traffic impacts at Bain Ave site.	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 and a diagram will be shared in the future.	Ongoing

Please note that action items which have been **responded to** are provided in summary here and **detailed responses** can be found in the meeting summary for the site walk.

Site Walk Action Log

#	Action Item	Response/Resolution	Status
8	Request for appropriate sizing of construction equipment at Bain Ave site and construction timelines.	The equipment used for piling works will be sized correctly. 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.	Response provided
9	Metrolinx to provide information on how Vibration Zones of Influence (VZOI) boundaries are established considering heritage implications.	In summary, various criteria are used to determine the VZOI. Heritage buildings are generally more sensitive to 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.	Additional details in the May CLC meeting summary
10	Metrolinx to provide information on mitigation measures and proactive approaches to upcoming construction activities that are particularly vibratory in nature at the Bain EEB.	**In summary, vibration mitigation methods include:** • Construction equipment that may cause off-site vibrations will be operated as far away as possible • Haul routes within the site are well maintained and free of ruts to avoid excessive vibration • Phasing activities to avoid overlap • Alternative lower-vibration construction methods will be considered.	Additional details in the May CLC meeting summary
11	Follow-up meeting request with impacted Bain Ave residents	This will be scheduled in the later part of the summer (approximately August or September) when more information will be available. Nearby impacted (Bain Ave) residents will be invited.	Ongoing
12	Metrolinx to provide more information regarding the purpose of Pre-Construction Condition Surveys (PCCSs) how Vibration Zones of Influence are selected for Bain EEB.	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.	Ongoing

Please note that action items which have been **responded to** are provided in summary here and **detailed responses** can be found in the meeting summary for the site walk.

Site Walk Action Log

#	Action Item	Response/Resolution	Status
13	Metrolinx to provide a detailed explanation of the technical process that is used for establishing the boundaries of a Vibration Zone of Influence (ZOI).	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 vibrations caused by construction activities, including compaction, operation of heavy construction equipment, and others. VZOI is determined by a professional engineer and includes parameters like soil conditions of construction site and adjacent land and precise locations of vibration source(s). The VZOI provides an accurate geography within which structural impacts could reasonably be anticipated to occur. Outside of the Vibration ZOI, there is still an area in which residents may perceive vibration, however, there is a large gap between the initial threshold for perceptible vibration levels and levels that could result in structural damage to properties.	
14	Metrolinx to provide status update on where the wood from the tree that was removed at the Bain EEB has been stored.	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.	

Discussion:
Community Issues and Responses

Appendices

Appendix A: Noise & Vibration Exceedances – Pape-Riverdale Utility Work

No.	Date/Time of Exceedances	Detail	Location	Source	Corrective action	Complaint received (Y/N)
1	Monday May 5 – mid-morning	Noise	433 Pape Ave	• Reversing trucks on site during launch shaft construction	• All equipment on site is equipped with broadband backup alarms	N
2	Monday May 26 – late morning	Noise	220 Langley Ave	• Drill rig operation during receiving shaft construction	• Acoustic barriers have been installed along the perimeter of the work area • Minimum setback distances have been implemented for equipment use	N
3	Tuesday May 27 – mid morning to late afternoon	Noise	220 Langley Ave	• Drill rig operation during receiving shaft construction	• Acoustic barriers have been installed along the perimeter of the work area • Minimum setback distances have been implemented for equipment use	N
4	Wednesday May 28 – early to late afternoon	Noise	220 Langley Ave	• Drill rig operation during receiving shaft construction	• Acoustic barriers have been installed along the perimeter of the work area • Minimum setback distances have been implemented for equipment use	N
5	Friday May 30 – late morning to mid afternoon	Noise	220 Langley Ave	• Drill rig operation during receiving shaft construction	• Acoustic barriers have been installed along the perimeter of the work area • Minimum setback distances have been implemented for equipment use	N

Appendix A: Noise & Vibration Exceedances – Gerrard Portal

No	Day/Time of Exceedances	Detail	Location	Source	Corrective Action	Complaint Received (Y/N)
1	May 1, 2025	Vibration	Gerrard-West	Equipment close to monitors	Relocate Monitor	N
2	May 5, 2025	Noise	Gerrard-West	Demolition	Relocate Monitor	N
3	May 6, 2025	Vibration	Gerrard-West	Equipment close to monitors	Relocate Monitor	N
4	May 7, 2025	Vibration	Gerrard-West	Equipment close to monitors	Relocate Monitor	N
5	May 9, 2025	Vibration	Gerrard	Demolition	Reduce material drop height	N
6	May 20, 2025	Vibration	Gerrard	Demolition	Reduce material drop height	N
7	May 21, 2025	Noise	Gerrard	Demolition	Reduce material drop height	N
8	May 26, 2025	Vibration	Gerrard	Demolition	Reduce material drop height	N
9	May 28, 2025	Vibration	Gerrard	Demolition	Reduce material drop height	N

Appendix B: Eight-week Lookahead

#	Activity	Location	Expected Start	Expected Duration	Impact	Hours of Work	Mitigations
1	Short term fencing and mesh dust screen installation	Gerrard Portal	Completed	N/A	Minor Noise	Mon–Fri 7:00 am -7:00 pm	N/A
2	Geotechnical investigations	Select sites along Pape Ave	Completed	N/A	Ongoing well-monitoring will take place throughout construction	Mon–Fri 7:00 am -7:00 pm (unless otherwise notified)	Dust mitigation includes misting, sweeping and hydrovac trucks. Erosion and sediment control.
3	Subsurface utility investigations	Select sites along Pape Ave	Oct 2024	10 months	Noise and vibration	Mon–Fri 7:00 am -7:00 pm	
4	Utility disconnections	Gerrard Portal	Oct 2024	12 months	Work to take place within construction site	Mon–Fri 7:00 am -7:00 pm	N/A
5	Additional Building Abatement	Gerrard Portal	July 2025	2 months	Work to take place within construction site	Mon–Fri 7:00 am -7:00 pm	
6	Demolition	Gerrard Portal	Mar 2025	6 months	Vibration, noise, air quality, traffic, lane and sidewalk closures	Mon–Fri 7:00 am -7:00 pm	Noise, vibration and air quality monitoring. Temporary fencing with mesh dust screens. Dust mitigation includes mud mats, street spraying and sweeping, work stoppage during high winds

Appendix B: Eight-week Lookahead

#	Activity	Location	Expected Start	Expected Duration	Impact	Hours of Work	Mitigations
7	Support of Excavation	Gerrard Portal	Summer 2025	12 months	Vibration, noise, air quality, traffic	Mon-Fri 7:00 am – 7:00 pm Sat 9:00 am – 7:00 pm	Noise, vibration and air quality monitoring. Dust mitigation includes mud mats, street spraying and sweeping. Traffic mitigations include designated hauling routes
8	Tree/ vegetation removal	Bain EEB	Completed	1 week	Noise and sidewalk closures	Mon-Fri 7:00 am -7:00 pm	N/A
9	Utility relocation	Bain EEB	April 2025	Ongoing	Vibration, noise, air quality, traffic, lane and sidewalk closures	Mon-Fri 7:00 am -7:00 pm	Dust mitigation includes misting, sweeping and hydrovac trucks. Erosion and sediment control.
10	Support of Excavation	Bain EEB	Late Summer 2025	10 months	Vibration, noise, air quality, traffic, lane and sidewalk closures	Mon-Fri 7:00 am – 7:00 pm Sat 9:00 am – 7:00 pm	Noise, vibration and air quality monitoring. Dust mitigation includes mud mats, street spraying and sweeping. Traffic mitigations include designated hauling routes
11	Storm Sewer Microtunnelling – Mobilization	Riverdale Ave	Late June	1-2 Weeks	Traffic	Mon-Fri 7:00 am – 7:00 pm Sat 9:00 am – 7:00 pm	Designated hauling routes, flaggers, and paid-duty officers
12	Storm Sewer Microtunnelling	Riverdale Ave	Early-mid July	6 weeks	Vibration, noise, traffic	Mon-Fri 7:00 am – 7:00 pm Sat 9:00 am – 7:00 pm	Noise, vibration and air quality monitoring. Designated hauling routes, flaggers, and paid-duty officers

Appendix C: Community Highlights

- Metrolinx held open houses on Wednesday June 18th and Saturday June 21st to highlight progress and outline future construction activities along the Pape Avenue section of the Ontario Line.
- Metrolinx and Pape North Connect worked together with community members on Bain Avenue to salvage wood from the removed honey locust tree on Bain. The City of Toronto is storing the wood at a Parks and Recreation facility.
- Metrolinx and Pape North Connect are working together to preserve materials from the Pape Avenue commercial streetscape at the site of the future Cosburn station. Salvage operations have begun to preserve items that showcase Pape Avenue's architectural heritage.

Subject matter experts at Metrolinx and the Project companies interacting with the public at the Pape Avenue Open House

Appendix D: Monitoring Locations