

Ontario Line
Pape-Riverdale (PJPS) Construction Liaison Committee (CLC)
June 24, 2025
6:00 – 7:00 PM

ATTENDEES**Community Members**

- Cara McCutcheon

City of Toronto

- 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

- Cherie Blades

TDSB

- Vladimir Tarankov
- Jennifer Kowalski

Metrolinx

- Sean Major
- Ivan Simic
- Zaidun Alganabi
- Amy Chiang
- Carlos Hernandez
- Prabir Das
- Francesca Santella
- Jesse Pakkala
- Alex Iantorno
- Judy Snagg
- Lorena Figueira de
Santana
- Vincent Domey
- Michael Bajjani
- Paula Rotenberg
- Vanessa Da Silva Dias
- Winnie Truong
- Frank De Rose
- Lindsey Smith

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Metrolinx started the meeting with a land acknowledgement, safety moment and session guidelines.

The presentation focused on:

- Pape-Riverdale Utility Relocation Progress Update: Receiving Shaft Construction, Access Road Construction Works: 388-402 Pape Avenue site and Microtunneling.
- Gerrard Portal Progress Update: 449 Carlaw Demolitions and Support of Excavation.
- Bain Emergency Exit Building Progress Update: Support of Excavation.
- Community Issues and Responses: Concrete Crushing at 449 Carlaw, Environmental Site Assessments, Soil and Groundwater Sampling, Risk Assessment and Mitigation Measures.
- Truck Safety Plan.

DISCUSSION

Gerrard Portal Progress Update:

Question 1: There has been a lot of dust blowing into the school and neighborhood area. What is the wet down schedule for the 449 Carlaw work site?

Metrolinx Response: Dust mitigation is done on a continuously monitored basis and implemented when practical. Metrolinx Field Specialists continually monitor, on a daily basis when work is occurring, the dust accumulation on site and notify the Contractor to wet down as necessary.

Question 2: Who is financially responsible for the remediation of the site?

Metrolinx Response: Metrolinx is responsible for managing contamination encountered during construction of the transit infrastructure. Contamination that is outside the Metrolinx construction footprint will be addressed by others once Metrolinx has finished construction.

Question 3: What's the risk to the community, school and daycare given your mitigation plan is not being carried out on a regular basis?

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Metrolinx Response: Risk assessments were completed and did not identify concerns about on-site impacts to the neighboring community.

Question 4: What is the Traffic Management Plan impacting Pape Children's House operations for the months of July and August?

Metrolinx Response: Traffic Control Personnel (TCP) and one PDO will be stationed on-site at Pape and Riverdale throughout the microtunneling works. There will be no crossing guards stationed at the intersections after the end of the school year. The Traffic Management Plan is modified depending on the construction activities taking place on-site.

Truck Safety Plan:

Question 5: Does the Traffic Safety Plan (TSP) apply to all Ontario Line construction work sites?

Metrolinx Response: The Traffic Safety Plan (TSP) applies to the entire Ontario Line project. The plans have been shared with the appropriate contractors and sub-contractors.

Bain Emergency Exit Building Progress Update:

Question 6: Will the work hours for the Piling SOE works for Bain EEB be the same as the Gerrard Portal?

Metrolinx Response: The work hours for Piling SOE works at Bain EEB will be the same as those at the Gerrard Portal, Monday through Friday from 7:00 a.m. to 7:00 p.m. and Saturday from 9:00 a.m. to 7:00 p.m.

ACTION ITEMS

Gerrard Portal Progress Updates:

Action Item 1: Metrolinx to provide more information in summary format regarding what is being monitored in terms of air quality.

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Metrolinx Response: Air quality (dust) is continuously monitored throughout the construction process. Real-time email alerts are sent to the Constructor and Metrolinx when air quality levels approach warning or alert levels, allowing action to be taken on-site to ensure compliance with the limits. Additional air quality samples are collected for silica when required (i.e., during construction activities that have the potential to create silica dust).

Action Item 2: PNC to provide explanation of PPE required (beyond the standard five pieces: vest, hardhat, gloves, glasses, boots) when workers are partaking in tasks that require them to disturb or interact with contaminated ground or materials at 449 Carlaw.

PNC Response: The safety of our teams and the community is always a top priority. Crews currently working on the demolition at the 449 Carlaw site area are required to wear standard personal protective equipment, which includes hard hats, steel-toed boots, high-visibility vests, safety glasses, and gloves.

Sometimes, additional PPE is required when abatement is occurring. Methods and PPE for abatement vary depending on the hazard but can include removal, encapsulation, enclosure, air filtration, hazmat suits, and/or masks. Abatement works are completed in accordance with industry standards and guidelines to protect both workers and the general public.

Action Item 3: Metrolinx to provide more information on soil and groundwater testing exceedances.

Metrolinx Response: Soil contaminated with parameters of PHC, PAH, VOC, metals. pH were identified to a maximum depth of 5.8 m. Groundwater contaminated with parameters of PHC and VOC were identified in samples. Groundwater impacts were identified to 11.28 m depth.

The soil and groundwater analytical results confirm that the sources of impact are attributed to the former land uses of the property, as the areas of environmental impacts largely correlate to the locations of the on-site gas station, auto service garage, former on-site industrial facilities, and other notable on-site operations.