

Ontario Line Pape Segment Advanced Works - Temporary Road Closures and Transportation Impacts

Date: April 30, 2024
To: Executive Committee
From: General Manager, Transportation Services
Wards: Ward 14 – Toronto-Danforth

SUMMARY

This report provides an overview of Metrolinx's plans for Advanced Works near the Ontario Line Gerrard Portal site, Pape Station site and Sammon Crossover Emergency Exit Building site. The report discusses various construction activities and the number and duration of the temporary lane closures required to complete the Advanced Works.

Additionally, the report discusses the temporary lane closures required on the Don Valley Parkway for slope stabilization work at the Minton Place Portal site. It seeks City Council approval for the temporary long-term lane closures and associated traffic by-law amendments, as well as discusses mitigation measures to minimize the construction impacts on the community.

RECOMMENDATIONS

The General Manager, Transportation Services, recommends that:

1. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m. on the south side of Riverdale Avenue, between Carlaw Avenue and a point 57.9 metres east, from June 1, 2024 to January 31, 2026, inclusive.
2. City Council rescind the existing parking prohibition in effect from 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays, on the south side of Riverdale Avenue, between Carlaw Avenue and a point 57.9 metres east, from June 1 2024 to January 31, 2026, inclusive.
3. City Council authorize parking for a maximum period of 10 minutes from 7:30 a.m. to 9:30 a.m., 11:30 a.m. to 1:00 p.m., and 3:00 p.m. to 6:00 p.m., Monday to Friday, on the south side of Riverdale Avenue, between Carlaw Avenue and a point 57.9 metres east, from June 1, 2024 to January 31, 2026, inclusive.

4. City Council prohibit parking from 9:30 a.m. to 11:30 a.m., 1:00 p.m. to 3:00 p.m., and 6:00 p.m. of one day to 7:30 a.m. of the next day, Monday to Friday, and any time Saturday and Sunday, on the south side Riverdale Avenue, between Carlaw Avenue and a point 57.9 metres east, from June 1, 2024 to January 31, 2026, inclusive.
5. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m. on the south side of Riverdale Avenue, between a point 57.9 metres east of Carlaw Avenue and Pape Avenue, from January 1, 2025 to October 31, 2025, inclusive.
6. City Council rescind the existing parking prohibition in effect at all times, on the south side of Riverdale Avenue, between Pape Avenue and a point 35 metres west, from January 1, 2025 to October 31, 2025, inclusive.
7. City Council designate Riverdale Avenue, between Pape Avenue and a point 100 metres west, as one-way for eastbound traffic only from January 1, 2025 to October 31, 2025, inclusive.
8. City Council prohibit the northbound left-turn, southbound right-turn and westbound through traffic movements at Pape Avenue and Riverdale Avenue from January 1, 2025 to October 31, 2025, inclusive.
9. City Council prohibit stopping on both sides of Riverdale Avenue, between Pape Avenue and a point 100 metres west, from January 1, 2025 to October 31, 2025, inclusive.
10. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m. on the odd (south) side of Langley Avenue, between Pape Avenue and a point 50 metres west, from June 1, 2024 to January 31, 2026, inclusive.
11. City Council prohibit stopping at all times on both side of Langley Avenue, between Pape Avenue and a point 50 metres west, from June 1, 2024 to January 31, 2026, inclusive.
12. City Council designate Langley Avenue, between Pape Avenue and a point 40 metres west, as one-way for eastbound traffic only from June 1, 2024 to December 31, 2024, inclusive.
13. City Council designate Langley Avenue, between Pape Avenue and a point 40 metres west, as one-way for westbound traffic only from January 1, 2025 to October 31, 2025, inclusive.
14. City Council approve the temporary closure to vehicular traffic of the eastbound lane on Lipton Avenue, between Pape Avenue and the east end of Lipton Avenue, from June 1, 2024 to November 30, 2026, inclusive, for the purpose of the Ontario Line Pape Station Advanced Works.

15. City Council prohibit the northbound right-turn, and southbound left-turn movements at the intersection of Pape Avenue and Lipton Avenue from June 1, 2024 to November 30, 2026, inclusive.
16. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m. on the odd (south) side of Lipton Avenue, from a point 20.5 metres east of Pape Avenue to a point 56.5 metres further east, from June 1, 2024 to November 30, 2026, inclusive.
17. City Council rescind the existing 1-hr maximum parking regulation in effect from 8:00 a.m. to 6:00 p.m., Monday to Saturday, on the south side of Lipton Avenue, between a point 20.5 metres east of Pape Avenue and a point 56.5 metres further east, from June 1, 2024 to November 30, 2026, inclusive.
18. City Council approve the temporary closure of the north sidewalk to pedestrian traffic on Danforth Avenue, between a point 34 metres east of Pape Avenue and Eaton Avenue, from June 1, 2024 to November 30, 2026, inclusive, for the purpose of the Ontario Line Pape Station jet grouting and support of excavation works.
19. City Council authorize the installation of a temporary Level 1, Type A – Pedestrian Crossover on Danforth Avenue at Eaton Avenue from June 1, 2024 to November 30, 2026, inclusive.
20. City Council prohibit the westbound left-turn movements at the intersection of Danforth Avenue and Pape Avenue from June 1, 2024 to December 31, 2025, inclusive.
21. City Council rescind the existing parking machine regulation in effect from 8:00 a.m. to 9:00 p.m., Monday to Saturday; 1:00 p.m. to 9:00 p.m., Sunday, at a rate of \$4.00 per hour and for a maximum period of 3 hours, on the south side of Danforth Avenue, between a point 75.3 metres east of Pape Avenue and Eaton Avenue, from June 1, 2024 to December 31, 2025, inclusive.
22. City Council rescind the existing parking machine regulation in effect from 8:00 a.m. to 9:00 p.m., Monday to Friday; 8:00 a.m. to 9:00 p.m., Saturday and 1:00 p.m. to 9:00 p.m., Sunday, at a rate of \$4.00 per hour and for a maximum period of 3 hours, on the north side of Danforth Avenue, between Eaton Avenue and a point 63.4 metres west, from June 1, 2024 to December 31, 2025, inclusive.
23. City Council prohibit stopping at all times on both side of Danforth Avenue, between Pape Avenue and Eaton Avenue, from June 1, 2024 to December 31, 2025, inclusive.
24. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m. on the even (north) side of Gertrude Place, from a point 34 metres east of Pape Avenue to the east end of Gertrude Place, from August 1, 2024 to October 31, 2025, inclusive.

25. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 11:00 a.m. and from 4:00 p.m. to 7:00 p.m., Monday to Friday, and from 12:01 a.m. to 10:00 a.m., Saturday and Sunday, on the even (west) side of Muriel Avenue, from Gertrude Place to a point 15 metres north, from August 1, 2024 to October 31, 2025, inclusive.
26. City Council approve the temporary closure of the east sidewalk to pedestrian traffic on Pape Avenue, between Sammon Avenue and a point 47 metres south, from June 1, 2024 to September 30, 2026, inclusive, for the purpose of the Ontario Line Sammon Crossover support of excavation.
27. City Council approve the temporary closure of the northbound curb lane to vehicular traffic on Pape Avenue, between Sammon Avenue and a point 47 metres south, from June 1, 2024 to September 30, 2026, inclusive, for the purpose of the Ontario Line Sammon Crossover support of excavation.
28. City Council approve the temporary closure of the northbound median lane to vehicular traffic on Pape Avenue, between Sammon Avenue and a point 47 metres south, from June 1, 2024 to September 30, 2026, inclusive, for the purpose of the Ontario Line Sammon Crossover support of excavation.
29. City Council approve the temporary closure of the south sidewalk to pedestrian traffic on Sammon Avenue, between Pape Avenue and a point 35 metres east, from June 1, 2024 to September 30, 2026, inclusive, for the purpose of the Ontario Line Sammon Crossover support of excavation works.
30. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m. on the even (north) side of Sammon Avenue, from Pape Avenue to a point 30 metres east, from June 1, 2024 to September 30, 2026, inclusive.
31. City Council rescind the existing parking prohibition in effect at all times, on the south side of Sammon Avenue, between Pape Avenue and a point 35 metres west, from June 1, 2024 to September 30, 2026, inclusive.
32. City Council prohibit stopping at all times on both sides of Sammon Avenue, between Pape Avenue and a point 35 metres east, from June 1, 2024 to September 30, 2026, inclusive.
33. City Council rescind the existing “accessible loading zone” designation in effect anytime on the west side of Pape Avenue, between a point 33 metres north of Fulton Avenue and a point 11 metres further north, from June 1, 2024 to September 30, 2026, inclusive.
34. City Council rescind the existing stopping prohibition in effect from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays, on both sides of Pape Avenue, between MacPhail Avenue and Browning Avenue, from June 1, 2024 to September 30, 2026, inclusive.

35. City Council prohibit stopping at all times on both sides of Pape Avenue, between MacPhail Avenue and Browning Avenue, from June 1, 2024 to September 30, 2026, inclusive.
36. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m. on the odd (south) side of MacPhail Avenue, from Pape Avenue to a point 12 metres west, from June 1, 2024 to September 30, 2026, inclusive.
37. City Council rescind the existing parking prohibition in effect from May, July, September, and November on the south side of MacPhail Avenue, between Pape Avenue to the first lane west of East York Avenue, south of Mortimer Avenue, from June 1, 2024 to September 30, 2026, inclusive.
38. City Council designate an accessible loading zone to operate at all times on the south side of Macphail Avenue, between Pape Avenue and a point 12 metres west, from June 1, 2024 to September 30, 2026, inclusive.
39. City Council amend City of Toronto Municipal Code Chapter 937, Temporary Closing of Highways, to delegate to the General Manager, Transportation Services, to facilitate the removal of vegetation, mechanical slope stabilization, installation of a safety barrier and ground monitoring system related to the Ontario Line Minton Place Portal, despite Section 937-4 of Code Chapter 937, the authority to temporarily close to vehicular traffic:
- a. the northbound outside lane and adjacent pavement shoulder on the Don Valley Parkway, between 600 metres south of Beechwood Drive and 350 metres north of the Leaside Bridge, from 11:00 p.m. of one day to 5:00 a.m. on the following day for up to and including 47 nights between July 1, 2024 to July 1, 2025, inclusive;
 - b. the southbound outside lane and adjacent pavement shoulder on the Don Valley Parkway, between 450 metres north of Leaside Bridge and 300 metres south of Beechwood Drive, from 11:00 p.m. of one day to 5:00 a.m. on the following day for up to and including 10 nights between July 26, 2024 to December 15, 2024, inclusive; and
- and City Council exempt the General Manager, Transportation Services, in carrying out this delegated authority from Section 937-5 of Chapter 937, that being the requirement to notify the local Ward Councillor of the pending closure and the requirement to report on the proposed closure if so requested by the local Ward Councillor.
40. City Council authorize the appropriate City officials to submit directly to Council at the appropriate time any necessary bills to amend the appropriate City of Toronto Municipal Code Chapters, and any Schedules to the Chapters, to reinstate the traffic and parking regulations to what they were implemented prior to the by-law amendments made in connection with the report (April 30, 2024) from the General Manager, Transportation Services.

41. City Council authorize the City Solicitor to introduce the necessary bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments as may be identified by the City Solicitor or General Manager, Transportation Services, in order to give effect to Recommendations 1 to 40, inclusive.

FINANCIAL IMPACT

There is no financial impact to the City. Metrolinx and the Project Co. are responsible for all costs, including payment of fees to the City for the occupancy of the right-of-way. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

City Council at its meeting on February 2, 2021, delegated the General Manager, Transportation Services, the authority to temporarily close to pedestrians and vehicular traffic highways or portion of highways for a period up to and including 365 consecutive days, until December 2030, inclusive, with the exception of those highways listed in Section 937-4 of Chapter 937, as required for the purpose of the construction of Ontario Line, excluding the proposed above ground section of the Ontario Line, between the Don River and Gerrard Street, and City Council exempt the General Manager, Transportation Services, in carrying out this delegated authority from Section 937-5 of Chapter 937, that being the requirement to notify the local Ward Councillor of the pending closure and the requirement to report on the proposed closure if so requested by the local Ward Councillor.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE19.10>

City Council at its meeting on February 6, 2024, adopted Item TE10.40 "Metrolinx's Ontario Line Construction within the Toronto and East York District – First Quarter Update" which included a member motion from Councillor Paul Fletcher requesting Transportation staff to review and prioritize cycling safety all of the construction related to the Ontario Line or Transit Oriented Community at the Pape Avenue and Danforth Avenue intersection.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2024.TE10.40>

COMMENTS

The Ontario Line (OL) will run underground between the Gerrard Tunnel Portal and the Minton Place Portal using three kilometers long twin tunnels underneath Pape Avenue. Figure 1 shows the underground section of the Ontario Line.

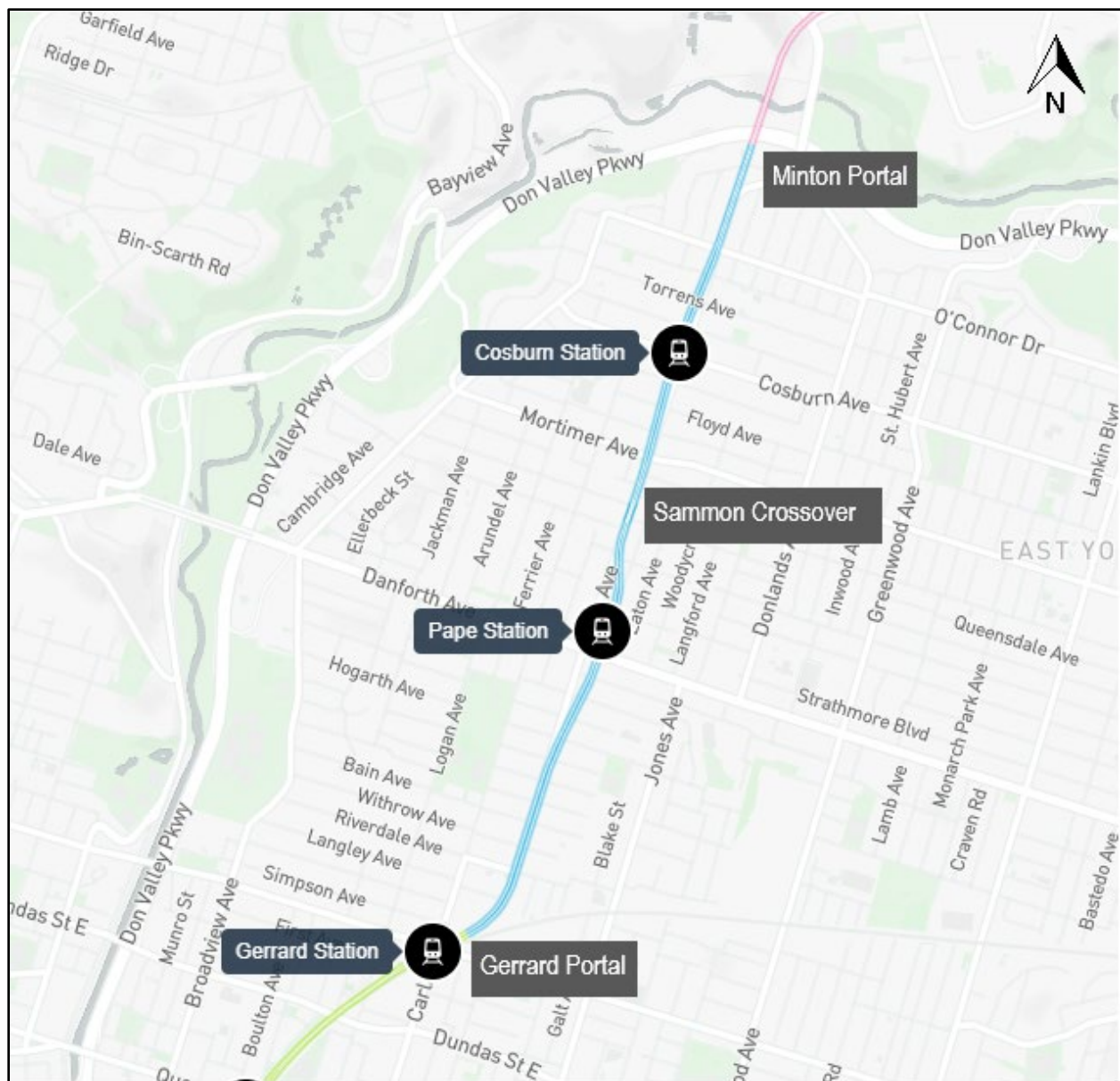


Figure 1 – Ontario Line North Underground Section

Source: Metrolinx

As shown in Figure 1, the OL transitions from the Lakeshore East Joint Corridor to underground sections at the Gerrard Portal located at Gerrard Street East and Carlaw Avenue. From there, it continues north under Pape Avenue before transitioning into an elevated section at the Minton Place Portal. The Sammon Crossover site will accommodate the future emergency exit building and train track crossover.

Advanced works involving utility relocation and support of excavation work are required prior to construction of the portal and station structures. The Pape-Riverdale Advanced Works include relocation of underground utilities to make way for the future OL subway tunnel beneath Pape Avenue. The Pape Station Advanced Works include modification to the TTC Pape Station building, relocation of underground utilities and support of excavation work. The Sammon Crossover Advanced Works include site preparation and support of excavation work to support the future emergency exit building.

Metrolinx plans to execute these works through separate contracts. The dry utility (telecommunication, hydro, gas) relocation work has already started at the Pape-Riverdale and Pape-Danforth locations. The wet utility (water supply and sewer) work is currently being designed and planned. City staff have been collaborating with Metrolinx and their contractors in the development of traffic management and mitigation plans. Additionally, Metrolinx has been engaged with the local community and businesses through the Construction Liaison Committee established for the Pape-Riverdale Advanced Works.

This report provides information on advanced works and associated road closures required near the Gerrard Portal site (Pape-Riverdale), OL Pape Station site (Pape-Danforth) and Sammon Crossover site (Pape-Sammon). Additionally, the report discusses temporary lane closures required along the Don Valley Parkway to complete the slope stabilization work prior to constructing the Minton Place Portal. The report seeks City Council approval for the long-term temporary road closures and traffic by-law amendments required to complete the Advanced Works and discusses mitigation measures to minimize the transportation impacts during the construction.

The lane closure requirements outlined in this report were formulated by Metrolinx as part of the constructability assessment and contractor procurement process. These requirements provide the contractor with a framework for designing and planning the construction work. The contractor has the flexibility to utilize innovative techniques and modify the preliminary design and associated road closure requirements to enhance efficiency and potentially accelerate timelines beyond Metrolinx's initial estimates.

Pape and Riverdale Advanced Works

The underground utilities within Pape Avenue, adjacent to the Pape Avenue Junior Public School, require relocation to make way for the future Ontario Line tunnel. Figure 2 below shows the location of the underground dry and wet utilities with respect to the future Ontario Line Tunnel and Tunnel Portal.

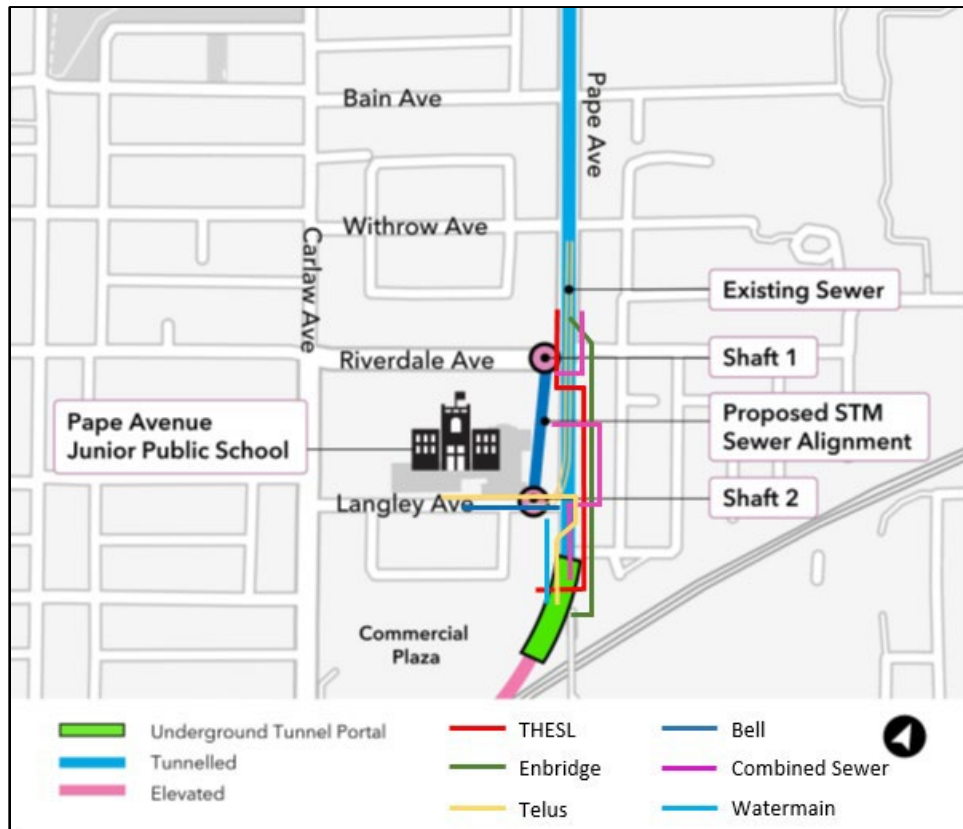


Figure 2 – Pape and Riverdale Advanced Works - Dry and Wet Utility Relocation

Source: Metrolinx

Dry Utility Relocation

The ongoing underground dry utility (natural gas, telecom, and electricity) relocation work, initiated in January 2023, is expected to conclude by December 2024. At the time of this report, all dry utility relocation work related to Bell, and Enbridge has been successfully completed.

The Toronto Hydro utility relocation work is currently in progress and includes rebuilding of an existing underground chamber at the intersection of Riverdale Avenue and Pape Avenue, which has been completed. Another new underground chamber will be constructed south of the intersection of Langley Avenue and Pape Avenue, with work scheduled to start on April 29 and expected to be completed by June 30. Additionally, new cables will be installed between the new chambers by trenching along Pape Avenue, starting in July 2024, and expected to be completed by September 2024. Metrolinx has communicated the details of the work through construction notification

and at the Construction Liaison Committee meetings. Figure 3 shows the traffic impacts related to the Toronto Hydro utility relocation work.

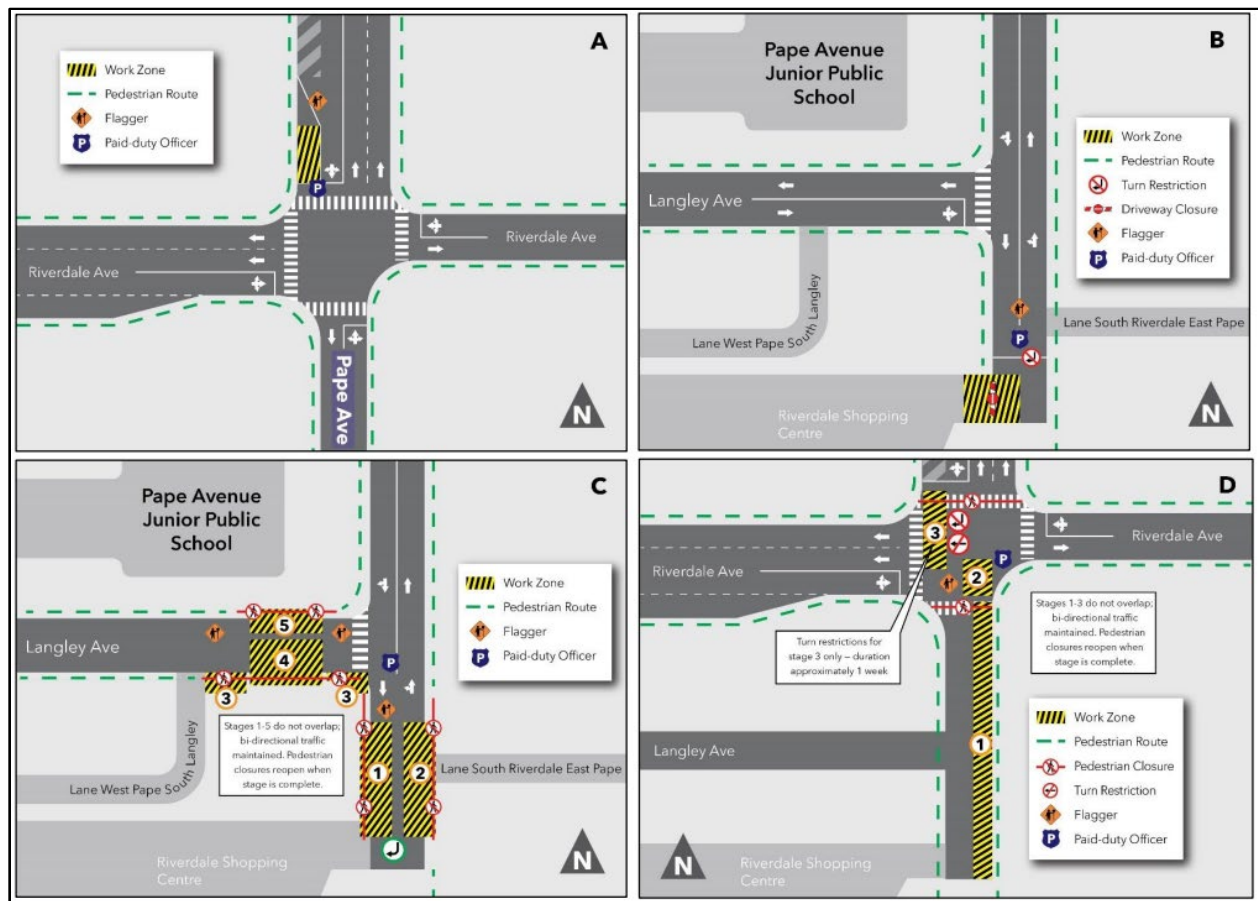


Figure 3 – Pape and Riverdale Advanced Works -
Toronto Hydro Underground Utility Relocation – Traffic Impacts

Source: Metrolinx

Followed by the Toronto Hydro related work, Rogers and Beanfield underground utility relocation work will commence utilizing the newly built Toronto Hydro chambers. Details of this work and associated traffic impacts are not available at the time of this report and will be shared by Metrolinx through advanced construction notifications and at the Construction Liaison Committee meetings. Figure 4 shows the location of the Rogers, Beanfield and Telus related utilities.

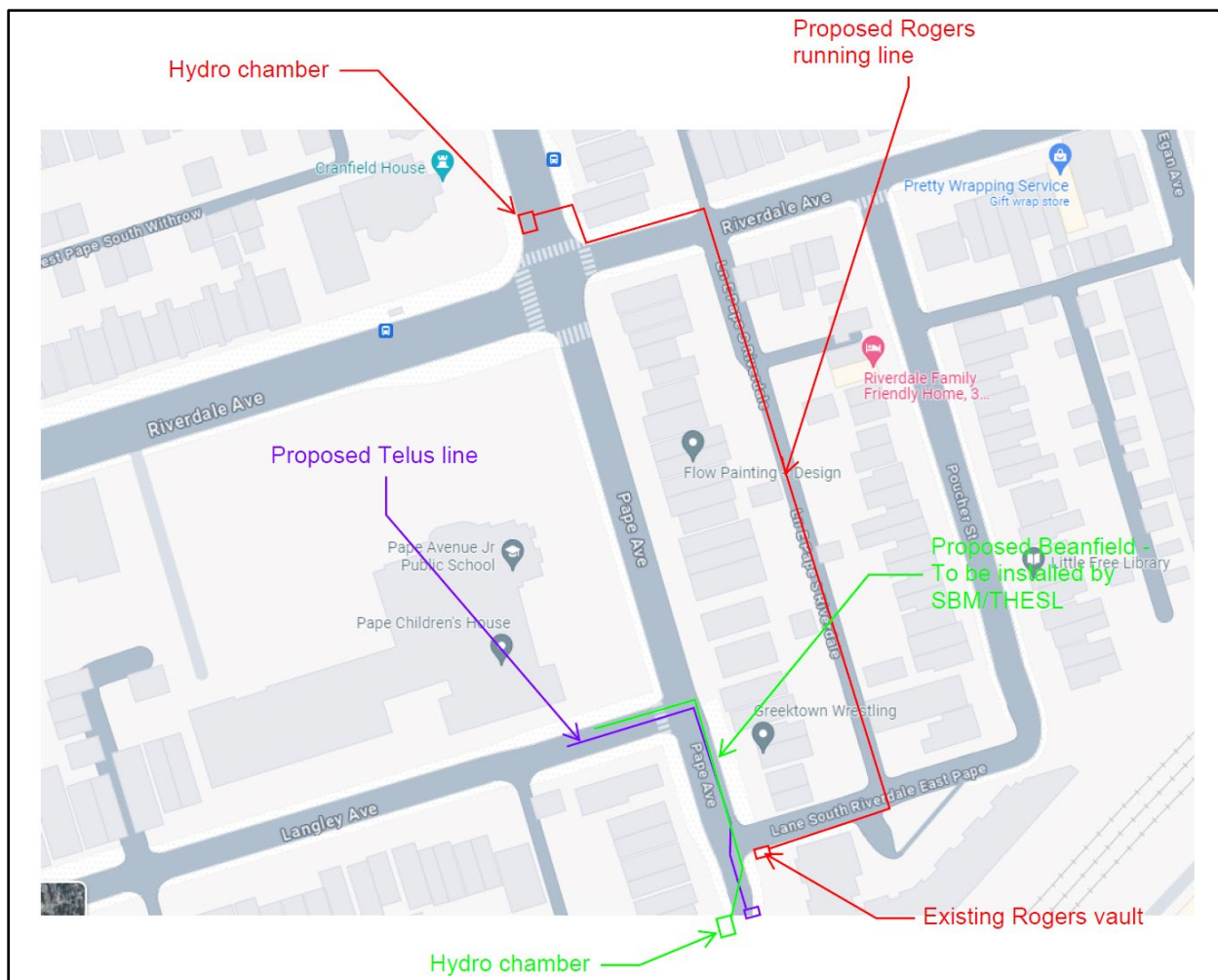


Figure 4 – Pape and Riverdale Advanced Works – Dry Utility Location (Rogers, Beanfield and Telus)

Source: Metrolinx

Wet Utility Relocation

Metrolinx has planned to relocate the existing underground wet utilities to accommodate the future permanent OL infrastructure. The wet utility relocation work will include the following activities:

- Installation of a new 750 mm combined sewer
- Installation of a new 200 mm watermain
- Installation of a new 1500 mm storm sewer
- Removal of existing 1372 mm storm sewer
- Road restoration

Figure 5 shows the location of the new installations of combined sewer, watermain and storm sewer.



Figure 5 – Pape and Riverdale Advanced Works –
Location of New Combined Sewer, Watermain and Storm Sewer

Source: Metrolinx

Metrolinx's contractor has developed construction phasing and associated road closure requirements for relocating the wet utilities. While efforts will be made to minimize disruptions, the location of the utilities in the roadway is expected to affect some traffic movements on the surrounding road network. The contractor may adjust work phases and road closure plans to enhance efficiency and potentially accelerate the relocation timelines. The proposed road closure requirements and associated work are described below:

Installation of 750 mm combined sewer and 200 mm watermain

Metrolinx's contractor will install the new 750 mm combined sewer in multiple phases, including the installation of the 200 mm watermain and the relocation of the Telus underground utility infrastructure. The expected timeline for completing this work is seven months, from June 2024 to December 2024. Various construction phases and associated traffic movements are shown in Figure 6 and are discussed below:

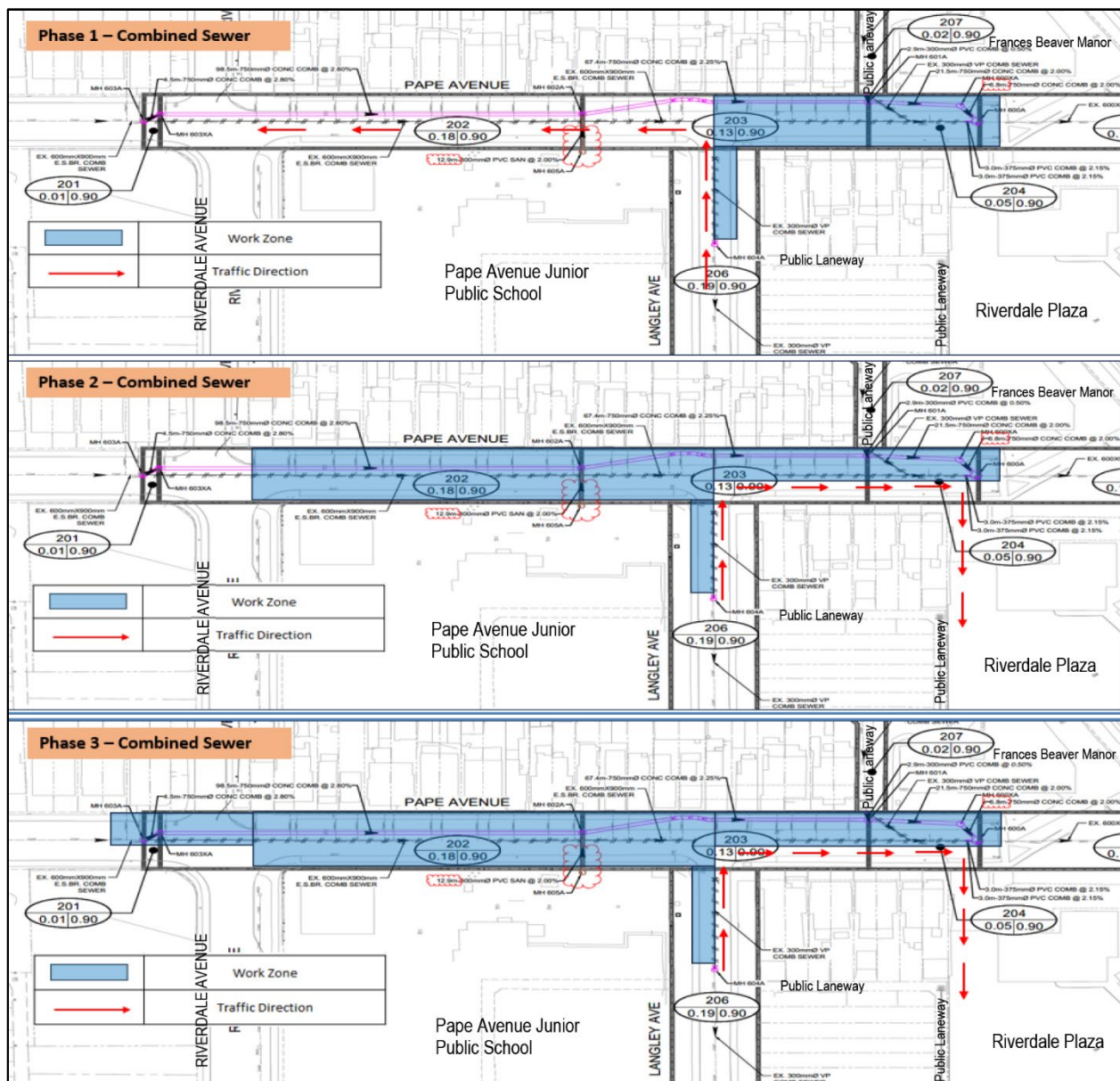


Figure 6 – Pape and Riverdale Advanced Works – Combined Sewer and Watermain
Duration – Approx. 7 months

Source: Metrolinx

Phase 1 – Combined Sewer Installation south of Langley Avenue and Telus Utility Relocation (June 2024 to August 2024)

Phase 1 of the work will focus on constructing the new combined sewer and relocating Telus's underground utilities along Pape Avenue, south of Langley Avenue. The new combined sewer in this section will be installed in the east boulevard area at a depth of up to 6 metres. This phase is expected to last three months, from June 2024 to August 2024. The temporary road closures required for this phase are described below:

- Temporary closure of Pape Avenue, between Langley Avenue and the south terminus of Pape Avenue.

- Alternating temporary closure of the eastbound and westbound travel lanes on Langley Avenue, between Pape Avenue and a point 37 metres west.

Phase 2 – Combined Sewer Installation between Riverdale Avenue and Langley Avenue and Watermain Installation south of Langley Avenue (August 2024 to October 2024)

Phase 2 of the work will involve installing the new combined sewer on Pape Avenue between Riverdale Avenue and Langley Avenue as well as the new 200 mm watermain on Pape Avenue, south of Langley Avenue. The combined sewer in this section will be installed in the roadway, whereas the watermain alignment will transition between the roadway and boulevard area. The work is expected to be completed over three months, from August 2024 to October 2024. The temporary road closures required for this phase are described below:

- Temporary closure of Pape Avenue, between Riverdale Avenue and Langley Avenue.
- Temporary closure of the northbound travel lane on Pape Avenue, between Langley Avenue and the south terminus of Pape Avenue.
- Alternating temporary closure of the eastbound and westbound travel lanes on Langley Avenue, between Pape Avenue and a point 37 metres west.

Phase 3 – Combined Sewer Installation and Tie-in at Pape Avenue and Riverdale and Continuation of Watermain Installation south of Langley Avenue (November 2024 to December 2024)

Phase 3 of the work will include installing the new combined sewer and its tie-in with the existing combined sewer at the intersection of Pape Avenue and Riverdale Avenue. Additionally, the new 200 mm watermain installation will continue on Pape Avenue, south of Langley Avenue. The work is expected to be completed over two months, from November 2024 to December 2024. The temporary road closures required for this phase are described below:

- Temporary closure of the northbound travel lanes on Pape Avenue, between Riverdale Avenue and a point 21 metres north.
- Temporary closure of Pape Avenue, between Riverdale and Langley Avenue.
- Temporary closure of the northbound travel lane on Pape Avenue, between Langley Avenue and the south terminus of Pape Avenue.
- Alternating temporary closure of the eastbound and westbound travel lanes on Langley Avenue, between Pape Avenue and a point 37 metres west.

Traffic Impacts during various phases of the new combined sewer and watermain installation work are discussed below:

Auto Access Impacts

During the Phase 1 combined sewer work, a temporary full road closure on Pape Avenue, south of Langley Avenue, will be necessary to ensure the safety of road users

near the deep excavation. This closure will prohibit vehicular access to the Riverdale Plaza and the Frances Beaver Manor apartment building from Pape Avenue. However, vehicular access to these properties will be available from Carlaw Avenue and Poucher Street, respectively.

Alternating temporary lane closures on Langley Avenue, between Pape Avenue and the eastern public laneway, will result in one-way eastbound traffic operation adjacent to the closed portion of the road. However, two-way traffic circulation on Langley Avenue will be maintained via the public laneway. Metrolinx will install clear traffic signage and deploy traffic control persons to guide motorists through the work zone.

During the Phase 1, Pape Avenue, between Riverdale Avenue and Langley Avenue, will operate as a one-way northbound traffic route due to the full closure of Pape Avenue, south of Langley Avenue and the one-way eastbound traffic operation on a portion of Langley Avenue. However, all travel lanes on Riverdale in the vicinity of the Pape Avenue Junior Public School will remain open and vehicular access to all residential properties will be maintained.

During the Phase 2 work, the installation of the new combined sewer in the roadway will require a full road closure on Pape Avenue, between Riverdale Avenue and Langley Avenue to ensure the safety of road users. Additionally, completing the watermain installation work will necessitate a temporary closure of the northbound travel lane on Pape Avenue, south of Langley Avenue. Motorists from Langley Avenue destined for the Riverdale Plaza can utilize the available southbound travel lane on Pape Avenue, south of Langley Avenue. Vehicular access to the Frances Beaver Manor apartment building will continue to be from Poucher Street.

Langley Avenue, between Pape Avenue and the eastern public laneway, will continue to operate as one-way eastbound traffic operation.

The Phase 3 work will have similar traffic impacts to the Phase 2, with the addition of a temporary closure of the northbound travel lane on Pape Avenue at Riverdale Avenue. This closure is required to facilitate the installation of the combined sewer and its tie-in with the existing combined sewer. Two-way traffic operation at the intersection of Pape Avenue and Riverdale Avenue will remain open during the Phase 3 work.

Pedestrian Impacts

As shown in Figure 5, the new combined sewer on Pape Avenue, south of Langley Avenue, will be located in the east side boulevard area. Installing this section of the combined sewer may require closing a portion of the existing sidewalk on Pape Avenue, between Langley Avenue and the south terminus of Pape Avenue. However, Metrolinx will provide a walkway and ensure pedestrian access to all residential properties adjacent to the work zone. Additionally, Metrolinx will install advanced advisory signage and deploy traffic control persons to guide pedestrians through the work zone.

All other sidewalks on Riverdale Avenue, Pape Avenue and Langley Avenue will remain open throughout the combined sewer and watermain installation work.

Cycling Impacts

There are currently no dedicated bike lanes on Pape Avenue, Riverdale Avenue and Langley Avenue. Bicyclists will continue to share the travel lanes with the general traffic.

Transit Impacts

During the combined sewer and watermain works, TTC bus service will be maintained through the intersection of Pape Avenue and Riverdale Avenue.

Emergency Vehicle Impacts

With the temporary lane closures in place on Pape Avenue and Langley Avenue, emergency vehicle access through the work zones will be maintained. Metrolinx will coordinate with the emergency services staff to implement work zone accommodations enabling emergency vehicle access to all properties in the area.

Student Pick-up and Drop-off Area Impacts

During the installation of the new combined sewer and watermain, the student pick-up and drop-off area on the west side of Pape Avenue, between Riverdale Avenue and Langley Avenue, will be relocated to the south side of Riverdale Avenue, between Carlaw Avenue and the school driveway. This relocation aims to provide a consistent and unimpeded designated area away from the construction activities near Pape Avenue and Langley Avenue, thus ensuring a safer and more accessible environment for students and parents.

To ensure safety and convenience of students and parents, Metrolinx will enforce a restriction on construction trucks operating between 7 a.m. and 9 a.m. and between 3 p.m. and 5 p.m., which are the peak times for student pick-up and drop-off activities. This measure is intended to minimize disruptions during these crucial periods.

Additionally, Metrolinx will maintain clear pedestrian connections from the student pick-up and drop-off area in compliance with the Accessibility for Ontarians with Disabilities Act (AODA) requirements. Pedestrian wayfinding signage will also be installed aiding students, parents, and residents in accessing school entrances from the neighbourhood.

The school bus loading zone on Langley Avenue will remain available.

Parking Impacts

A temporary accommodation of the student pick-up and drop-off area on the south side of Riverdale Avenue will result in a temporary removal of approximately 8 overnight permit parking spaces, between Carlaw Avenue and the school driveway.

Furthermore, approximately 8 overnight permit parking spaces on the south side of Langley Avenue, between Pape Avenue and a point 50 metres west, will be required to

safely accommodate one-way eastbound traffic operation adjacent to the closed portion of Langley Avenue.

As of June 1, 2024, Metrolinx will take possession of the Riverdale Plaza property and designate up to 24 parking spaces to offset the loss of overnight permit parking spaces on Riverdale Avenue and Langley Avenue.

Additionally, to facilitate vehicular access to the Frances Beaver Manor apartment building from Poucher Street during the combined sewer construction on Pape Avenue, temporary parking prohibition on the east side of Poucher Street will be required. The residents on Poucher Street will have access to designated parking spaces at the Riverdale Plaza.

Installation of 1500 mm Storm Sewer

The installation of a new 1500 mm storm sewer will be completed in two phases. The expected timeline for completing this work is ten months, from January 2025 to October 2025. The construction phases and associated traffic movements are described below:

Phase 1 – Construction of launch, extraction shafts and micro-tunnelling (January to June 2025)

Phase 1 of the work will include construction of a tunnel boring machine launch shaft in the south-west corner of the intersection of Pape Avenue and Riverdale Avenue. Additionally, a tunnel boring machine extraction shaft will be constructed in the north-west corner of the intersection of Pape Avenue and Langley Avenue. This will be followed by micro-tunnelling operation along the side-yard of the Pape Avenue Junior Public School. The work is expected to be completed over six months from January 2025 to June 2025. The temporary road closures required for this phase are described below and shown in Figure 7:

- Temporary closure of the eastbound travel lane on Riverdale Avenue, between Pape Avenue and a point 100 metres west, resulting in one-way eastbound traffic operation adjacent to the closed portion of the roadway.
- Temporary closure of the westbound travel lane on Langley Avenue, between Pape Avenue and a point 40 metres west, resulting in one-way westbound traffic operation adjacent to the closed portion of the roadway.
- Temporary closure of the north sidewalk on Langley Avenue, between Pape Avenue and a point 40 metres west.

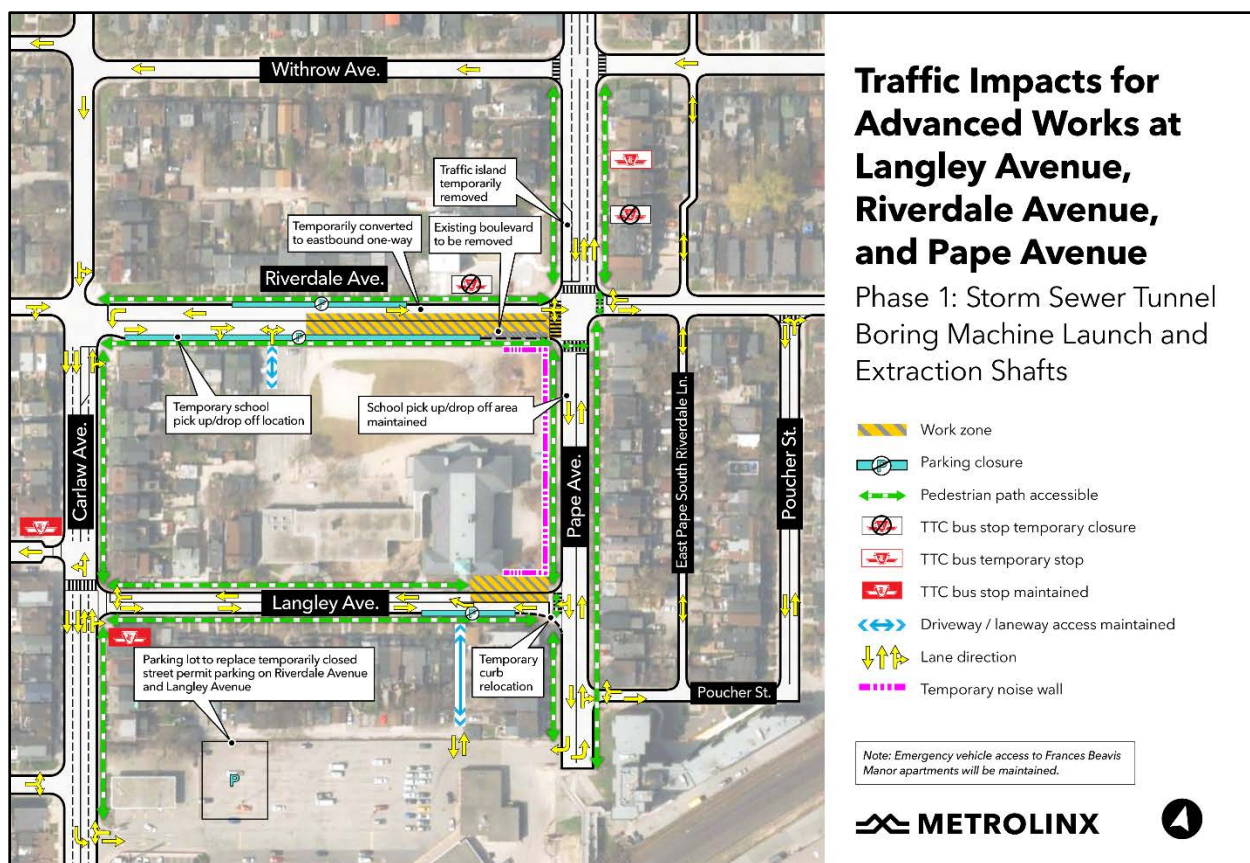


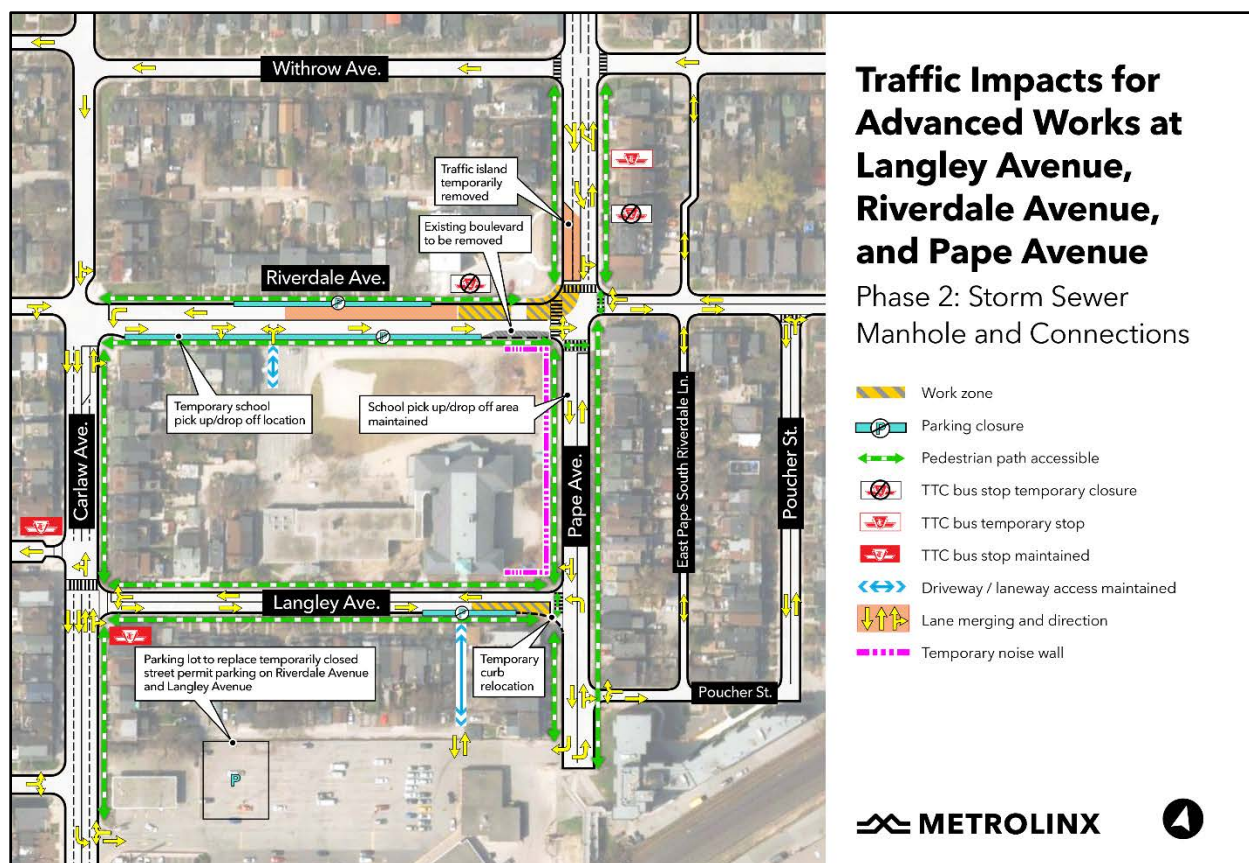
Figure 7 – Pape and Riverdale Advanced Works – Micro-tunnelling Works
Duration – Approx. 6 months

Source: Metrolinx

Phase 2 – Construction of storm sewer manholes and connection (July 2025 to October 2025)

Phase 2 work will involve the construction of storm sewer manholes in the north-west corner of the intersection of Pape Avenue and Riverdale Avenue and in the south-west corner of the intersection of Pape Avenue and Langley Avenue. This phase will also include establishing the connection to these manholes for the new storm sewer. The work is expected to be completed over four months, from July 2025 to October 2025. The temporary road closures required for this phase are described below and shown in Figure 8:

- Temporary closure of the westbound travel lane on Riverdale Avenue, between Pape Avenue and a point 100 metres west, resulting in one-way eastbound traffic operation adjacent to the closed portion of the roadway.
- Temporary closure of the eastbound travel lane on Langley Avenue, between Pape Avenue and a point 40 metres west, resulting in one-way westbound traffic operation adjacent to the closed portion of the roadway.



Traffic Impacts during various phases of the new storm sewer installation work are discussed below:

Auto Access Impacts

Due to the construction staging area requirements for the storm sewer tunnel boring machine launch shaft, micro-tunnelling operations and manhole construction, a section of Riverdale Avenue, between Pape Avenue and the school driveway, will operate as one-way eastbound traffic operation. The remainder of Riverdale Avenue, between the school driveway and Carlaw Avenue will maintain two-way operation, allowing school-related vehicles to access both Carlaw Avenue and Pape Avenue. To assist motorists, Metrolinx will install clear signage and deploy traffic control persons in the work zone area. Additionally, the northbound left-turn, southbound right-turn and westbound through traffic movements will be prohibited at the intersection of Pape Avenue and Riverdale Avenue.

Moreover, the existing on-street electric vehicle charging station on the south side of Riverdale Avenue, between 86 metres east of Carlaw Avenue and a point 12 metres further east (2 parking space), will be relocated due to the work zone requirements. Metrolinx will provide details on the new location of this charging station. In the interim, residents can continue to access other available electric vehicle charging stations along Jones Avenue and Arundel Avenue.

Alternating temporary travel lane closures on Langley Avenue will be required to accommodate the construction of the tunnel boring machine extraction shaft and manhole construction. With the temporary lane closure in effect, Langley Avenue, between Pape Avenue and the eastern public laneway, will operate as one-way westbound traffic operation. However, two-way traffic circulation on Langley Avenue will be maintained via the public laneway. Metrolinx will install clear traffic signage and deploy traffic control persons to guide motorists through the work zone.

The eastbound one-way traffic operation on Riverdale Avenue at Pape Avenue may result in increased vehicular traffic on Langley Avenue heading towards Carlaw Avenue, potentially causing additional delays for vehicles waiting to complete the west-to-southbound turning manoeuvre. Metrolinx will closely monitor traffic operations to assess the need for any enhancements to the existing traffic control measures at the intersection of Langley Avenue and Carlaw Avenue.

Other nearby neighbourhood streets, particularly Withrow Avenue, connecting Pape Avenue with Carlaw Avenue, may also experience an increase in cut-through traffic. Metrolinx will closely monitor these streets and implement temporary traffic calming measures, such as radar speed signs, to deter speeding and ensure the safety of residents.

During the storm sewer installation work, vehicular access to all properties will be maintained.

Pedestrian Impacts

During Phase 1 work, a segment of the north sidewalk on Langley Avenue, between Pape Avenue and a point 40 metres west, will be temporarily closed to accommodate the work zone needed for the extraction shaft of the storm sewer tunnel boring machine. Advanced advisory signage will be strategically installed to inform pedestrians of this sidewalk closure. Additionally, traffic control personnel will be stationed near the work zone to safely guide pedestrians around the work zone and toward the available south sidewalk on Langley Avenue.

During Phase 2 work, all sidewalks will remain available.

Student Pick-up and Drop-off Area

During the storm sewer work, Pape Avenue, between Riverdale Avenue and its south terminus will be open, allowing access to the student pick-up and drop-off area on the west side of the road. The alternative student pick-up and drop-off area on the south side of Riverdale Avenue, between Carlaw Avenue and the school driveway will also remain available.

Parking Impacts

The parking impacts from the combined sewer installation will continue during the storm sewer installation work. Furthermore, the work zone for the tunnel boring machine launch shaft will necessitate the removal of approximately 11 permit parking spaces on

the south side of Riverdale Avenue, between Pape Avenue and the school driveway. To mitigate this loss, the permit parking spaces will be accommodated in the designated parking spaces at the Riverdale Plaza site.

Emergency Vehicle Impact

With the temporary lane closures in place on Riverdale Avenue and Langley Avenue, emergency vehicle access through the work zones will be maintained. Metrolinx will coordinate with the emergency services staff to implement work zone accommodations enabling emergency vehicle access to all properties in the area.

Cycling Impacts

There are currently no dedicated bike lanes on Pape Avenue, Riverdale Avenue and Langley Avenue. Bicyclists will continue to share the travel lanes with the general traffic.

Haul Routes

The advanced works related to the wet utility relocation are expected to generate up to five truck trips per day. These trips are not expected to significantly impact area wide traffic operations. Construction vehicles will use Carlaw Avenue, Riverdale Avenue and Pape Avenue to access the construction zones, exiting to the Riverdale Plaza site to reconnect with Carlaw Avenue. Trucks will enter and exit the site in a forward motion, with traffic control personnel stationed at access and egress points to prevent conflicts with pedestrians. The site hoarding and staging area will be designed to ensure clear sight lines for both pedestrians and truck drivers. Additionally, the work zone will be well-lit to enhance visibility.

As mentioned earlier, construction truck movements will be prohibited between 7 a.m. and 9 a.m. and between 3 p.m. and 5 p.m., which are the peak times for student pick-up and drop-off activities.

Transit Impacts

During the storm sewer installation from January to October 2025, Riverdale Avenue, between Pape Avenue and the school driveway, will be limited to one-way eastbound traffic only. This change in traffic operation will prohibit the south-to-westbound traffic movements through the intersection of Pape Avenue and Riverdale Avenue. As a result, the southbound bus movements for the TTC bus routes 72 Pape and 325 Don Mills and will require a diversion to an alternative route.

Currently, the bus route 72 operates at a frequency of every 6 to 7 minutes during the morning and afternoon peak hours and every 10 minutes during the off-peak hours. The nighttime bus service for route 325 operates every 30 minutes.

TTC staff considered several routes for the bus detour, including Carlaw Avenue, Withrow Avenue, Langley Avenue, Jones Avenue and Boulton Avenue. The evaluation criteria included factors such as bus travel time increase, on-street parking removal and traffic by-law changes, road geometric constraints, the number of transit stops served,

and proximity to the original bus route. Based on the evaluation, Carlaw Avenue was selected as it offered minimal impacts on bus operations and preserved a southbound bus service between Broadview Avenue and Jones Avenue.

Additionally, Metrolinx evaluated the traffic impact of operating two-way alternating traffic on a single travel lane. The evaluation indicated excessive vehicular delays of up to 29 minutes and queues for the eastbound and southbound traffic through the intersection.

The excessive queue length and delay would likely result in neighbourhood infiltration, speeding, aggressive driving behaviour and safety concerns for the vulnerable road users at the intersection. Additionally, TTC staff expressed concerns about bus operations through the intersection with inadequate space available for bus turning manoeuvres. Consequently, based on the traffic operation, safety and bus operations related concerns, Carlaw Avenue was the preferred option for the southbound bus detour. Figure 8 shows the bus detour during the storm sewer installation work.

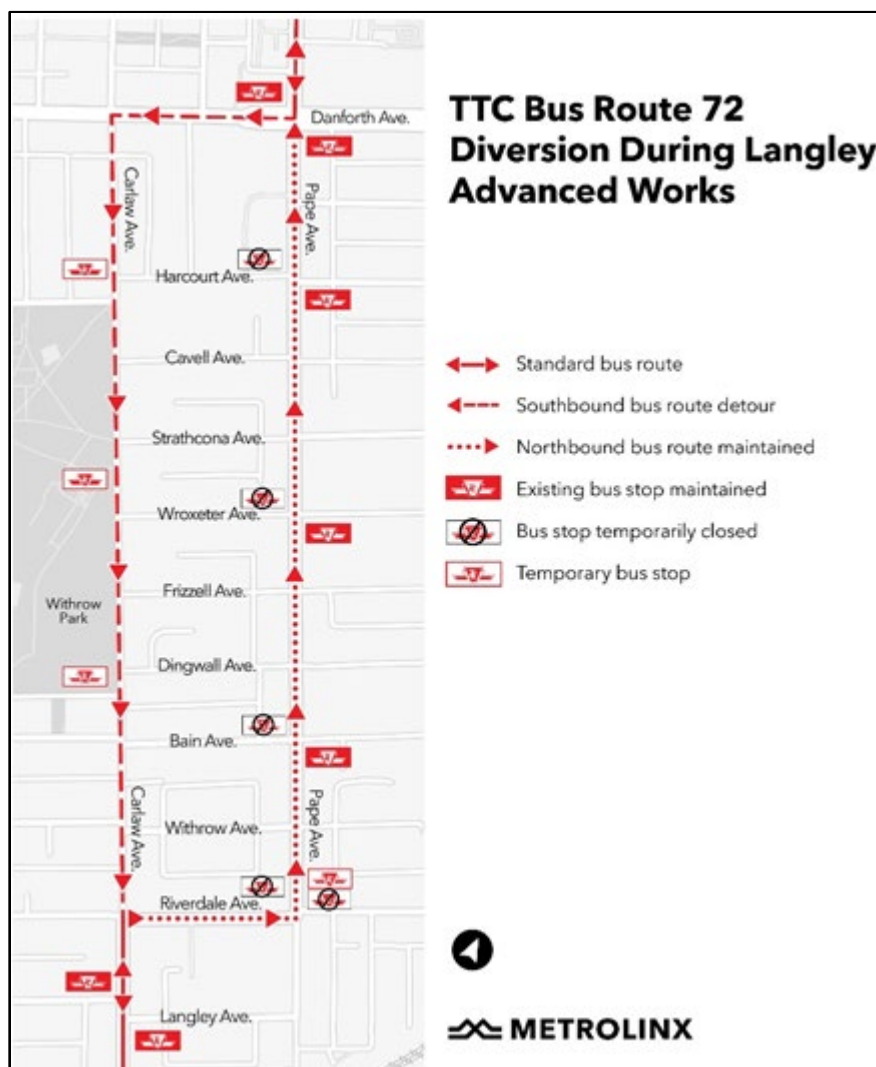


Figure 8 – Pape and Riverdale Advanced Works – TTC Bus Detour
Duration - 10 months
Source: Metrolinx

To facilitate TTC bus operations, the existing speed bumps on Carlaw Avenue will be converted to speed cushions. This modification will retain their effectiveness in traffic calming while enabling buses to traverse them safely, thereby reducing noise generated by frequent bus deceleration and acceleration. Furthermore, both residents on Carlaw Avenue and the management of Holy Name Catholic School have expressed concerns regarding bus movements, and resulting impacts on traffic congestion, road safety, and traffic management, especially during school pick-up and drop-off period.

In coordination with the school management and the City, Metrolinx will implement traffic management and enforcement strategies during the school pick-up and drop-off times. These strategies will involve heightened police enforcement, deployment of traffic control personnel, and traffic agents. Furthermore, Watch Your Speed monitoring units will be installed to remind drivers of their travel speed.

City staff will coordinate with Metrolinx to monitor traffic conditions and evaluate the necessity of automated enforcement to combat potential speeding and improve overall road safety.

Additionally, under the Vision Zero School Safety Program, the intersections of Carlaw Avenue at Danforth Avenue, Carlaw Avenue at Harcourt Avenue, Carlaw Avenue at Cavell Avenue, Carlaw Avenue at Strathcona Avenue will undergo zebra marking treatment in the Summer of 2024.

Removal of Existing 1372 mm Storm Sewer (November 2025 to January 2026)

Upon completion of the new storm sewer installation, the existing 1372 mm storm sewer along Pape Avenue and at the intersection of Pape Avenue and Langley Avenue will be removed. This sewer, located at a depth of 5 to 6 metres below grade, conflicts with the future OL tunnel. The removal work is expected to be completed over three months, from November 2025 to January 2026. Figure 9 shows the portion of the existing storm sewer that requires removal and Figure 10 shows the road closure requirements to complete the removal of the existing storm sewer.

As shown in Figure 10, the storm sewer removal work will require a temporary full road closure of Pape Avenue, between Riverdale Avenue and Langley Avenue, and the intersection of Pape Avenue and Langley Avenue.

With the full road closure in place, the north-south vehicular movements on Pape Avenue, between Riverdale Avenue and Langley Avenue will be prohibited. Vehicular access to the Frances Beaver Manor apartment building will be available from Poucher Street. Additionally, with the intersection closure in place, the east-west movements through the intersection of Langley Avenue and Pape Avenue will be prohibited. Two-way traffic movements on Langley Avenue, between Carlaw Avenue and the eastern public laneway, will be maintained using the public laneway.

Metrolinx will coordinate with the emergency services and waste collection services to implement necessary work zone accommodations ensuring access to all impacted properties.

During the storm sewer removal work, the school pick-up and drop-off area on Pape Avenue will be unavailable. The alternative student pick-up and drop-off area on the south side of Riverdale Avenue, between Carlaw Avenue and the school driveway will remain available.

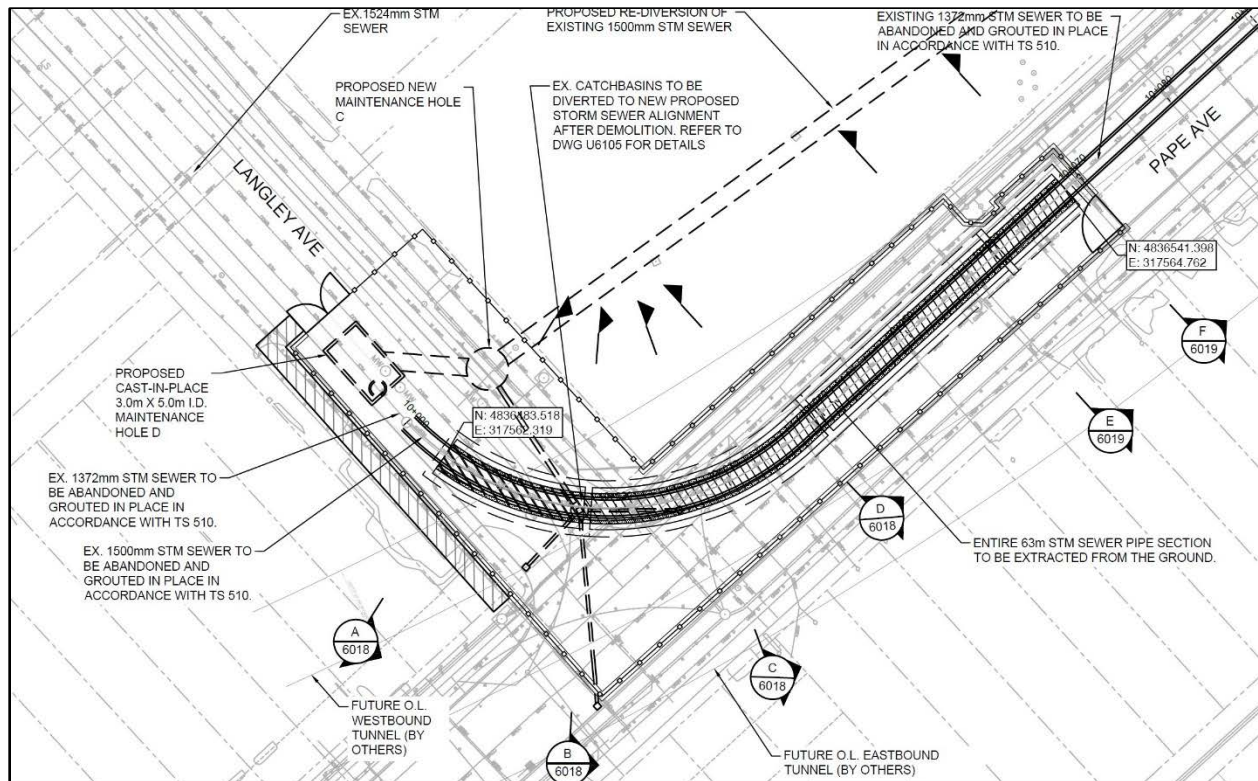


Figure 9 – Pape and Riverdale Advanced Works – Phase 3
Location of Existing Storm Sewer Removal

Source: Metrolinx

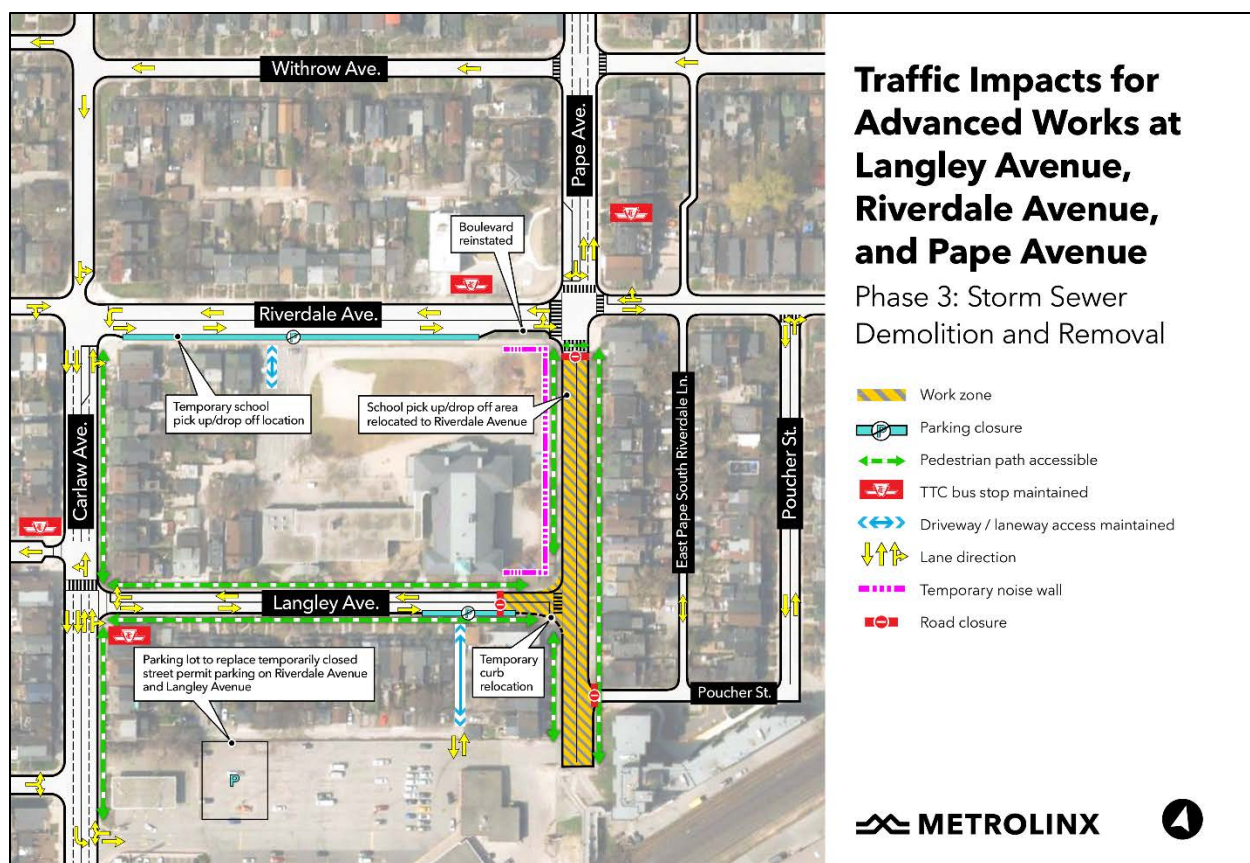


Figure 10 – Pape and Riverdale Advanced Works – Phase 3
Duration – Approx. 3 months

Source: Metrolinx

Road Restoration (February 2026 to May 2026)

Upon completion of all the wet utility relocation work, road restoration work is expected to be completed over four months from February 2026 to May 2026. Temporary lane closure requirements for this phase are being finalized, and Metrolinx will provide further details at the Construction Liaison Committee meeting as they become available.

The dry and wet utility relocation related temporary lane closures for the Pape and Riverdale Advance Works will be implemented under the General Manager, Transportation Services, delegated authority as found in section 937-3.16 of the City of Toronto Municipal Code Chapter 937, Temporary Closing of Highways. This permits the General Manager to temporarily close a highway or a portion of highways to vehicular and pedestrian traffic for a period up to and including 365 consecutive days until December 31, 2030, inclusive as required for the purpose of the construction of the Ontario Line excluding the proposed above ground section of the Ontario Line between Don River and Gerrard Street.

Before starting the work, Metrolinx and its contractor will provide advance notification to local school, businesses, community, Ward Councillor and other impacted stakeholders. Prior to issuance of any road occupancy permits, city staff will review the traffic control plans to ensure the safety and mobility of all road users and that property accesses are maintained. Additionally, coordination with other works and events in the area will be undertaken to minimize the area-wide traffic impacts.

Pape Station Works

The OL Pape Station is planned as an interchange station, providing direct connection to the TTC Line 2 Bloor-Danforth. The station accesses will be provided through two new entrances, located on Danforth Avenue and on Lipton Avenue. Figure 11 below shows the location of the station.

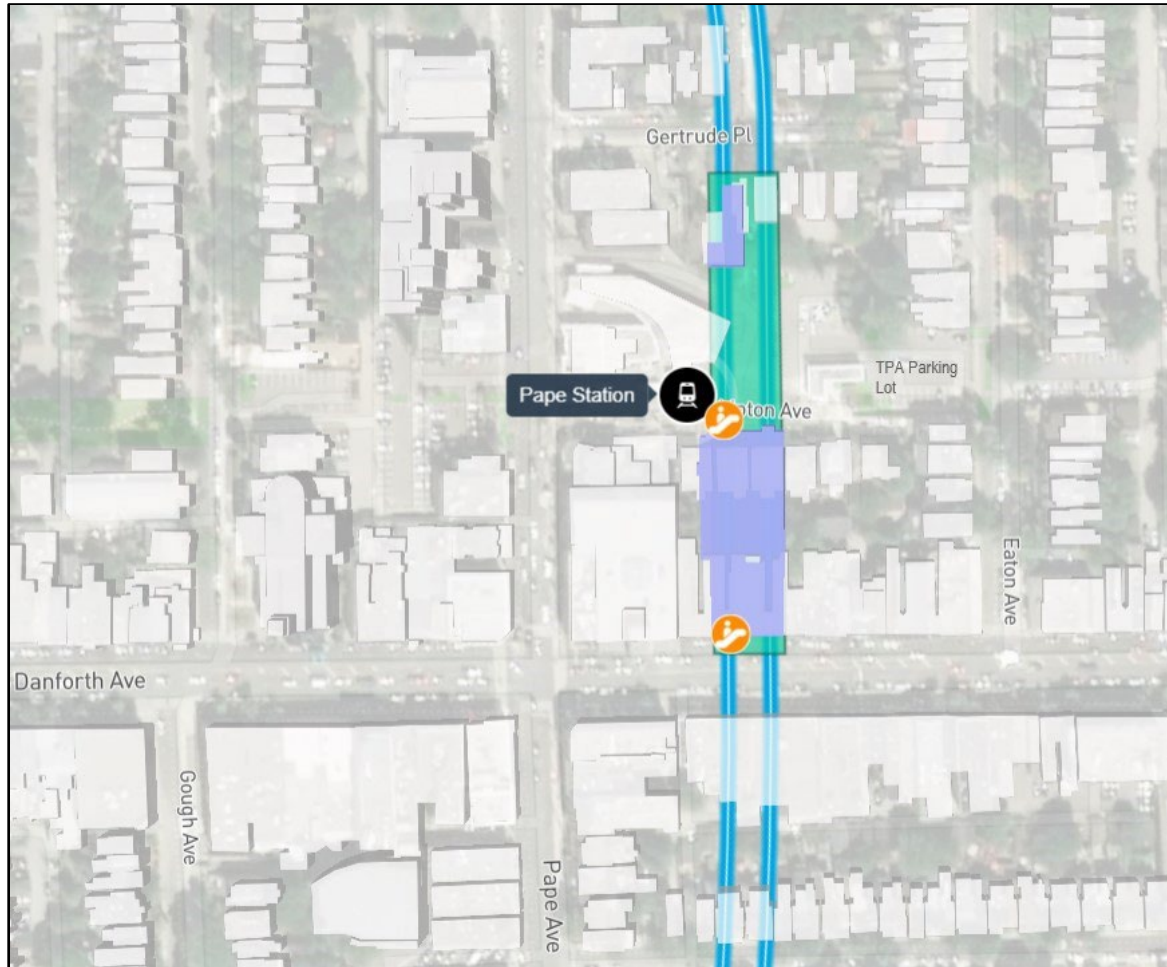
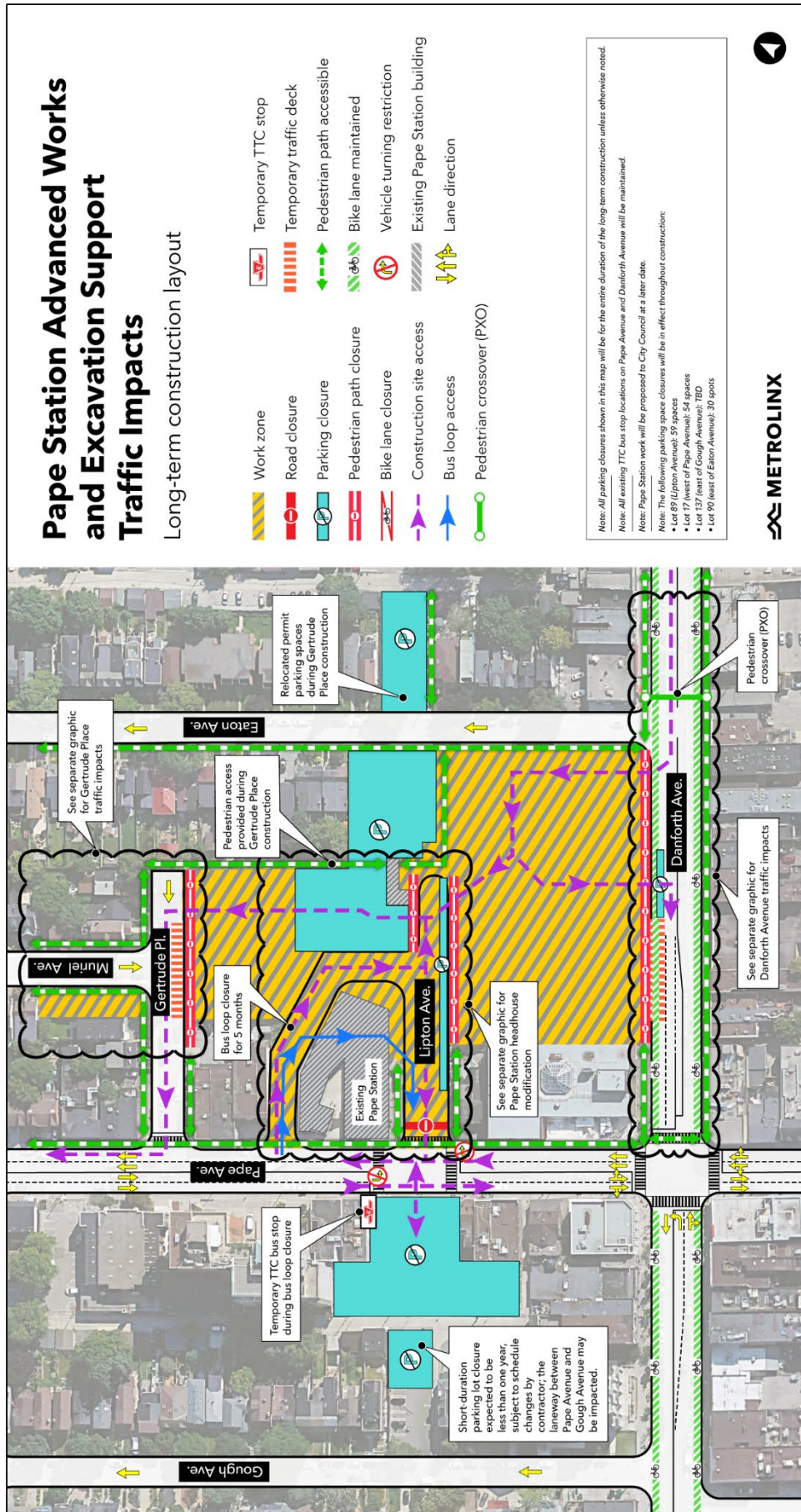


Figure 11 – Ontario Line Pape Station

Source: Metrolinx

The station construction will take place in multiple phases, starting with advanced works, followed by Support of Excavation (SOE) works and the main station construction works. This report discusses traffic impacts and associated mitigation measures for the advanced works and the SOE works only. The main station construction and its impacts on the community will be discussed in a future staff report. Figure 12 shows the overall traffic impacts of the Pape Station advanced works and SOE works on Danforth Avenue and Gertrude Place, which are discussed in detail in the subsequent sections of this report.



Ontario Line Pape Station - Overall Traffic Impacts of Pape Station Advanced Works and SOE Works

Source: Metrolinx

Pape Station Advanced Works (March 2024 to October 2024)

The advanced works at the TTC Pape Station will include the following activities:

- Modification of TTC Pape Station headhouse, including bus loop reconfiguration
- Construction of a new TTC Line 2 east fan shaft
- Wet utility relocation (location shown in Figure 13)

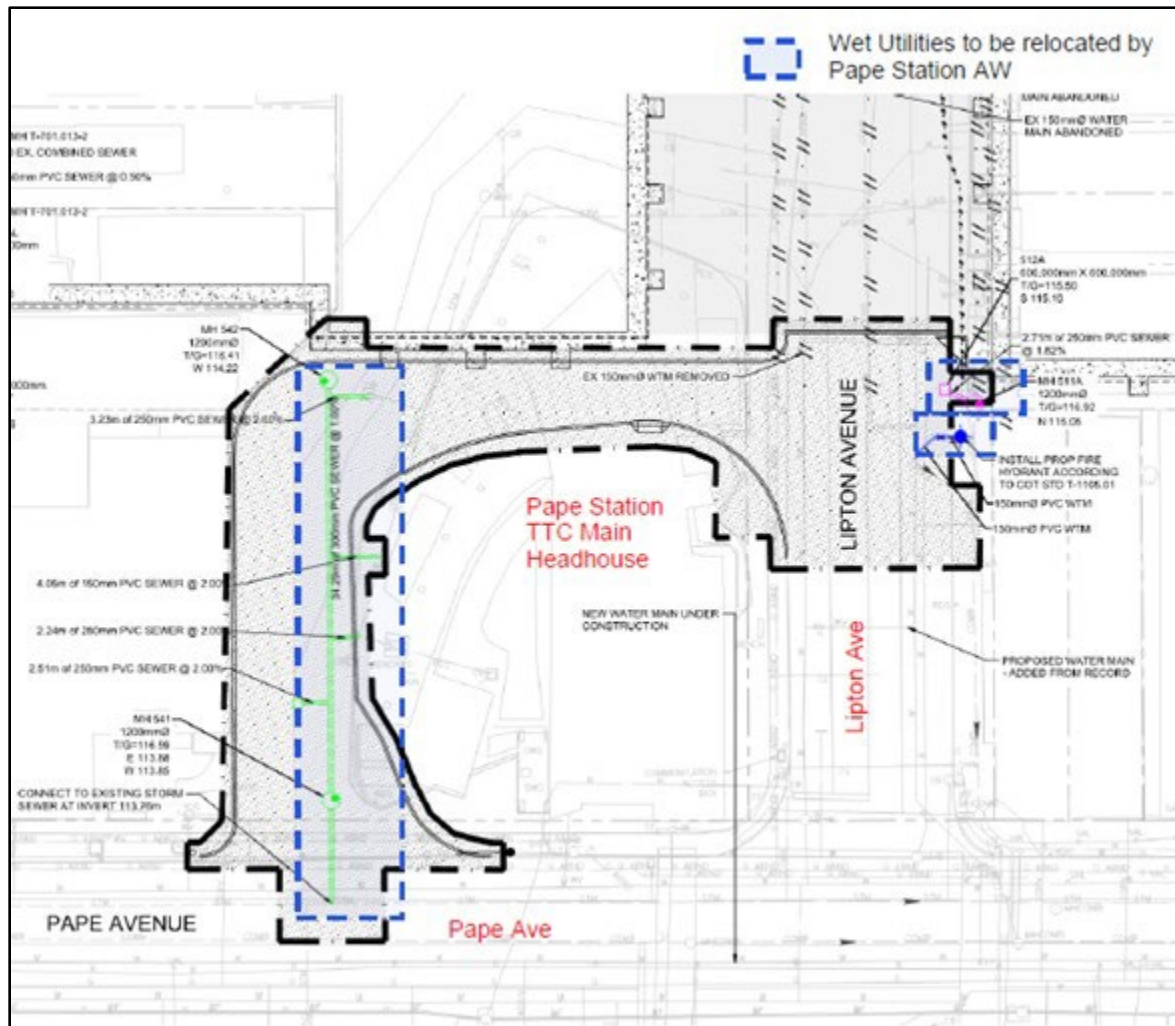


Figure 13 – Ontario Line Pape Station –
Pape Station Wet Utilities Location

Source: Metrolinx

These advanced work activities started in March 2024 and will be completed by December 2024. In the first stage (March to May 2024), modifications to the existing TTC Pape Station headhouse including demolition of the bus canopy will be made to make way for the Ontario Line station construction. The bus loop will be reconfigured to accommodate the new tunnel ventilation fan shaft. In the second stage (May to October 2024), wet utility relocation in the bus loop and Lipton Avenue will be undertaken.

Metrolinx requires the following temporary lane closures on Lipton Avenue to complete the Pape Station Advanced Works.

- Temporary closure of the eastbound travel lane on Lipton Avenue, between Pape Avenue and the east end of Lipton Avenue, from June 1, 2024 to October 31, 2024. This lane closure will be extended till September 30, 2026, to facilitate the Danforth Avenue jet grouting and SOE activities discussed in the subsequent sections of the report.
- Temporary closure of the south sidewalk on Lipton Avenue, between a point 35 metres east of Pape Avenue and the east end of Lipton Avenue, from June 1, 2024 to October 31, 2024.
- Temporary closure of the north sidewalk on Lipton Avenue, between the TTC Pape Station bus loop and the east end of Lipton Avenue, from June 1, 2024 to October 31, 2024.

In addition to the lane and sidewalk closures listed above, Metrolinx will require a temporary closure of the TTC Pape Station bus loop to facilitate the TTC headhouse modifications related works for approximately five months. Consequently, passenger loading and unloading operations will be prohibited during this time. Furthermore, Metrolinx has identified the Toronto Parking Authority car park 89, located at 20 Eaton Avenue, for construction staging.

Figure 14 shows the traffic management setup during the Pape Station Advanced Works and the traffic impacts are discussed below:

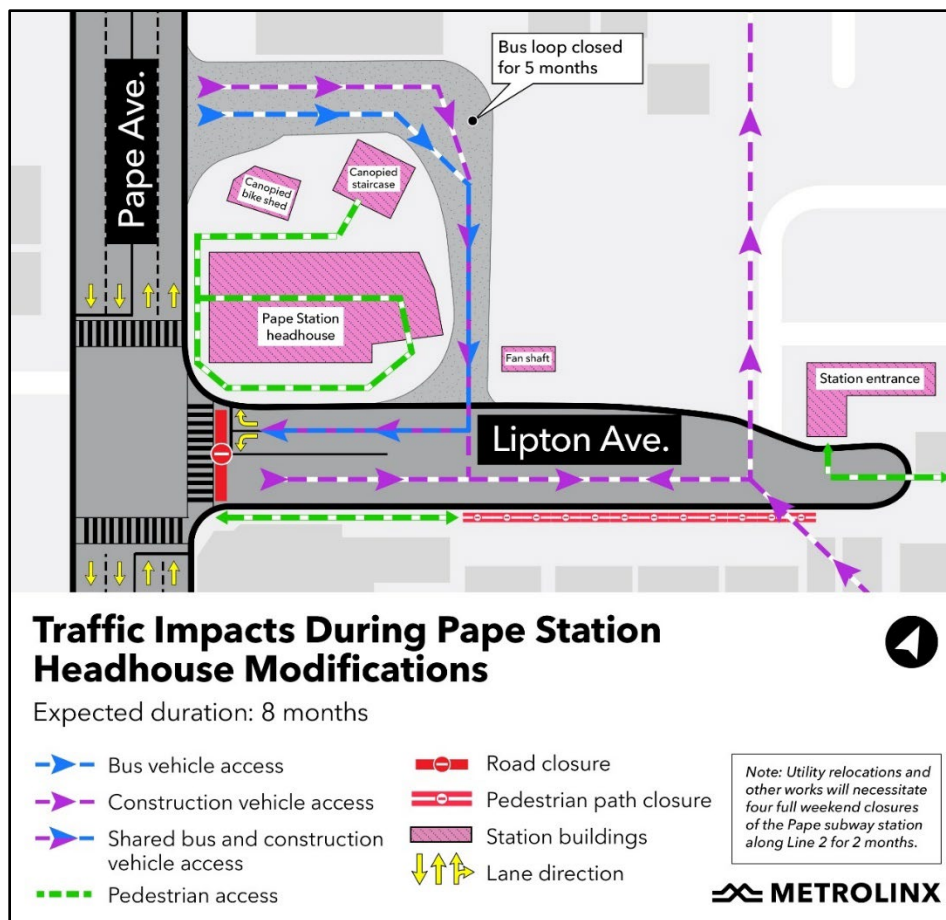


Figure 14 – Ontario Line Pape Station – Pape Station Headhouse Modification

Source: Metrolinx

Auto Access Impacts

The temporary closure of the eastbound travel lane on Lipton Avenue will restrict access for private vehicles from Pape Avenue. Metrolinx has acquired all residential properties on the south side of Lipton Avenue (addresses 1 to 21) for the OL station construction, eliminating the need for private vehicle access to Lipton Avenue. However, access for Metrolinx's construction vehicles to the closed portion of Lipton Avenue will be maintained under the direction of a traffic control person. The westbound travel lane on Lipton Avenue will remain open for the outbound TTC buses and construction vehicles.

During the wet utility relocation on the north side of the bus loop, there will be a minor impact on Pape Avenue, with the northbound curb lane closed for approximately five days.

Transit Impacts

The TTC Pape Station bus loop will be temporarily closed for approximately five months (May to October 2024) for the headhouse modification work. During this closure, bus routes 72A (Pape to Eastern) and 72C (Pape to Commissioners) along with the wheel-trans service will continue to serve the Pape Station from street-side bus stops on Pape

Avenue. The bus routes 25 Don Mills, 925 Don Mills Express will be diverted to Broadview Station. For the most current information on bus service changes, transit riders can visit the TTC website.

Additionally, TTC Line 2 subway service at the Pape Station may be disrupted intermittently to accommodate work in the subway tunnel. The TTC will announce the exact details when finalized.

TTC and Metrolinx will coordinate to ensure the safety and efficiency of passenger and bus movements during the TTC headhouse modifications. Clear wayfinding signage will be strategically installed to guide passengers to and from the boarding and alighting locations. Furthermore, transit schedule changes will be communicated well in advance to minimize disruptions for daily transit riders. All construction vehicle movements in the bus loop will be directed by a traffic control person to prevent conflicts with TTC bus movements.

Pedestrian Impacts

During the TTC Pape Station headhouse modifications, pedestrian access to the main headhouse entrance and secondary entrance will remain available from Pape Avenue and from Eaton Avenue, respectively. Additionally, pedestrian access to the two new bus bays on the south side of the Pape Station headhouse will remain available.

A section of the south sidewalk on Lipton Avenue, between Pape Avenue and a point 35 metres east will be kept open to provide pedestrian access to the properties 731 and 733 Pape Avenue. However, the remaining south sidewalk on Lipton Avenue, fronting the Metrolinx-acquired properties will not be maintained. Additionally, pedestrian access on the north side of Lipton Avenue, between the Pape Station bus loop and the east end of Lipton Avenue, will not be maintained to avoid conflicts with construction activities related to the new Line 2 fan shaft.

All other sidewalks will remain open during these works.

Cycling Impacts

There are currently no dedicated bike lanes on Pape Avenue in the vicinity of the TTC Pape Station. Bicyclists will continue to share the northbound and southbound travel lanes with the general traffic.

The two existing bikeshare stations situated at the TPA Parking Lot 89 to the east of the TTC Pape Station will be removed to accommodate the new Line 2 Fan Shaft works. Bikeshare users can access nearby locations of Gough Avenue at Danforth Avenue and Langford Avenue at Danforth Avenue for bike-sharing purposes.

Parking Impacts

The temporary closure of the eastbound lane on Lipton Avenue will require the temporary removal of approximately 7 overnight permit parking spaces and 1-hour maximum daytime parking spaces within the closed portion of the travel lane.

To minimize inconvenience for affected permit holders, Metrolinx will relocate the removed permit parking spaces to the TPA parking lot 90 at 17 Eaton Avenue. This alternative parking accommodation aims to ensure continued access to parking for permit holders.

Additionally, the removed permit parking spaces are part of parking area 8A, which currently operates at 83 percent capacity, with sufficient residual capacity available to accommodate the loss of permit parking spaces.

Emergency Vehicle Impacts

The Pape Station headhouse works do not require detour of emergency vehicles. Metrolinx will coordinate with the emergency services staff to implement work zone accommodations enabling emergency vehicle access to all properties.

Business Access Impacts

The temporary closure of the eastbound lane on Eaton Avenue will impact delivery services to the grocery store business located in the southeast corner of the intersection of Eaton Avenue and Pape Avenue. Following consultation with the business owner, deliveries will be accommodated on the adjacent northbound curb lane of Pape Avenue during the off-peak hours. Access to other businesses will remain available during the construction period.

Haul Routes

Metrolinx estimates that the TTC Pape Station headhouse modifications and Line 2 Fan Shaft related work will generate up to five truck trips per hour.

To enhance the safety of truck movements, construction vehicles will be required to access the construction staging areas in the bus loop and on Lipton Avenue by making a northbound right-turn movement from Pape Avenue, only. Construction vehicles will not be allowed to make a southbound left-turn from Pape Avenue to access these construction areas.

Based on Metrolinx's proposal, the typical haul route from the Don Valley Parkway will involve travelling southbound on Donlands Avenue, westbound on Danforth Avenue, and northbound on Pape Avenue. The return trip will include outbound movement from Lipton Avenue to Pape Avenue southbound, Danforth Avenue eastbound, and Donlands Avenue northbound to the Don Valley Parkway. This proposal will be further reviewed and refined with the Project Co.

Recognizing the potential risks of increased truck traffic on haul routes to pedestrians and cyclists, City staff will actively work with Metrolinx and the Project Co. to implement strategies that prioritize safety for all road users in accordance with Vision Zero principles. Relevant strategies include reducing vehicle speeds, improving visibility at intersections, enhanced signage, pavement markings, forward-in and forward-out truck movements and implementing traffic calming measures.

Pape Station Support of Excavation (SOE) Works

The OL Pape Station Support of Excavation (SOE) works will encompass the following activities:

- Property demolition
- Utility relocation along Danforth Avenue
- Utility relocation along Gertrude Place
- SOE construction on Danforth Avenue
- SOE construction on Gertrude Place

Property Demolition

Before the SOE work begins, Metrolinx will demolish several properties at the OL Pape Station construction site. These demolitions started in February 2024 and are expected to be completed over five months. Figure 15 shows the area affected by the property demolitions.

The property demolition work will be contained in the designated site with no impact on the travel lanes, sidewalk or TTC transit service. Furthermore, the pedestrian connection between the TTC Pape Station and Eaton Avenue will be maintained. The demolition works will have no impact on the TTC bus or subway service.

As shown on Figure 15, construction vehicles will enter the site from Eaton Avenue and exit from either Lipton Avenue or Gertrude Place. Traffic control persons will be stationed at all site accesses directing the construction related traffic and minimizing conflicts with road users.

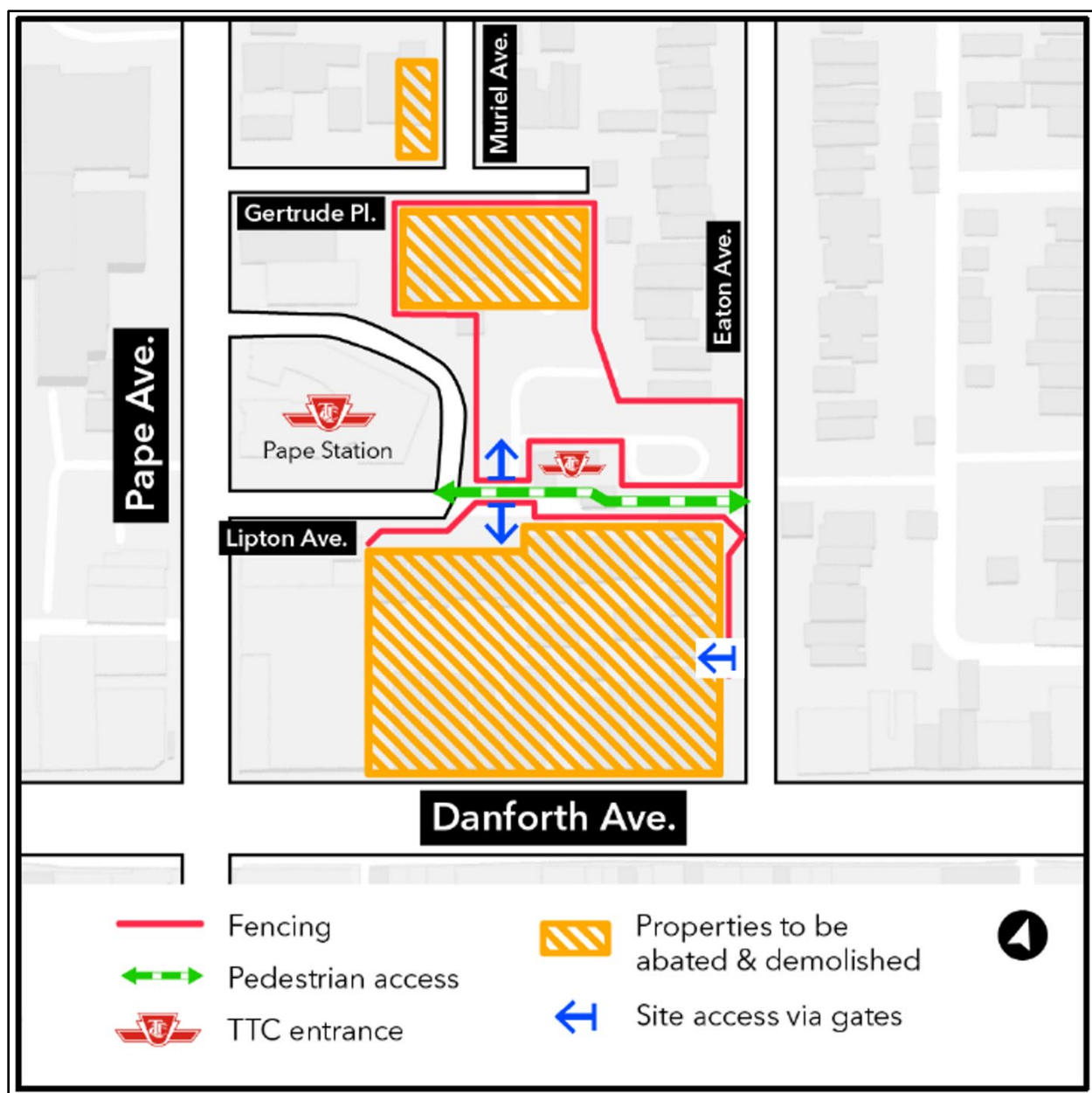


Figure 15 – OL Pape Station – Property Demolition

Source: Metrolinx

Utility Relocation on Danforth Avenue (May 2023 to June 2024)

To accommodate the new station and its facilities, existing dry and wet utilities will need to be relocated. The dry utility relocation work will be undertaken by the utility companies, while the wet utility relocation work will be performed by Metrolinx's contractor.

The utility relocation work on Danforth Avenue, fronting the site of the OL Pape Station, is currently underway. The work involving Toronto Hydro, Bell, Rogers, and Enbridge utilities started in May 2023 and are expected to be completed by June 2024. Figure 16 shows the location of various utilities on Danforth Avenue requiring relocation prior to the SOE works.

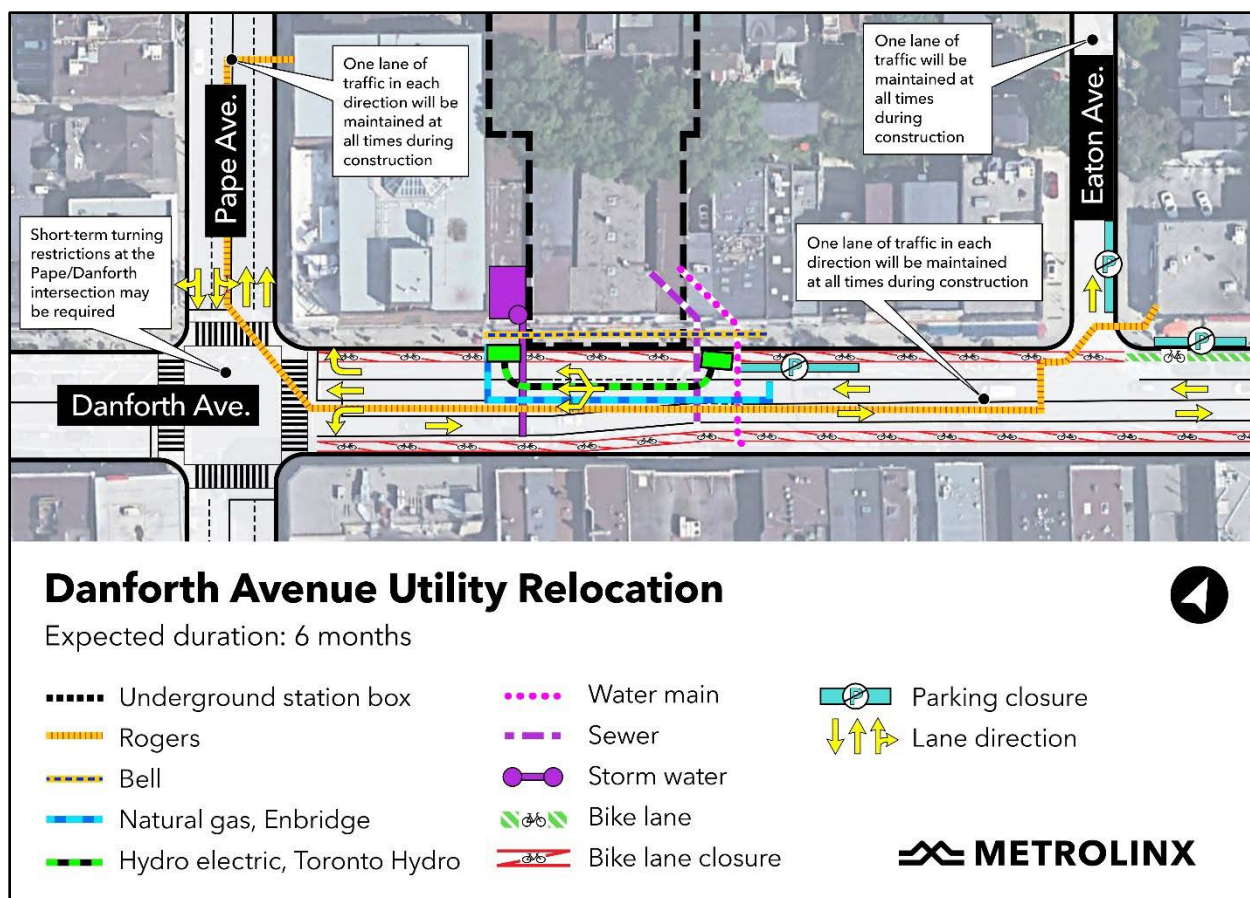


Figure 16 – OL Pape Station –
 Utility Relocation along Danforth Avenue

Source: Metrolinx

The utility relocation work on Danforth Avenue is expected to have the following traffic impacts:

- A travel lane in each direction will be maintained at all times on Danforth Avenue and Pape Avenue.
- Some utility work may require a temporary closure of bike lanes on Danforth Avenue.
- Short-term closure of on-street parking spaces on Danforth Avenue and Eaton Avenue to facilitate construction activities.
- Pedestrian connectivity on both sides of the road will be maintained at all times.
- There will be no impact on the TTC bus and subway service.

Utility Relocation on Gertrude Place (May 2024 to July 2024)

Utility relocation works, similar to those on Danforth Avenue, are currently underway at the intersection of Gertrude Place and Muriel Avenue. The relocation of Rogers, Bell, and Enbridge utilities has been completed and the relocation of Toronto Hydro utilities and a storm sewer will be undertaken. Figure 17 illustrates the location of various utilities in the area.

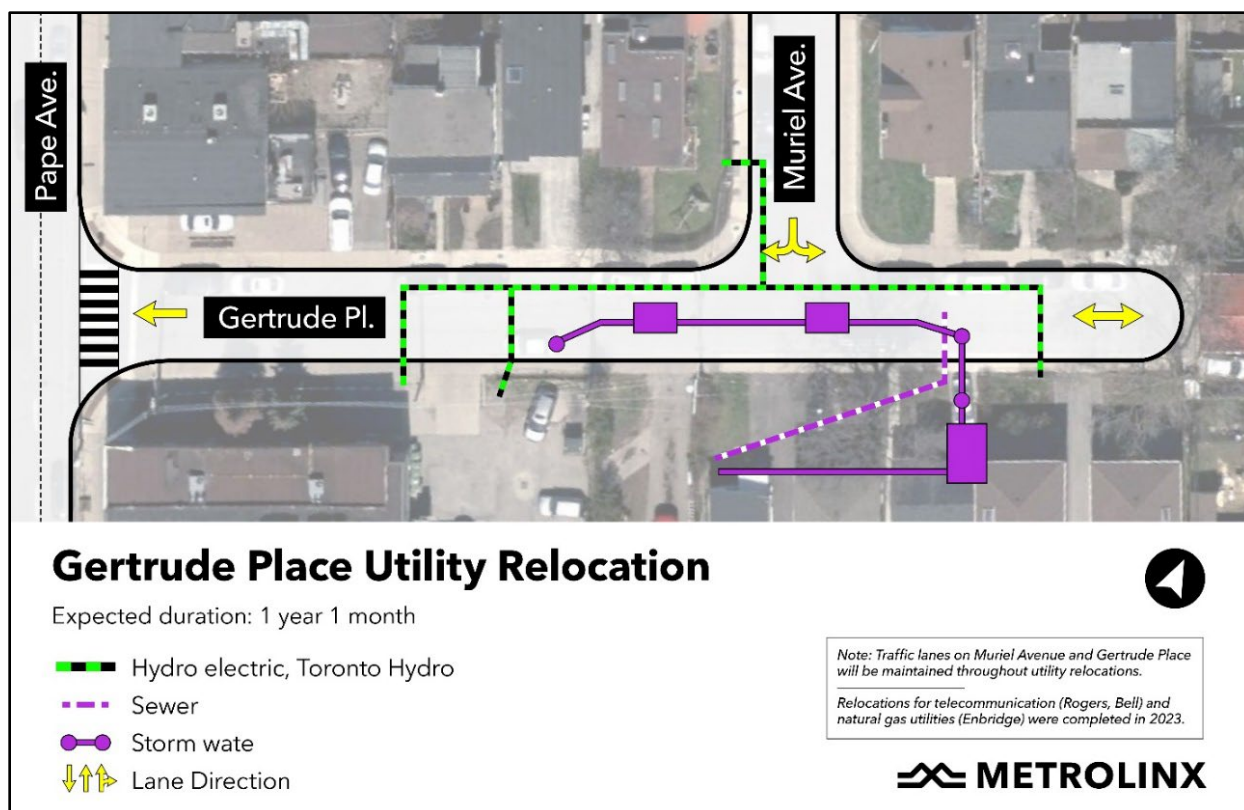


Figure 17 – OL Pape Station –
Utility Relocation on Gertrude Place

Source: Metrolinx

The utility relocation work on Gertrude Place is expected to be completed from May 2024 to July 2024. City staff will review the site-specific traffic management plans when finalized. The anticipated traffic impacts during the utility relocation work on Gertrude Place are as follows:

- A travel lane on Muriel Avenue and Gertrude Place will be maintained at all times during the construction work.
- During the construction works, up to six overnight permit parking spaces on Gertrude Place and up to three permit parking spaces on Muriel Avenue will be temporarily removed. Metrolinx will accommodate the removed permit parking spaces to the TPA parking lot 90 located at 17 Eaton Avenue. This alternative parking accommodation aims to ensure continued access to parking for permit holders. Additionally, the removed permit parking spaces are part of parking area 8 A, which currently operates at 83 percent capacity. The parking area has sufficient residual capacity available to accommodate the temporary loss of permit parking spaces.
- The south sidewalk along Gertrude Place, between a point 42 metres east of Pape Avenue and the east end of Gertrude Place, will be temporarily closed to prevent any conflicts between construction activities and pedestrians. Demolition of properties along the south side of Gertrude Place has resulted in no pedestrian destination on the south side of the roadway.
- There will be no impact on the TTC bus and subway service due to these works.

Jet Grouting and SOE Works on Danforth Avenue (June 2024 to November 2026)

Upon completion of the property demolition and utility relocation work, the Metrolinx contractor will perform the jet grouting and SOE related works on Danforth Avenue. The works will be performed in multiple phases as described below:

Phase 1: Site preparation, SOE end wall construction and decking installation – approximately 5 months (June 2024 to October 2024)

Phase 2: Jet grouting along the middle of Danforth Avenue, between Pape Avenue and Eaton Avenue – approximately 5 months (November 2024 to March 2025)

Phase 3: Jet grouting along the south side of Danforth Avenue, between Pape Avenue and Eaton Avenue – approximately 9 months (April 2025 to December 2025)

Phase 4 – SOE work along the north side of Danforth Avenue, between Pape Avenue and Eaton Avenue – approximately 11 months (January 2026 to November 2026)

Figures 18 and 19 illustrate traffic impacts during the jet grouting and SOE construction along Danforth Avenue.

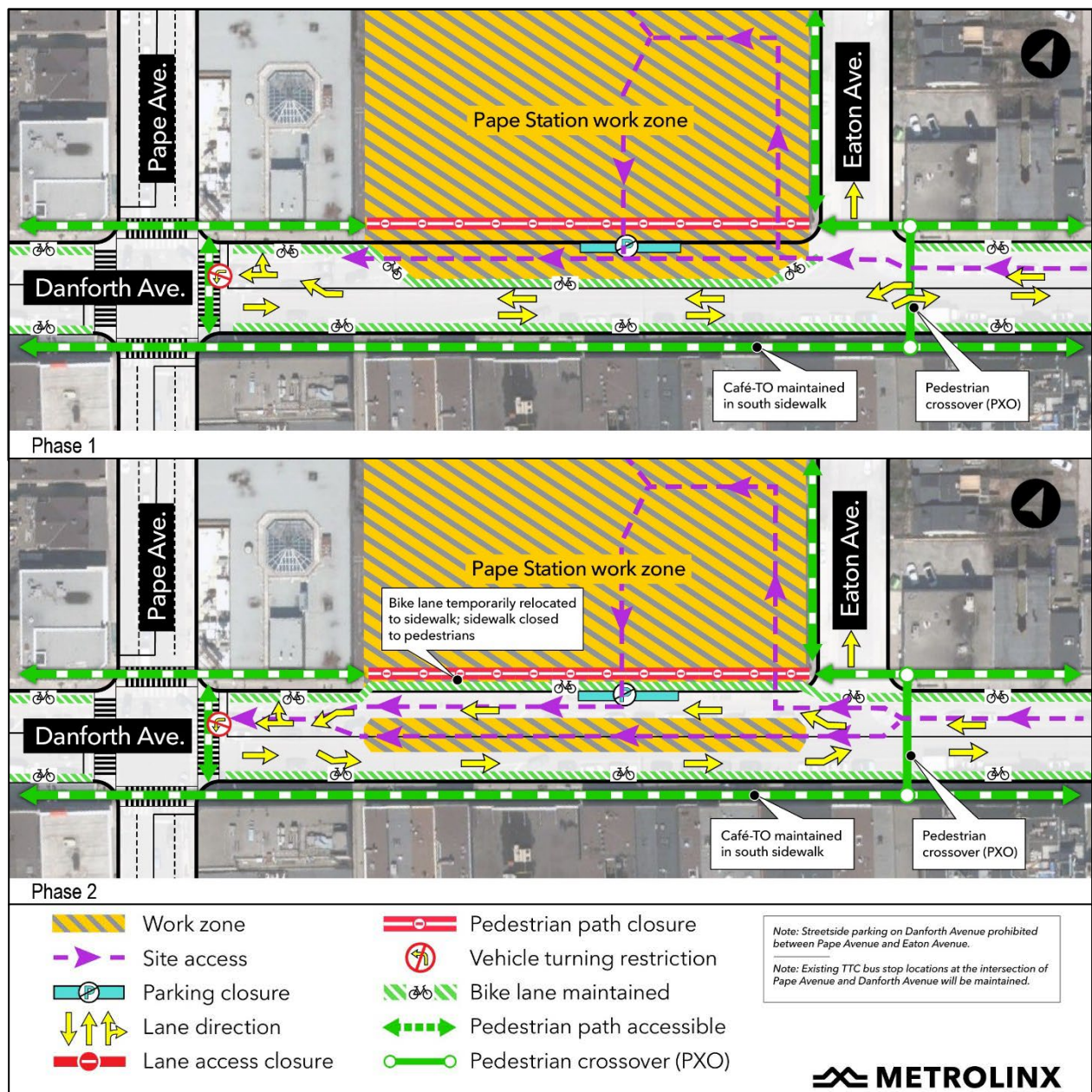


Figure 18 – OL Pape Station –
Phase 1 and Phase 2 SOE Works on Danforth Avenue

Source: Metrolinx

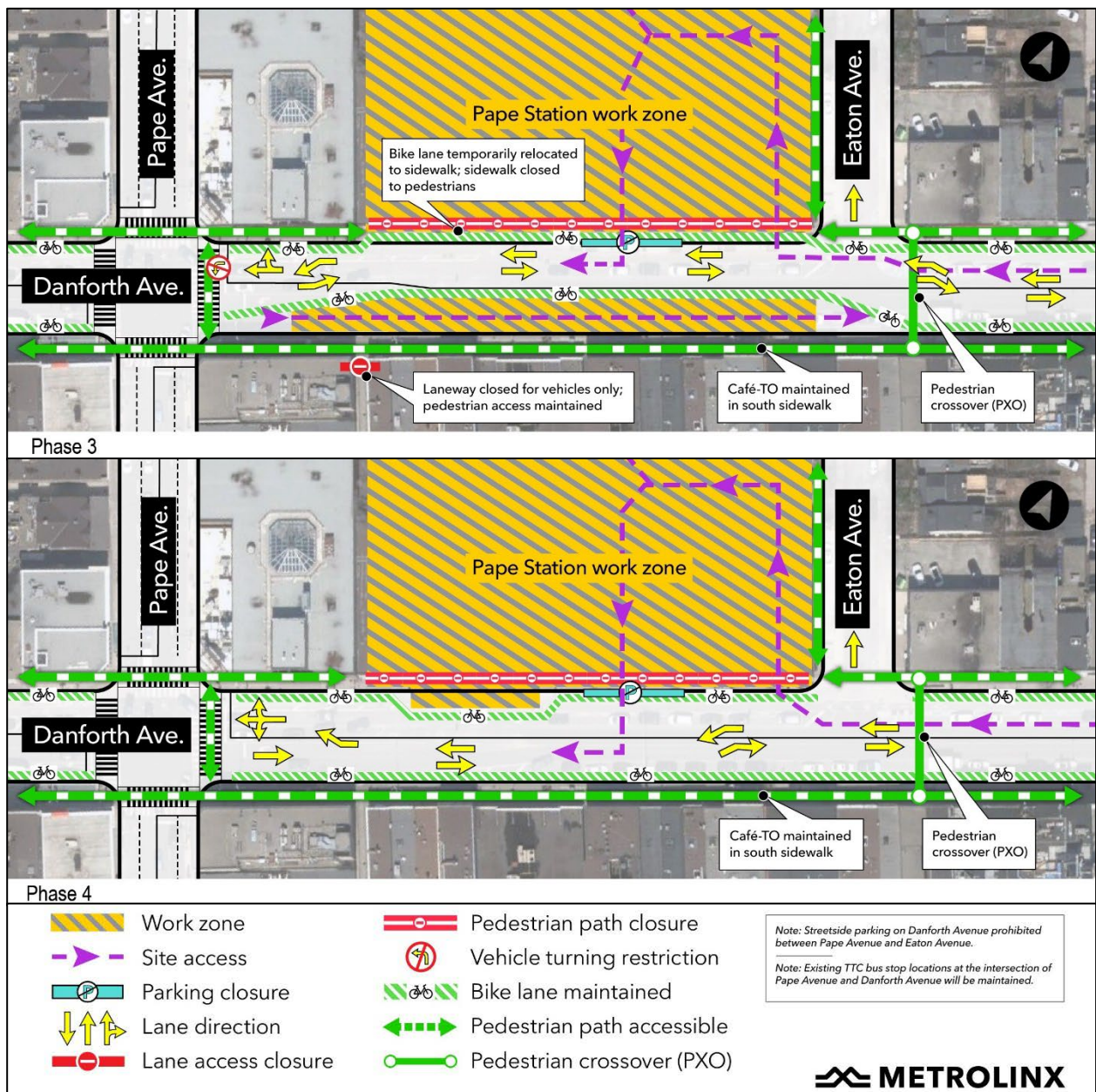


Figure 19 – OL Pape Station –
Phase 3 and Phase 4 SOE Works on Danforth Avenue

Source: Metrolinx

The anticipated traffic impacts during the jet grouting and SOE construction work on Danforth Avenue are as follows:

Auto Access Impacts

During all phases of the jet grouting and SOE construction works, a travel lane in each direction on Danforth Avenue, between Pape Avenue and Eaton Avenue, will be maintained at all times. To ensure efficient westbound traffic flow on Danforth Avenue, the westbound left-turn movement at the intersection of Pape Avenue and Danforth Avenue will be temporarily prohibited.

During Phase 3 works, vehicular access to the north-south public laneway east of Pape Avenue and south of Danforth Avenue will be temporarily restricted from Danforth Avenue. However, access to the public laneway from Hazelwood Avenue will remain available.

Transit Impacts

TTC bus and subway service will be maintained during the jet grouting and SOE construction works.

Pedestrian Impacts

During all phases of the jet grouting and SOE construction works, crosswalks at the intersection of Pape Avenue and Danforth Avenue will remain available to pedestrians. Additionally, the south sidewalk on Danforth Avenue will remain available. However, a portion of the north sidewalk on Danforth Avenue, between a point 34 metres east of Pape Avenue and Eaton Avenue, will be temporarily closed during all phases to maintain pedestrian safety adjacent to the deep excavation.

Metrolinx will install a temporary pedestrian crossover at Danforth Avenue and Eaton Avenue to facilitate safe pedestrian crossing to the south sidewalk. Additionally, clear signage will be installed at the signalized intersection of Pape Avenue and Danforth Avenue and at the pedestrian crossover directing the pedestrians to the available south sidewalk.

All other sidewalks will remain available during the jet grouting and SOE construction on Danforth Avenue.

Cycling Impacts

Metrolinx will maintain minimum 1.2 metres wide cycle lanes on the north and south sides of Danforth Avenue, between Pape Avenue and Eaton Avenue during the construction period.

Parking Impacts

The jet grouting work on Danforth Avenue will require temporary removal of nine on-street “Pay and Display” parking spaces on the north and south sides of Danforth between Pape Avenue and Eaton Avenue. The Project Co. will be responsible for paying Toronto Parking Authority for the lost revenue from the removed parking spaces

Business Access Impacts

All business accesses will be maintained during the construction. Additionally, CafeTO installations for businesses will be maintained as sidewalk café within the south sidewalk.

Emergency Vehicle Impacts

The jet grouting and SOE works on Danforth Avenue do not require detour of emergency vehicles. Metrolinx will coordinate with the emergency services staff to implement work zone accommodations enabling emergency vehicle access to all properties.

Haul Routes

Metrolinx estimates that the demolition, jet grouting and SOE construction activities on Danforth Avenue and Gertrude Place are expected to generate up to 30 truck trips per day. Figure 20 illustrates the Metrolinx proposed inbound and outbound haul routes to the OL Pape Station site. The routes will be confirmed and refined with the Project Co.

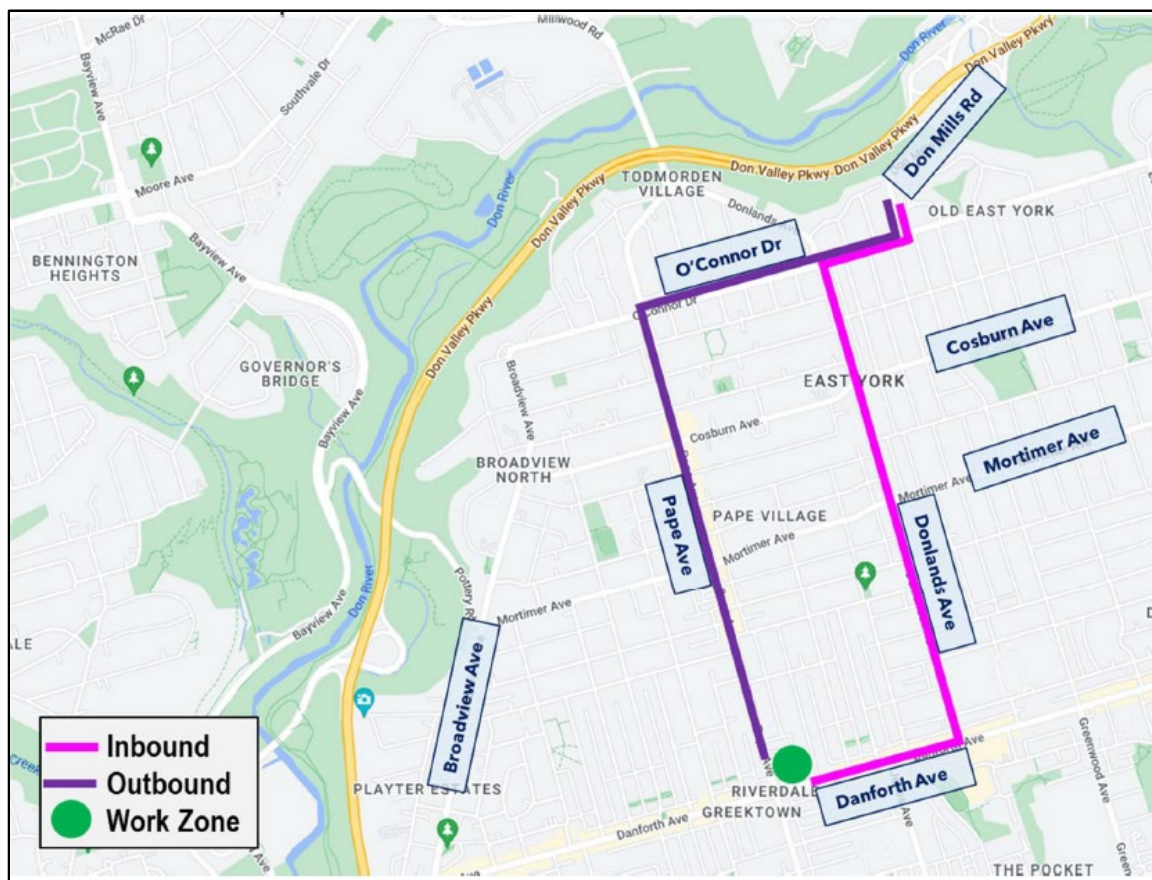


Figure 20 – OL Pape Station –
Proposed Haul Routes

Source: Metrolinx

As shown on Figure 20, to access the construction site, construction trucks will utilize O'Connor Drive, Donlands Avenue, and Danforth Avenue. The construction trucks will egress on Danforth Avenue and travel north on Pape Avenue, east on O'Connor Drive to connect to the Don Valley Parkway.

Recognizing the potential risks of increased truck traffic on haul routes to pedestrians and cyclists, City staff will actively work with Metrolinx and the Project Co. to implement

strategies that prioritize safety for all road users in accordance with Vision Zero principles. Relevant strategies include reducing vehicle speeds, improving visibility at intersections, enhanced signage, pavement markings, forward-in and forward-out truck movements and implementing traffic calming measures.

SOE Construction on Gertrude Place (August 2024 to October 2025)

Metrolinx will complete the jet grouting and SOE works along Gertrude Place in three phases as described below:

Phase 1: SOE end wall construction and decking installation – approximately 5 months (August 2024 to December 2024)

Phase 2: Jet grouting work in the western half of Gertrude Place at Muriel Avenue – approximately 5 months (January 2025 to May 2025)

Phase 3: Jet grouting work in the eastern half of Gertrude Place at Muriel Avenue – approximately 5 months (June 2025 to October 2025)

Figures 21 to 23 illustrate traffic impacts during the jet grouting and SOE works.

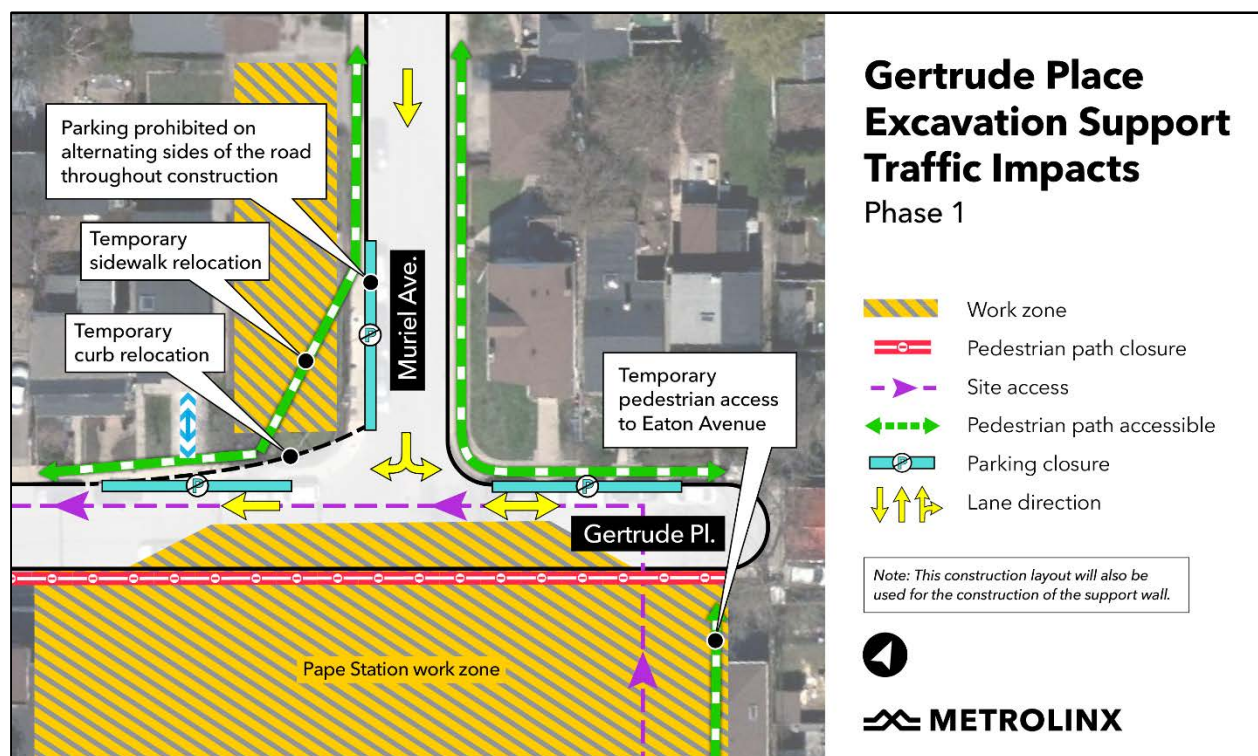


Figure 21 – OL Pape Station -
Phase 1 SOE Work on Gertrude Place

Source: Metrolinx

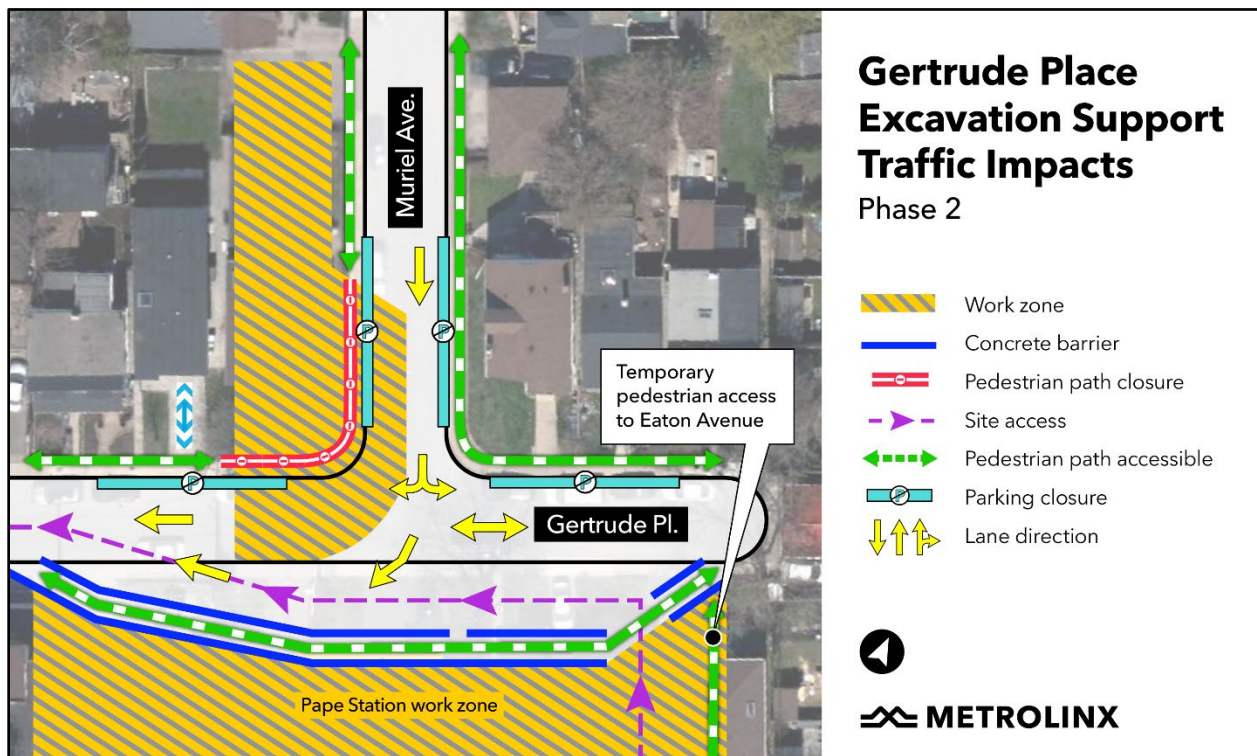


Figure 22 – OL Pape Station -
Phase 2 SOE Work on Gertrude Place

Source: Metrolinx

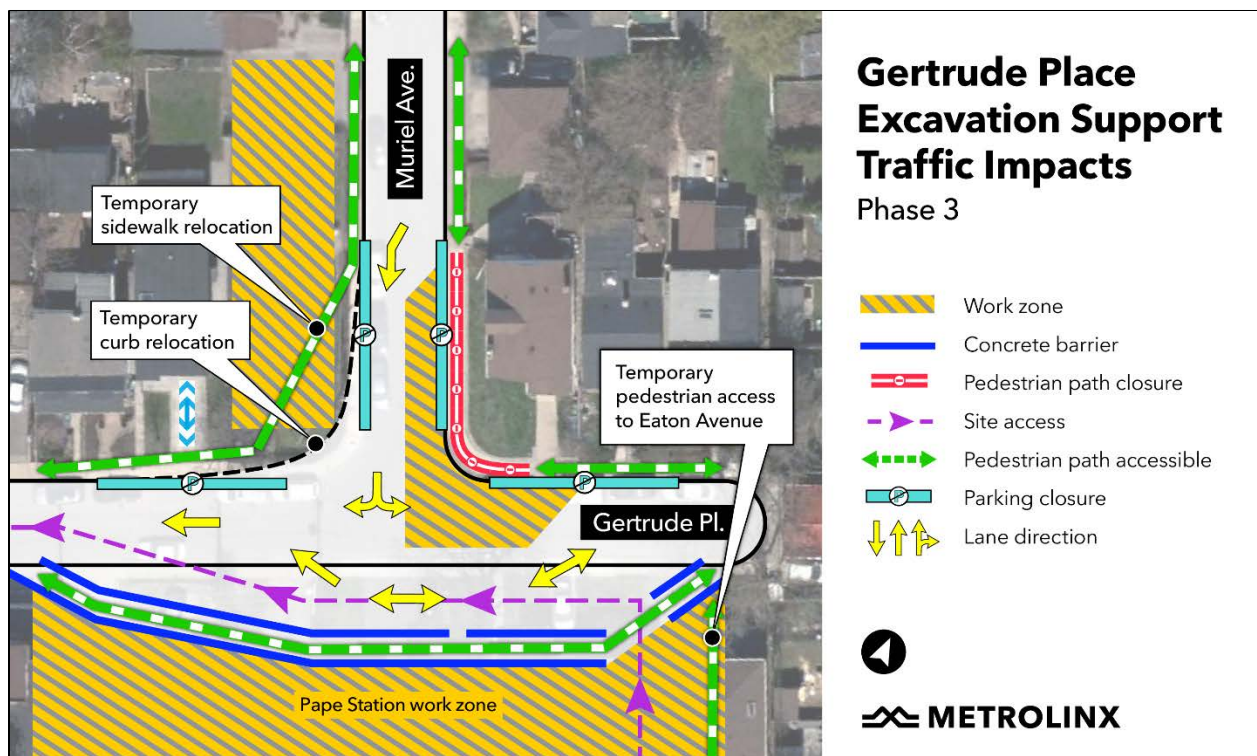


Figure 23 – OL Pape Station -
Phase 3 SOE Work on Gertrude Place

Source: Metrolinx

The anticipated traffic impacts during the jet grouting and SOE construction work on Gertrude Place are as follows:

Auto Access Impacts

During all phases of the jet grouting and SOE construction works, the existing one-way southbound and one-way westbound traffic operations will be maintained on Muriel Avenue and Gertrude Place, respectively.

Transit Impacts

TTC bus and subway service will be maintained during the jet grouting and SOE construction works.

Pedestrian Impacts

During Phase 1 work, the south sidewalk on Gertrude Place, between a point 42 metres east of Pape Avenue and the east end of Gertrude Place, will be temporarily closed to prevent any conflicts between construction activities and pedestrians. Demolition of properties along the south side of Gertrude Place has resulted in no pedestrian destination on the south side of the roadway. All remaining sidewalks will be maintained under this phase.

During Phase 2 work, a portion of the west sidewalk on Muriel Avenue, between Gertrude Place and a point 15 metres north and a portion of the north sidewalk on Gertrude Place, between Muriel Avenue and a point 8 metres west, will be temporarily closed to complete the jet grouting work in the western half of Muriel Place and Gertrude Place. Metrolinx will install clear signage and deploy traffic control persons to safely direct pedestrians to the available east sidewalk on Muriel Place and south sidewalk on Gertrude Place. All remaining sidewalks will be maintained under this phase.

During Phase 3 work, a portion of the east sidewalk on Muriel Avenue, between Gertrude Place and a point 15 metres north and a portion of the north sidewalk on Gertrude Place at Muriel Avenue and a point 5 metres east, will be temporarily closed to complete the jet grouting work in the eastern half of Muriel Place and Gertrude Place. Metrolinx will install clear signage and deploy traffic control persons to safely direct pedestrians to the available west sidewalk on Muriel Place and south sidewalk on Gertrude Place. All remaining sidewalks will be maintained under this phase.

Cycling Impacts

Bicyclists on Muriel Place and Gertrude Place will continue to share the travel lanes with the general traffic. Metrolinx will install clear signage and deploy traffic control persons to direct cyclists and motorists through the work zone.

Parking Impacts

During the jet grouting work, the temporary lane closure on Gertrude Place will necessitate the removal of up to 7 overnight permit parking spaces from the north side of Gertrude Place, between a point 34 metres east of Pape Avenue and the east end of Gertrude Place. This removal is necessary to maintain the one-way westbound travel lane on Gertrude Place. Additionally, to facilitate vehicle turning manoeuvres at Muriel Avenue and Gertrude Place, the removal of up to three permit parking spaces on the west side of Muriel Place, between Gertrude Place and a point 15 metres north, will be required.

To mitigate the impact, Metrolinx will accommodate the removed permit parking spaces at the TPA parking lot 90 (17 Eaton Avenue). A temporary pedestrian walkway at the east end of Gertrude Place will be established to provide convenient access to Eaton Avenue. Additionally, the removed permit parking spaces are part of parking area 8 A, which currently operates at 83 percent capacity. The parking area has sufficient residual capacity available to accommodate the temporary loss of permit parking spaces.

Business Access Impacts

The jet grouting and SOE works on Gertrude Place will have no impact on business accesses.

Emergency Vehicle Impacts

The jet grouting and SOE works on Gertrude Place do not require detour of emergency vehicles. Metrolinx will coordinate with the emergency services staff to implement work zone accommodations enabling emergency vehicle access to all properties.

Haul Routes

Construction trucks destined to Gertrude Place work site will follow the same haul routes designated for the Danforth SOE works. Trucks will enter the site from Danforth Avenue and exit from Gertrude Place. Construction trucks will not be using Muriel Place or other residential streets as part of their haul routes.

The jet grouting and SOE construction related temporary lane closures on Danforth Avenue, and Gertrude Place will be implemented under the General Manager, Transportation Services, delegated authority as found in section 937-3.16 of the City of Toronto Municipal Code Chapter 937, Temporary Closing of Highways. This permits the General Manager to temporarily close a highway or a portion of highways to vehicular and pedestrian traffic for a period up to and including 365 consecutive days until December 31, 2030, inclusive as required for the purpose of the construction of the Ontario Line excluding the proposed above ground section of the Ontario Line between Don River and Gerrard Street. Before starting the work, Metrolinx and its contractor will provide advance notification to local businesses, community, Ward Councillor and other impacted stakeholders. Prior to issuance of any road occupancy permits, city staff will review the traffic control plans to ensure the safety and mobility of all road users and

that property accesses are maintained. Additionally, coordination with other works and events in the area will be undertaken to minimize the area-wide traffic impacts

Sammon Crossover Construction

The Sammon Crossover is a critical piece of infrastructure aimed at enhancing the functionality and safety of the OL subway system. When completed, this site will serve as a crucial emergency exit from the OL tunnel and enable the OL trains to efficiently switch tracks.

Metrolinx has acquired the properties with municipal addresses of 885, 887 and 891 Pape Avenue to facilitate the construction and development of the crossover infrastructure. The construction process for the Sammon Crossover involves several key stages, including the demolition of existing structures, utility relocation works, support of excavation, excavation shaft, and structure construction.

The site preparation work started in December 2023 and the support of excavation work is expected to be completed by September 2026. The below discusses traffic impacts and associated mitigation measures for site preparation, utility relocation and support of excavation work only. The emergency exit building construction related temporary road closures and impacts will be discussed in a future staff report.

Temporary lane occupation on Pape Avenue will be required to provide a safe and controlled space for truck loading and unloading operations. The following long-term temporary road closures are required from June 1, 2024 to September 30, 2026, for the construction of the Sammon Crossover:

- The east sidewalk on Pape Avenue, between Sammon Avenue and a point 47 metres south, will be temporarily closed.
- The northbound curb lane on Pape Avenue, between Sammon Avenue and a point 47 metres south, will be temporarily closed to accommodate the construction truck movements and staging operations.
- The northbound median lane on Pape Avenue, between Sammon Avenue and a point 47 metres south, will be temporarily closed. A 2.1 metres wide pedestrian walkway will be provided in the closed portion of the northbound median lane.
- The south sidewalk on Sammon Avenue, between Pape Avenue and a point 35 metres east, will be temporarily closed.

The above-listed lane and sidewalk closures are shown in Figure 24. Additionally, the lane closure impacts are discussed below:

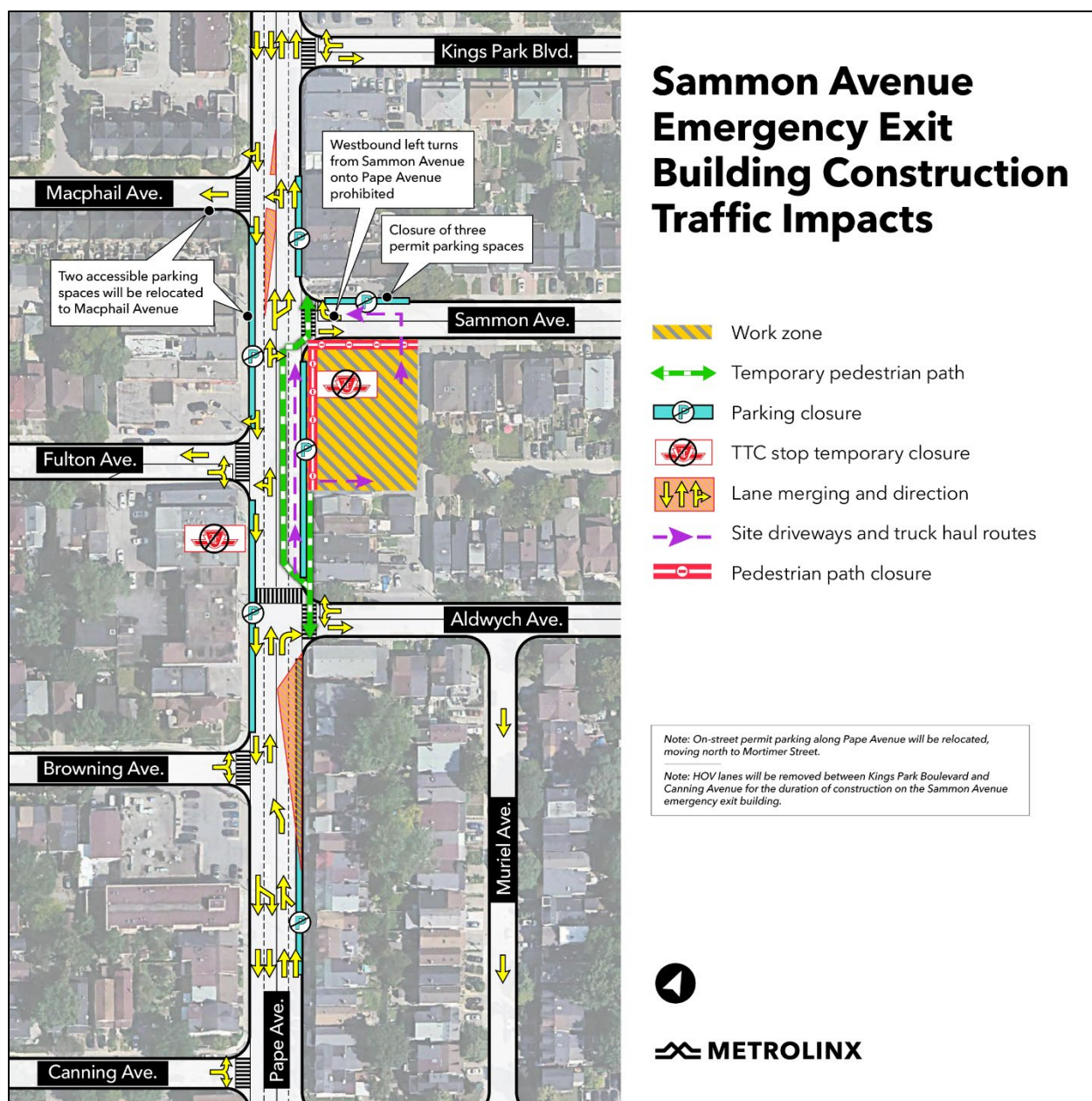


Figure 24 – OL Pape Station –
Traffic Management during Construction

Source: Metrolinx

Auto Access Impacts

With the temporary closure of the northbound lanes on Pape Avenue abutting the site, the north-south traffic will be maintained on the southbound lanes. As a result of traffic realignment, Pape Avenue, between Browning Avenue and Sammon Avenue, will operate as one-lane per direction during the construction period.

To maintain safety of the left-turning traffic and avoid sight line related issues, the west-to-southbound left-turn movement from Sammon Avenue to Pape Avenue will be prohibited for the construction period. Additionally, to avoid delay to the through traffic, the south-to-eastbound left-turn movement from Pape Avenue to Sammon Avenue will be prohibited.

City staff will work with Metrolinx and the Project Co. to optimize the work zone footprint, freeing up more road capacity for commuters. Additionally, the effectiveness of the traffic management setup and efficiency of traffic movements will be assessed. Any necessary temporary traffic bylaw amendments, including potential turning prohibitions on Pape Avenue and side streets, will be considered to ensure safety and smooth traffic flow during construction.

Transit Impacts

While TTC bus service on Pape Avenue will be maintained, road capacity reductions may cause travel time delays, particularly during peak hours.

To accommodate the lane closures on Pape Avenue, the northbound nearside transit stop on Pape Avenue at Sammon Avenue will be relocated approximately 75 metres north of its existing location. Similarly, the southbound farside transit stop on Pape Avenue at Fulton Avenue will be relocated approximately 100 metres south of its existing location. These adjustments aim to ensure smooth traffic flow and passenger safety within the construction zone.

Pedestrian Impacts

Considering the proposed temporary closure of the east sidewalk, Metrolinx will provide a temporary 2.1-metre-wide protected walkway in the closed portion of the northbound median lane on Pape Avenue. The walkway will be well maintained and free of debris, snow, ice, and loose material. Additionally, clear wayfinding signage and adequate lighting will be installed to ensure pedestrians can navigate the work zone with ease.

Furthermore, to prioritize pedestrian safety near deep excavation and heavy construction activities, Metrolinx has requested the closure of the south sidewalk on Sammon Avenue adjacent to the site. In response, City staff have requested Metrolinx to deploy a traffic control person on a 24/7 basis. This measure aims to assist pedestrians in accessing the available north sidewalk on Sammon Avenue, which will be included in the sidewalk closure permit as a condition. Additionally, City staff will collaborate with Metrolinx and its contractor to explore opportunities for installing a temporary walkway on the south side of Sammon Avenue, further enhancing pedestrian safety during the construction work.

Cycling Impacts

There are currently no dedicated bike lanes on Pape Avenue in the vicinity of the TTC Pape Station. Bicyclists will continue to share the northbound and southbound travel lanes with the general traffic.

Parking Impacts

Temporary removal of up to four on-street permit parking spaces on the north side of Sammon Avenue, between Pape Avenue and a point 30 metres east, will be required to accommodate the outbound turning manoeuvre of construction vehicles. These removed permit parking spaces are part of parking area 8 A, which currently operates at

approximately 83 percent capacity. The parking area has sufficient residual capacity available to accommodate the loss of permit parking spaces.

Furthermore, the temporary northbound lane closures and resulting travel lane realignment will result in the temporary removal of up to 28 on-street 3-hour maximum parking spaces on the east and west sides of Pape Avenue, between Canning Avenue and Kings Park Boulevard. Additionally, the travel lane realignment will result in the temporary relocation of an on-street accessible loading zone located on the west side of Pape Avenue, between MacPhail Avenue and Fulton Avenue, to MacPhail Avenue.

Emergency Vehicle Impacts

The temporary northbound lane closures on Pape Avenue will not require detour of emergency vehicles. Emergency vehicles will continue to traverse through the area.

Business Access Impacts

All business accesses will be maintained during the Sammon Crossover construction activities.

Haul Routes

Metrolinx estimates that the Sammon Crossover construction will generate up to 10 truck trips per day. Figure 25 illustrates the Metrolinx proposed inbound and outbound haul routes to Sammon Crossover construction site. The routes will be confirmed and refined with the Project Co.

As shown on Figure 25, to access the construction site, construction trucks will utilize O'Connor Drive, Donlands Avenue, Danforth Avenue and Pape Avenue. When egressing the site, the construction trucks will travel north on Pape Avenue, east on O'Connor Drive to connect to the Don Valley Parkway.

Recognizing the potential risks of increased truck traffic on haul routes to pedestrians and cyclists, City staff will actively work with Metrolinx and the Project Co. to implement strategies that prioritize safety for all road users in accordance with Vision Zero principles.

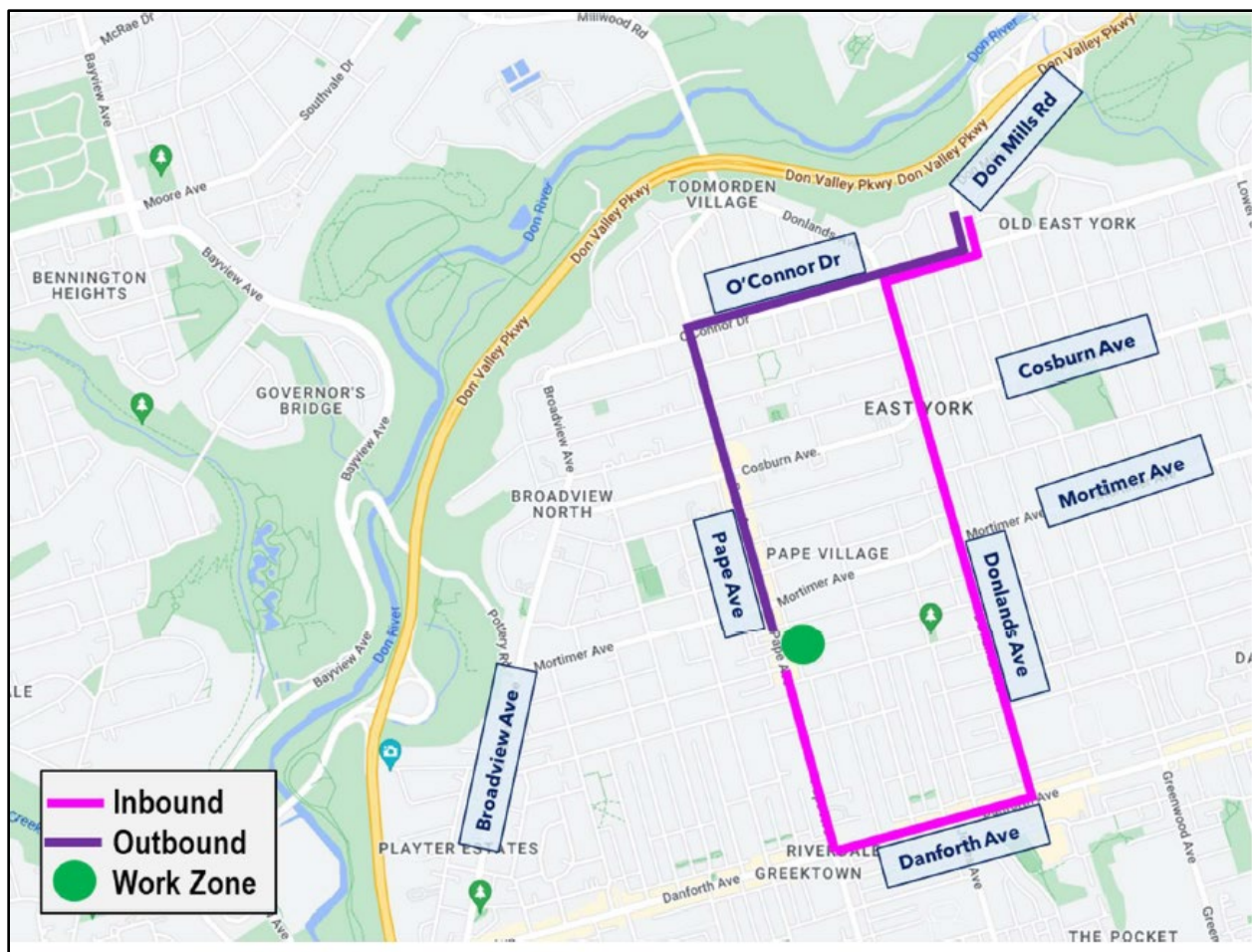


Figure 25 – OL Sammon Crossover –
Proposed Haul Routes

Source: Metrolinx

Construction Mitigation Measures

City staff will coordinate with Metrolinx to implement safe work zone accommodations ensuring the safety and mobility of all road users during the Pape-Riverdale, Pape-Danforth, and Pape-Sammon advanced works construction. The following sections of the report discuss the construction mitigation measures that City staff will require Metrolinx's contractor to include as part of their construction plan.

Pedestrians

City staff will work closely with Metrolinx and its contractor to safely accommodate pedestrians in work zones. In the event of a temporary sidewalk closure, the contractor will install a temporary, unobstructed, and well-lit pedestrian walkway in the travel lane adjacent to the closed portion of the sidewalk.

In occasional cases, where the temporary walkway cannot be provided due to space constraints, Metrolinx contractor will be required to deploy traffic control persons to safely direct pedestrians to the available sidewalk. Additionally, clear signage will be installed at the nearest signalized crossings to inform pedestrians of the upcoming sidewalk closure and wayfinding to the available sidewalk. The contractor will ensure

the pedestrian walkways are kept free of dirt, loose material, snow and ice while meeting the accessibility standards to accommodate pedestrians with disabilities. Temporary curb ramps will be installed for pedestrians with disability. The contractor will ensure adequate sight lines are available at the site accesses and traffic control persons are positioned to avoid any conflicts between the construction vehicles and pedestrians.

In the school zone, Metrolinx will deploy paid-duty officers and traffic control persons to direct and manage school pick-up and drop-off operations. Clear wayfinding signage will be installed at the school pick-up and drop-off areas leading to the school entrances.

Bicyclists

Metrolinx will maintain minimum 1.2-metre-wide bicycle lanes on Danforth Avenue during the jet grouting and SOE construction. Dry utility relocation work on Danforth Avenue may require intermittent closure of bicycle lanes. Metrolinx's contractor will install shared lane pavement markings and "Share the Road" advisory signage to direct motorists and cyclists to share the available lane, along with advance signage strategically located for maximum visibility, to provide guidance to road users as they approach the work zone.

Currently, there are no bicycle lanes on Pape Avenue and the local streets and cyclists will continue to share the available travel lane with the general traffic.

Transit Users

The storm sewer installation part of the Pape Riverdale Advanced Works will require diversion of southbound TTC buses due to one-way eastbound traffic operations on Riverdale Avenue at Pape Avenue. TTC will provide information to the transit riders when details are finalized. Additionally, City staff will work with TTC, Metrolinx and the school management of Holy Name Catholic School on mitigating concerns regarding traffic congestion, and road safety by using traffic management strategies including traffic control persons, Watch Your Speed radar signs, and increased police enforcement.

Additionally, pedestrian access will be maintained to all transit facilities in the work zones.

Motorists

Metrolinx will install advanced advisory signage including portable changeable message signs at the network level to inform road users of the road closures. Additionally, road closure information will be provided through the project website, social media, and traditional media to encourage alternative routes or travel schedules. Metrolinx's contractor will submit the Road Disruption Activity Reporting System (RoDARS) notification and inform the web-based network service providers such as Google and Waze etc. of the road closures.

Additionally, City staff in collaboration with Metrolinx will monitor traffic conditions and implement traffic signal modifications to reflect changing conditions. Metrolinx will deploy paid-duty police officers and traffic control persons to ensure traffic is safely directed in the work zones. To reduce traffic congestion near the construction site, Metrolinx will minimize construction truck staging and idling on the City roads. The construction truck haul routes will minimize the use of local roads unless no other alternative is available. The construction truck haul routes will be developed in accordance with Vision Zero principles including lower speed limit and forward-in and forward-out truck movements at all construction driveways. Metrolinx will enforce restrictions on construction truck movements during the school pick-up and drop-off period, ensuring safety and convenience of parents and children.

Permit Requirements

In accordance with City of Toronto Municipal Code Chapter 743, Streets and Sidewalks, Use Of, Metrolinx's contractor is required to obtain a permit before undertaking any street work or temporary street occupation within the City road right-of-way. As part of the permit application, Metrolinx's contractor will need to prepare and submit traffic control plans that are compliant with the City and Provincial policies and standards. In accordance with Chapter 743, the permit application requires the contractor to pay applicable fees, provide work details (scope, location, duration, and technical drawings), a traffic control plan, evidence of insurance, and any additional information required. These plans will be carefully reviewed by City staff to ensure safety and mobility needs of the travelling public, businesses and community are met. Once implemented, City staff, in coordination with Metrolinx and Project staff, will monitor the installation to ensure its compliance with the approved traffic control plan. City staff will ensure coordination in logistical planning between Metrolinx work sites, City-led project work sites, developer work sites and any other works taking place on or adjacent to the public right of way.

The City Transportation Services staff reviews the permit application, traffic control plan and supporting documents with the following guiding principles:

- Vision Zero - Safe accommodation of all road users, especially pedestrians and people cycling, in the construction zone including conformance with the Accessibility for Ontarians with Disability Act (AODA) guidelines
- Traffic signage plan in conformance with the applicable Ontario Traffic Manual Book 7 and Book 18 guidelines with clear guidance to all road users in the work zone
- Access to transit, emergency services, residences, and businesses
- Minimize impact on the on-street and permit parking spaces
- Minimize neighbourhood infiltration and implement any traffic calming measures to discourage speeding
- Minimum impact of construction operations on the road network and adjacent land uses, including construction noise impact on the nearby noise-sensitive land uses
- Minimize conflicts between pedestrians and construction vehicles specifically at the site driveways

- Haul route plan with no construction vehicles using residential streets
- Traffic signal modifications for efficient traffic flow in the area
- Coordination with other planned works in the area to minimize concurrent work on parallel routes

Upon satisfactory review of the permit application, and the payment of all applicable fees, the General Manager issues the permit specifying the portion of the street and time period when the street work or temporary street occupation will occur, subject to such terms and conditions, including standard permit conditions in Appendix A of Chapter 743, as the General Manager considers appropriate. Such permit conditions may include the following:

- Advanced construction notification to the City work zone traffic coordinator, affected businesses and residents
- Work location and specific work hours
- Road Disruption Activity Reporting System (RoDARS) notification
- Special accommodations for pedestrians and bicyclist safety including AODA requirements
- Provisions of trained traffic control persons or paid-duty police officers
- Enhanced traffic signage
- Time or route restrictions on construction vehicle movements
- Work zone and adjacent street network cleanliness
- Work zone lighting
- Restriction on construction crew private vehicle parking in work zones and on the City roads
- Restriction on haul trucks staging and idling on the City roads

Communication and Community Engagement

Metrolinx has established a Construction Liaison Committee (CLC) for the Pape-Riverdale Advanced Works. The CLC consists of local residents, businesses, local Councillor's staff and local MPP's staff, the school management of Pape Avenue Junior Public School and other stakeholders including City staff. The CLC discusses project updates, advanced information on the upcoming project activities, including road closures, and identifies stakeholder concerns. Metrolinx and their contractor collaborate with the stakeholders in addressing their concerns. Similar CLC will also be established for the Pape-Danforth and Pape-Sammon Advanced Works.

Additionally, during the construction, Metrolinx will issue construction notifications in advance of the work, both on the project website and delivered door-to-door. Major impactful changes will also be reported on social and traditional media. Metrolinx will provide an appropriately staffed 24-hour phone number and email address for residents and businesses to call and report their concerns. The contact details will be shared on the project website. Metrolinx's project contact information will also be shared with the Toronto 311 service. Any complaints received through the 311 service or through the local Councillor's office will be directed to the dedicated email or phone number. The complaints will be logged and resolved by Metrolinx and their contractor in collaboration with City staff.

Metrolinx project teams will also provide project briefings to the local Councillor and MPP offices. City staff will also hold regular one-on-one briefings with the local Councillor's office to provide information and advice on concerns related to the project. Furthermore, City staff has actively participated in several public information sessions organized by the local Councillor. During these sessions, detailed information was provided regarding upcoming OL construction activities, road closures and mitigation measures.

Metrolinx will work with the local BIAs and businesses to accommodate pedestrian access, commercial loading zones, Café TO installations, festivals, events and business sustainment during the construction. Metrolinx will maintain the work zones safe, well-lit, clean, and free of garbage and visually appealing to promote local business. As the construction progresses, Metrolinx will continue to work with their contractor to optimize the work zone footprint and remove road occupation, where not required.

Don Valley Crossing – Slope Stabilization for Minton Tunnel Portal

The Ontario Line Minton Place Portal will serve as the northern terminus of the Pape Tunnel structure, facilitating the transition between the underground and elevated sections of the Ontario Line. Situated atop the southern embankment of the Don Valley Parkway, the portal's construction will be preceded by the stabilization of the embankment slope to ensure public safety and prevent any ground movements during the construction work. Figure 26 shows the location of Minton Portal.



Figure 26 – Ontario Line Don Valley Crossing - Minton Place (Artist's Rendering)

Source: Metrolinx

The major slope stabilization activities and timeline are described below:

- Clearing, grubbing, erosion control will be carried out over 10 nights.
- Mechanical slope stabilization including, drilling, grouting, and installing of anchor blocks and piles (Figure 27) will be completed over 10 nights.
- A safety barrier will be installed to prevent debris from falling onto the Don Valley Parkway over 12 nights.
- Ground and structure monitoring devices will be installed over 15 nights.

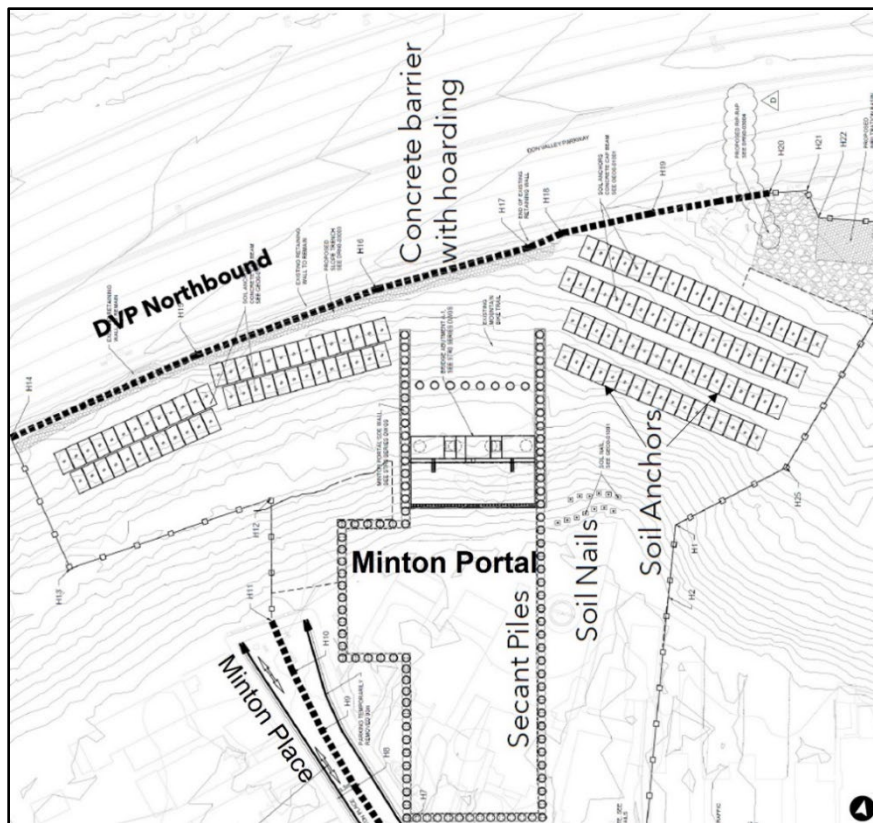


Figure 27 – Ontario Line Don Valley Crossing - Minton Place Slope Stabilization

Source: Metrolinx

Metrolinx has scheduled major slope stabilization activities from July 1, 2024 to July 1, 2025. These activities will be completed using 47 temporary nightly closures of the northbound outside travel lane and adjacent pavement shoulder on the Don Valley Parkway, between 600 metres south of Beechwood Drive and 350 metres north of the Leaside Bridge.

Additionally, Metrolinx will install ground monitoring equipment adjacent to the roadway shoulder along the southbound outside lane on the Don Valley Parkway near Minton Place. This installation is scheduled from July 26, 2024 to December 15, 2024, using 10 temporary nightly lane closures of the southbound outside lane and adjacent pavement shoulder.

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