

## **Metrolinx Ontario Line – Cosburn Station, Bain Emergency Exit Building, and Gerrard Portal - Temporary Road Closures and Transportation Impacts**

Date: October 21, 2025

To: Executive Committee

From: Acting General Manager, Transportation Services

Wards: 14 - Toronto-Danforth

### **SUMMARY**

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This report provides an overview of Metrolinx's planned construction activities for the Cosburn Station, Bain Emergency Exit Building (EEB), and Gerrard Portal sites, forming part of the northern tunnelled segment of the Ontario Line. The report outlines the key construction phases, expected timelines, and associated temporary lane closures, turn restrictions, pedestrian and cycling impacts, and parking adjustments required to safely facilitate these works.

The report seeks City Council approval for the temporary long-term lane closures and associated temporary traffic by-law amendments necessary to accommodate construction staging, maintain public safety, and support delivery of these critical Ontario Line facilities. The report also identifies mitigation measures to manage transportation impacts and maintain safe and reliable access for pedestrians, cyclists, transit users, motorists, and emergency services throughout the construction period.

### **RECOMMENDATIONS**

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The Acting General Manager, Transportation Services, recommends that:

1. City Council approve the temporary closure of the public laneway "Ln W Pape S Cosburn", from January 1, 2026 to December 31, 2030, for the purpose of the Ontario Line Cosburn Station construction.
2. City Council authorize the installation of a temporary Level 1, Type A – Pedestrian Crossover on Pape Avenue at Gamble Avenue, from January 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.

3. City Council authorize the installation of a temporary Level 1, Type A – Pedestrian Crossover on Pape Avenue at Gowan Avenue, from January 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.
4. City Council approve the temporary closure of the southbound curb and median lanes to vehicular traffic on Pape Avenue, between Gamble Avenue and Gowan Avenue, from February 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.
5. City Council approve the temporary closure of the west sidewalk to pedestrian traffic on Pape Avenue, between Gamble Avenue and Gowan Avenue, from February 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.
6. City Council rescind the existing parking regulation in effect from 9:00 a.m. to 4:00 p.m. Mon. to Fri., 8:00 a.m. to 6:00 p.m. Sat, on the west side of Pape Avenue, between Torrens Avenue and Gowan Avenue, from February 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station Construction.
7. City Council rescind the exiting parking regulation in effect from 9:00 a.m. to 4:00 p.m. Mon. to Fri., 8:00 a.m. to 6:00 p.m. Sat, on the east side of Pape Avenue, between Torrens Avenue and a point 60 metres south of Gowan Avenue, from February 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station Construction.
8. City Council rescind the existing 1-hr max. parking regulation in effect from 9:00 a.m. to 4 p.m., anytime, on the east side of Pape Avenue, between Torrens Avenue and Gowan Avenue, from February 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.
9. 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., Mon. to Fri., except public holidays, on both sides of Pape Avenue, between Torrens Avenue and Gowan Avenue, from February 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.
10. City Council prohibit stopping at anytime on the east and west sides of Pape Avenue, between Torrens Avenue and Gowan Avenue, from February 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.
11. City Council prohibit the eastbound left and right-turn movements at the intersection of Pape Avenue and Cosburn Avenue, from February 1, 2026 to August 31, 2027, inclusive, for the purpose of the Ontario Line Cosburn Station construction.
12. City Council prohibit the westbound left-turn, northbound left-turn, and southbound left and right-turn movements at the intersection of Pape Avenue and Cosburn Avenue, from February 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.

13. City Council authorize the installation of a temporary Level 1, Type A – Pedestrian Crossover on Cosburn Avenue at 100 Cosburn Avenue, located approximately 75 metres west of Pape Avenue, from December 1, 2025 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.

14. City Council approve the temporary closure of the northerly westbound bicycle lane on Cosburn Avenue, between a point 60 metres west and 60 metres east of Pape Avenue, from January 1, 2026 to August 31, 2027, inclusive, for the purpose of the Ontario Line Cosburn Station construction.

15. City Council approve the temporary closure of the southerly eastbound bicycle lane on Cosburn Avenue, between Pape Avenue and a point 60 metres west, from January 1, 2026 to August 31, 2027, inclusive, for the purpose of the Ontario Line Cosburn Station construction.

16. City Council reduce the posted speed limit from 40 km/h to 30 km/h on Cosburn Avenue, between Pape Avenue and a point 100 metres west, from January 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.

17. City Council rescind the existing parking regulation in effect from 9:00 a.m. to 4:00 p.m. Mon. to Fri., 8:00 a.m. to 6:00 p.m. Sat., on the north side of Cosburn Avenue, between Pape Avenue and a point 93 metres further west, from January 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.

18. City Council prohibit stopping at anytime on the north side of Cosburn Avenue, between Pape Avenue and a point 93 metres further west, from January 1, 2026 to December 31, 2030, inclusive, for the purpose of the Ontario Line Cosburn Station construction.

19. City Council approve the temporary closure of the northbound curb lane to vehicular traffic on Pape Avenue, between a point 40 metres south and 36 metres north of Bain Avenue, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building Construction.

20. City Council approve the intermittent temporary closure of the northbound median lane to vehicular traffic on Pape Avenue, between a point 40 metres south and 36 metres north of Bain Avenue, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building Construction.

21. City Council approve the temporary closure of the east sidewalk to pedestrian traffic on Pape Avenue between Bain Avenue and a point 19 metres north, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building Construction.

22. City Council authorize the installation of a temporary Level 1, Type A – Pedestrian Crossover on Pape Avenue at Dingwall Avenue, from December 1, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building Construction.

23. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 12:00 midnight daily on the even (west) side of Pape Avenue, between Withrow Avenue and Dingwall Avenue, and require the provision for replacement overnight permit parking spaces as a condition of permit, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building Construction.

24. City Council prohibit stopping at anytime on the even (west) side of Pape Avenue, between Withrow Avenue and Dingwall Avenue, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building Construction.

25. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m. on the odd (east) side of Pape Avenue, between Withrow Avenue and Dingwall Avenue, and require the provision for replacement overnight permit parking spaces as a condition of permit, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building Construction.

26. City Council rescind the exiting stopping prohibition in effect from 4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays, on the odd (east) side of Pape Avenue, between Withrow Avenue and Dingwall Avenue, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building Construction.

27. City Council prohibit stopping at anytime on the odd (east) side of Pape Avenue, between Withrow Avenue and Dingwall Avenue, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building Construction.

28. City Council approve the temporary closure of the westbound curb lane to vehicular traffic on Bain Avenue, between Pape Avenue and a point 30 metres east, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building construction.

29. City Council approve the temporary closure of the north sidewalk to pedestrian traffic on Bain Avenue, between Pape Avenue and a point 30 metres east, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building construction.

30. 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 Bain Avenue, between Pape Avenue and a point 40 metres east, and require the provision for replacement overnight permit parking

spaces as a condition of permit, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building construction.

31. City Council prohibit stopping at all times, on the north and south sides of Bain Avenue, between Pape Avenue and a point 40 metres east, from November 15, 2025 to December 31, 2029, inclusive, for the purpose of the Ontario Line Bain Emergency Exit Building construction.

32. City Council authorize the installation of a temporary traffic signal at Carlaw Avenue and Victor Avenue/site driveway of 449 Carlaw Avenue, from February 1, 2026 to December 31, 2029, inclusive, for the purpose of the Ontario Line Gerrard Portal construction.

33. City Council approve the temporary closure of Pape Avenue, between Langley Avenue and the south terminus of Pape Avenue, from April 1, 2026 to April 30, 2027, inclusive, for the purpose of the Ontario Line Gerrard Portal construction.

34. City Council approve the temporary closure of west sidewalk to pedestrian traffic on Pape Avenue, between Langley Avenue and the south terminus of Pape Avenue, from April 1, 2026 to April 30, 2027, inclusive, for the purpose of the Ontario Line Gerrard Portal construction.

35. 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 that were in place prior to the by-law amendments made in connection with the report (October 21, 2025) from the General Manager, Transportation Services.

36. 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 35, inclusive.

## **FINANCIAL IMPACT**

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

## **DECISION HISTORY**

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City Council at its meeting on February 2, 2021, delegated to 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.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE19.10>

On May 22, 2024, City Council adopted EX14.2 Ontario Line Pape Segment Advanced Works - Temporary Road Closures and Transportation Impacts, which provided 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.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.EX14.2>

On June 21, 2024, Toronto and East York Community Council adopted a response to the Member Motion under Item EX14.2, this report provides an overview of Metrolinx's plan for construction activities at the Gerrard Portal site, including the scope, timeline, and potential transportation impact based on the planning-level information.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE15.43>

## COMMENTS

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The Ontario Line (OL) will operate underground between the Gerrard Portal and the Minton Place Portal, using approximately three kilometres long twin tunnels beneath Pape Avenue. Figure 1 shows the underground segment.

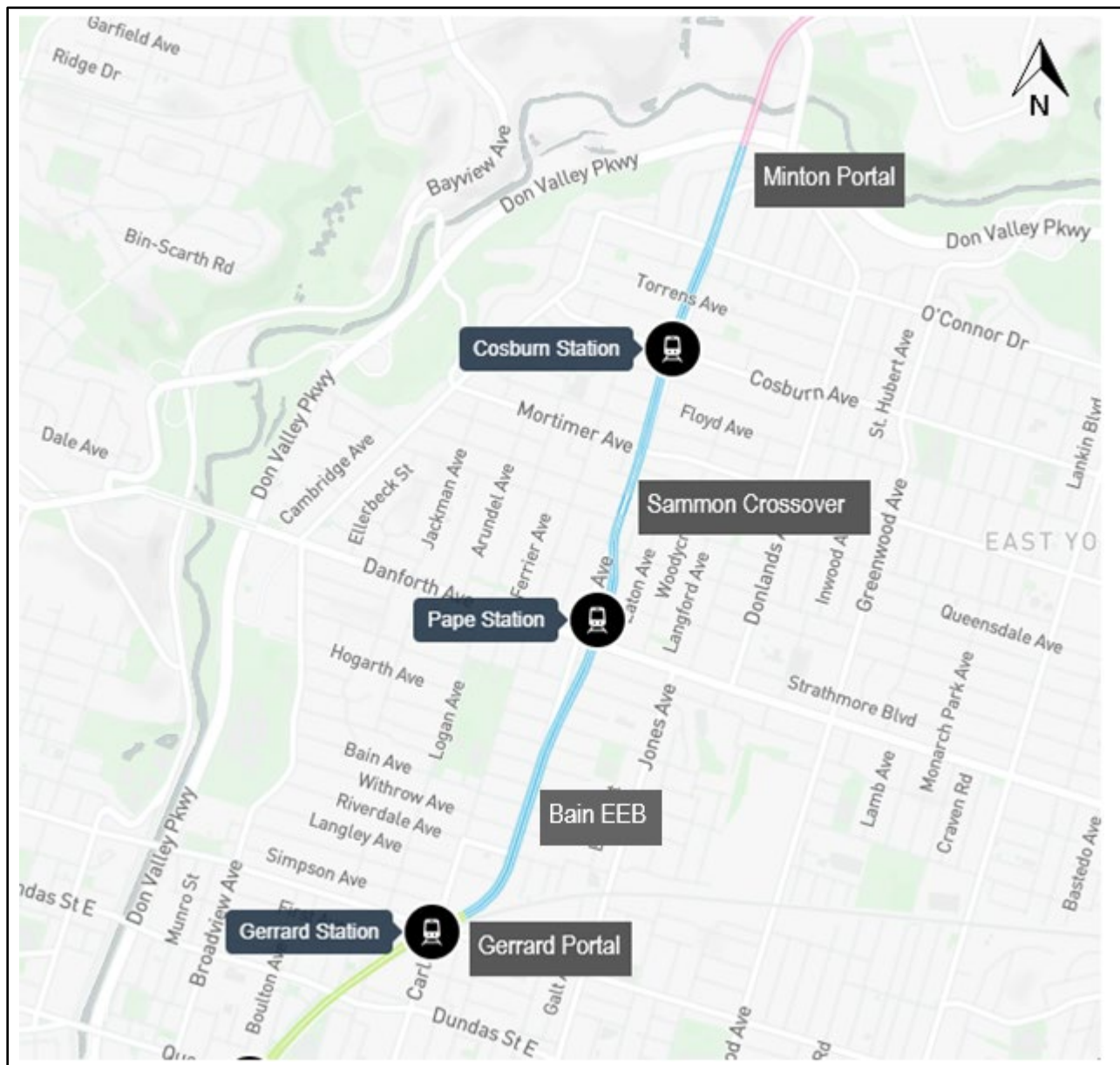
Construction activities across the northern tunnelled section are underway and progressing at various stages. Specifically:

- At the Minton Portal site, piling and excavation are scheduled to begin in October 2025 and continue for approximately one year.
- At the Cosburn Station site, demolition works are underway with the support of excavation to follow later in the year.
- At the Sammon EEB site, excavation of the northern section of the site is complete, and work is now shifting to the southern section.
- At the Pape Station site, slurry wall construction has been completed, and the site is transitioning toward jet grouting within the road right-of-way and major excavation within the site in late 2025.
- At the Bain EEB site, crew and equipment mobilization began in September 2025, with support of excavation expected to start later in the year and continue for approximately 19 months.
- At the Pape-Riverdale site, sewer relocation works using micro-tunnelling were completed in August 2025, followed by tie-in chambers, combined sewer relocation, and road restoration, expected to conclude in early 2026.

- At the Gerrard Portal site, demolition activities are complete, with pile drilling underway to prepare for the tunnel boring machine shaft construction.

City Council has previously considered and approved a number of long-term temporary lane closures and traffic by-law amendments to facilitate construction in the northern tunnelled segment. Those approvals have supported the construction activities outlined above. As construction progresses into the next phase, additional approvals are required to enable major works at the Cosburn Station, Bain EEB, and Gerrard Portal sites. These approvals are essential to maintain public safety, provide adequate construction staging areas, and allow Metrolinx and its contractors to advance critical elements of the Ontario Line project on schedule.

Figure 1: Ontario Line North Underground Section

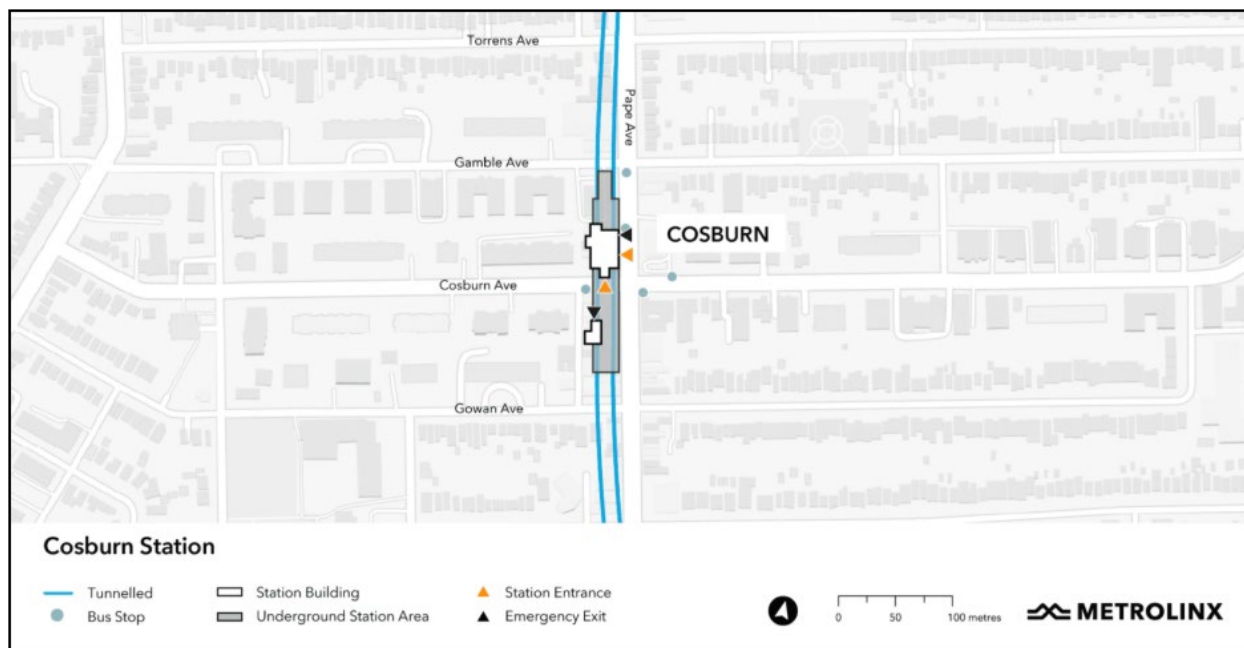


The subsequent sections of this report describe site specific construction phasing, traffic management, haul routes, parking accommodations, and mitigation measures for Cosburn Station, the Bain EEB, and the Gerrard Portal sites.

## Cosburn Station Construction

The Ontario Line Cosburn Station will be located underground on the west side of Pape Avenue, between Gamble Avenue and Gowan Avenue. Figure 2 shows the location of the future underground station area and station buildings.

Figure 2: Ontario Line Cosburn Station



The station construction will include the following major activities:

- Demolition of existing buildings and Ground improvements (ongoing, expected completion in October 2025)
- Jet grouting for headwall stabilization
- Support of Excavation (SOE) for station box construction
- Underground station construction, along with the headhouse at street level

Following demolition works, station construction will commence in November 2025 and will proceed in four main phases, as outlined below:

### Phase A - Initial Civil Works and Pedestrian Crossover Installation (Ongoing till December 2025)

During Phase A, Metrolinx will complete preliminary demolition and civil works, including installation of temporary pedestrian crossovers (PXOs) to maintain safe pedestrian connectivity in advance of major station construction. These PXOs will ensure continuous and accessible pedestrian routes during upcoming temporary sidewalk closures along Pape Avenue and Cosburn Avenue.



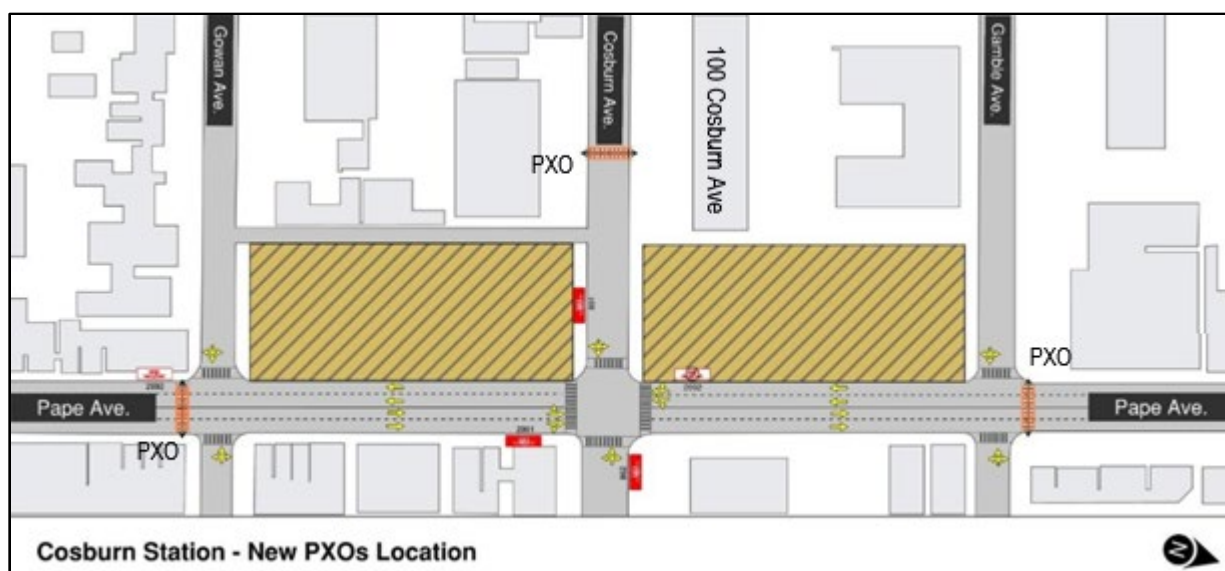
Short-term temporary curb lane closures will be required on both Pape Avenue and Cosburn Avenue to facilitate PXO installation and related electrical and civil works. Paid-duty Officers (PDOs) and Traffic Control Persons (TCPs) will be deployed, as needed, to manage traffic operations and ensure the safety of all road users during these temporary closures.

Table 1 shows the construction activities and temporary impacts associated with the PXO installations, and Figure 3 shows their proposed locations.

Table 1 – Temporary Pedestrian Crossovers (PXOs)

Location	Key Works	Traffic Impacts
100 Cosburn Avenue	PXO installation; curb and sidewalk modifications	Short-term curb lane closures on both sides of Cosburn Avenue; two-way traffic maintained; sidewalk maintained
Pape Avenue and Gamble Avenue (north crosswalk)	PXO installation; curb and sidewalk modifications	Short-term curb lane closures on both sides of Pape Avenue; two-way traffic maintained; sidewalk maintained
Pape Avenue and Gowan Avenue (south crosswalk)	PXO installation; curb and sidewalk modifications	Short-term curb lane closures on both sides of Pape Avenue; two-way traffic maintained; sidewalk maintained

Figure 3: Ontario Line Cosburn Station - Temporary PXOs



Although each PXO installation and associated civil and electrical works will take approximately four weeks, the installations will proceed concurrently, resulting in a total duration of about one month.

### **Phase B – Support of Excavation, Temporary Road and Traffic Decking Works (Approx. 20 months - January 2026 to August 2027, inclusive)**

Phase B involves a series of traffic stages to complete the installation of support of excavation (SOE) system within Cosburn Avenue adjacent to the station site. The works will begin with the installation of diaphragm walls, which are needed to stabilize the excavation and create the structural support necessary for the traffic deck. Once in place, the traffic deck will maintain eastbound and westbound traffic operations at street level while excavation and construction of the underground station box proceed below.

This phase requires temporary lane reductions, turn restrictions, and bicycle lane and sidewalk closures to provide safe work zones and maintain traffic operations. Phase B will be delivered through five sequential construction stages as described below:

#### **Stage 1A – Construction of Temporary Road on the South Side of Cosburn Avenue (1 month - January 2026)**

During Stage 1A, a temporary roadway will be constructed along the south side of Cosburn Avenue, between Pape Avenue and the public laneway (Ln W Pape S Cosburn). This temporary roadway is required to shift eastbound and westbound traffic away from the construction zone, creating the space needed for upcoming diaphragm wall installation and traffic decking works in Stage 1B.

As part of this stage, the existing traffic signal at the intersection of Pape Avenue and Cosburn Avenue will be removed and replaced with a temporary traffic signal. This adjustment will maintain safe traffic operations and pedestrian crossings while providing sufficient workspace for the upcoming SOE activities.

To safely complete the Stage 1A works, Metrolinx requires the following temporary road closures:

#### **Public Laneway (Ln W Pape S Cosburn):**

- Temporary closure of the public laneway between Gowan Avenue and Cosburn Avenue for construction staging.

#### **Cosburn Avenue:**

- Temporary closure of a portion of the eastbound curb lane between Pape Avenue and the public laneway (35 metres west of Pape Avenue) to accommodate the temporary road construction. Two-way eastbound and westbound traffic operations will be maintained within the remaining roadway space.
- Temporary closure of the south sidewalk between Pape Avenue and the public laneway (35 metres west of Pape Avenue) to accommodate the temporary road construction. Pedestrian access will be maintained on the north sidewalk.
- Temporary closure of the northerly westbound bicycle lane between a point 60 metres west and 60 metres east of Pape Avenue to accommodate work zone and

travel lane tapers. Westbound cyclists will share a 3.8-metre-wide travel lane with motorists.

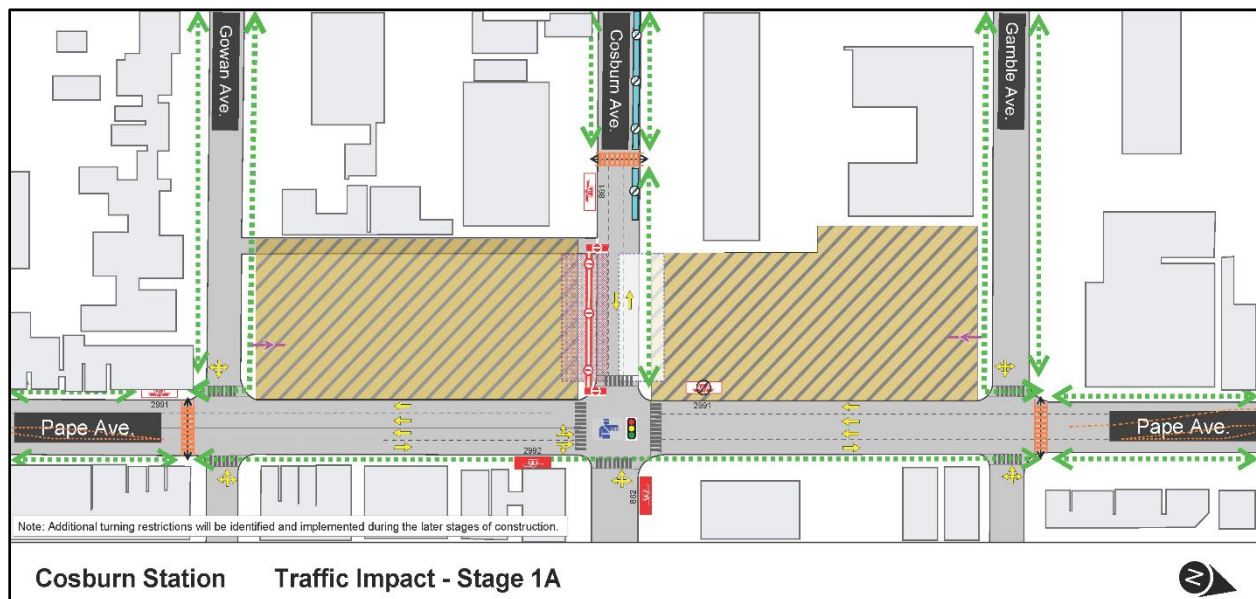
- Temporary closure of the southerly eastbound bicycle lane on Cosburn Avenue, between Pape Avenue and a point 60 metres west to accommodate the work zone and travel lane taper. Eastbound cyclists will share a 3.8-metre-wide travel lane with motorists.

#### Intersection Restrictions at Pape Avenue and Cosburn Avenue:

- Temporary prohibition of the eastbound left-turn movement to support safe and efficient traffic flow.

Figure 4 shows the traffic management setup during Stage 1A.

Figure 4: Ontario Line Cosburn Station - Construction Stage 1A Traffic Impacts



#### Stage 1B – Support of Excavation (SOE) Walls in the Centre of Cosburn Avenue (2 months – February to March 2026, inclusive)

During Stage 1B, construction will focus on installing SOE diaphragm walls in the centre of Cosburn Avenue adjacent to the site. In addition, a temporary roadway will be constructed along the north side of Cosburn Avenue, between Pape Avenue and the public laneway (Ln W Pape S Cosburn). This will allow traffic to shift northward and provide a dedicated work area on the south side of the roadway for the next phase of the SOE and decking activities.

To establish the Stage 1B work zone, eastbound and westbound traffic will be shifted southward onto the temporary roadway built in Stage 1A, maintaining two-way traffic operations on Cosburn Avenue.

Metrolinx requires the following temporary road closures to complete the Stage 1B works:

#### Public Laneway (Ln W Pape S Cosburn):

- Ongoing temporary closure of the public laneway, between Gowan Avenue and Cosburn Avenue for construction staging.

#### Cosburn Avenue:

- Temporary closure of the eastbound and westbound travel lanes between Pape Avenue and a point 35 metres west, with two-way traffic operations maintained on the south side temporary roadway.
- Temporary closure of the north sidewalk between Pape Avenue and a point 35 metres west, with pedestrians detoured to a 1.8-metre-wide temporary walkway on the south side.
- Ongoing temporary closure of the northerly westbound bicycle lane between a point 60 metres west and 60 metres east of Pape Avenue, with cyclists sharing a 3.8-metre-wide travel lane with motorists.
- Ongoing temporary closure of the southerly eastbound bicycle lane between Pape Avenue and a point 60 metres west, with cyclists sharing a 3.8-metre-wide travel lane with motorists.

#### Pape Avenue:

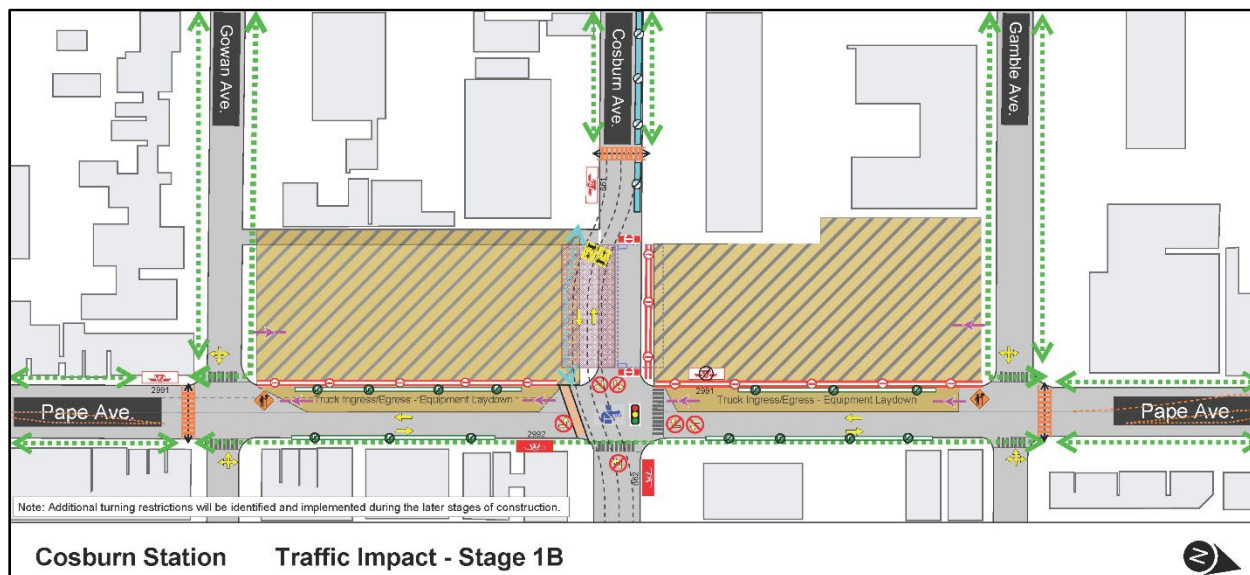
- Temporary closure of the west-side curb and median travel lanes between Gamble Avenue and Gowan Avenue for construction staging and truck access. Two-way traffic operations will be maintained using the existing northbound travel lanes.
- Temporary closure of the west sidewalk on Pape Avenue, between Gamble Avenue and Gowan Avenue, with pedestrians detoured to the east sidewalk.

#### Intersection Restrictions at Pape Avenue and Cosburn Avenue:

- Temporary prohibition of the eastbound left-turn movement from Stage 1A will remain in effect, with additional temporary restrictions on eastbound right-turn, westbound left-turn, northbound left-turn, southbound left and right-turn movements to maintain safe sightlines and efficient traffic flow.

Figure 5 shows the traffic management setup during Stage 1B.

Figure 5: Ontario Line Cosburn Station - Construction Stage 1B Traffic Impacts



Stage 2 – SOE Walls and Traffic Deck Construction on the South Side of Cosburn Avenue (9 months – April to December 2026, inclusive)

During Stage 2, construction will focus on installing SOE diaphragm walls and the traffic deck on the south side of Cosburn Avenue adjacent to the station site.

To establish the Stage 2 work zone, eastbound and westbound traffic will be shifted northward onto the temporary roadway constructed under Stage 1B, maintaining two-way traffic operations on Cosburn Avenue.

Metrolinx requires the following temporary road closures to complete the Stage 2 works:

Public Laneway (Ln W Pape S Cosburn):

- Ongoing temporary closure of the public laneway, between Gowan Avenue and Cosburn Avenue.

Cosburn Avenue:

- Temporary closure of the eastbound curb lane between Pape Avenue and the public laneway (point 35 metres west of Pape Avenue) for SOE walls and decking works. Two-way eastbound and westbound traffic operations will be maintained on the north-side temporary roadway.
- Temporary closure of the south sidewalk between Pape Avenue and the public laneway (point 35 metres west of Pape Avenue). Pedestrian connectivity will be maintained on a 1.8-metre-wide temporary walkway on the northside of the roadway.
- Ongoing temporary closure of the northerly westbound bicycle lane between a point 60 metres west and 60 metres east of Pape Avenue, with cyclists sharing a 3.8-metre-wide travel lane with motorists.
- Ongoing temporary closure of the southerly eastbound bicycle lane between Pape Avenue and a point 60 metres west, with cyclists sharing a 3.8- metre-wide travel lane with motorists.



### Pape Avenue:

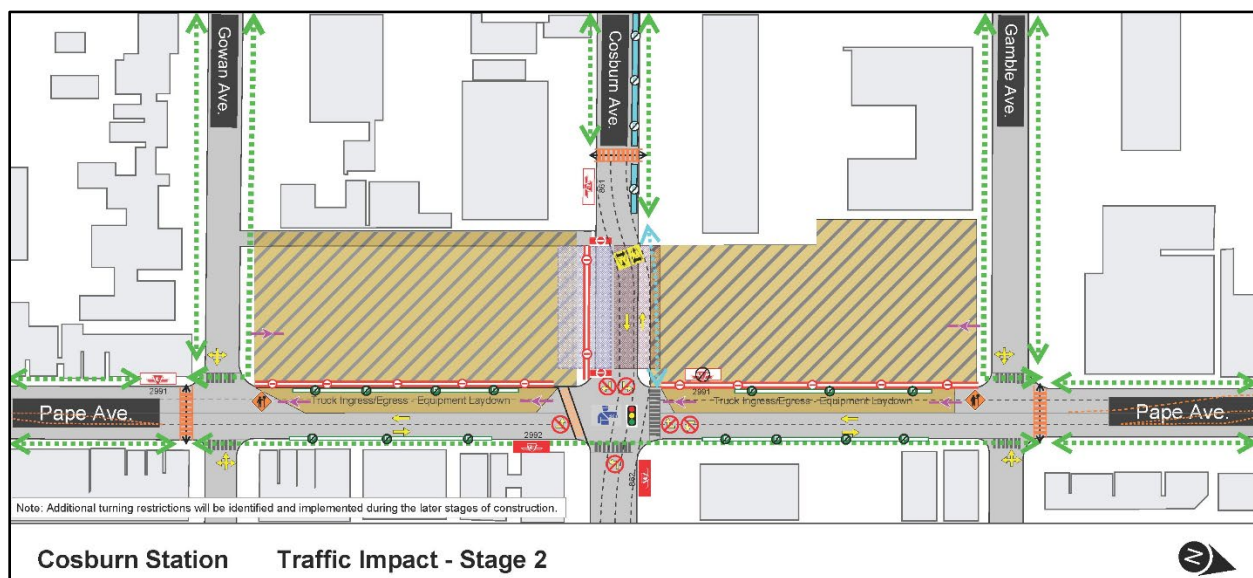
- Ongoing temporary closure of the west-side curb and median travel lanes between Gamble Avenue and Gowan Avenue for construction staging and truck access. Two-way traffic operations will continue to be maintained using the existing northbound travel lanes.
- Ongoing temporary closure of the west sidewalk between Gamble Avenue and Gowan Avenue to accommodate construction staging and prevent any conflict between pedestrians and construction activities. Pedestrian access will continue to be maintained on the east sidewalk.

### Intersection Restrictions at Pape Avenue and Cosburn Avenue:

- Temporary prohibition of the eastbound left-turn movement from previous stages will remain in effect, along with temporary restrictions on the eastbound right-turn, westbound left-turn, northbound left-turn, southbound left and right-turn movements to maintain safe sightlines and efficient traffic flow.

Figure 6 shows the traffic management setup during Stage 2.

Figure 6: Ontario Line Cosburn Station - Construction Stage 2 Traffic Impacts



### Stage 3 – SOE Walls and Traffic Deck Construction on the North Side of Cosburn Avenue (8 months – January to August 2027, inclusive)

During Stage 3, construction will focus on the installation of SOE diaphragm walls and traffic deck on the north side of Cosburn Avenue, completing the decking across the roadway.

To establish the Stage 3 work zone, eastbound and westbound traffic will be shifted onto the traffic deck constructed in Stage 2. This diversion will free up the north side of the roadway for construction while maintaining two-way traffic operations.

Metrolinx requires the following temporary road closures to complete the Stage 3 works:

#### Public Laneway (Ln W Pape S Cosburn):

- Ongoing temporary closure of the public laneway between Gowan Avenue and Cosburn Avenue.

#### Cosburn Avenue:

- Temporary closure of eastbound and westbound travel lanes between Pape Avenue and the public laneway (35 metres west of Pape Avenue), with two-way traffic operations maintained on the south-side traffic decking.
- Temporary closure of the north sidewalk between Pape Avenue and the public laneway (35 metres west of Pape Avenue). Pedestrian will be detoured to a 1.8-metre-wide temporary walkway on the south side.
- Ongoing temporary closure of the northerly westbound bicycle lane between a point 60 metres west and 60 metres east of Pape Avenue, with cyclists sharing a 3.8-metre-wide travel lane with motorists.
- Ongoing temporary closure of the southerly eastbound bicycle lane between Pape Avenue and a point 60 metres west, with cyclists sharing a 3.8-metre-wide travel lane with motorists.

#### Pape Avenue:

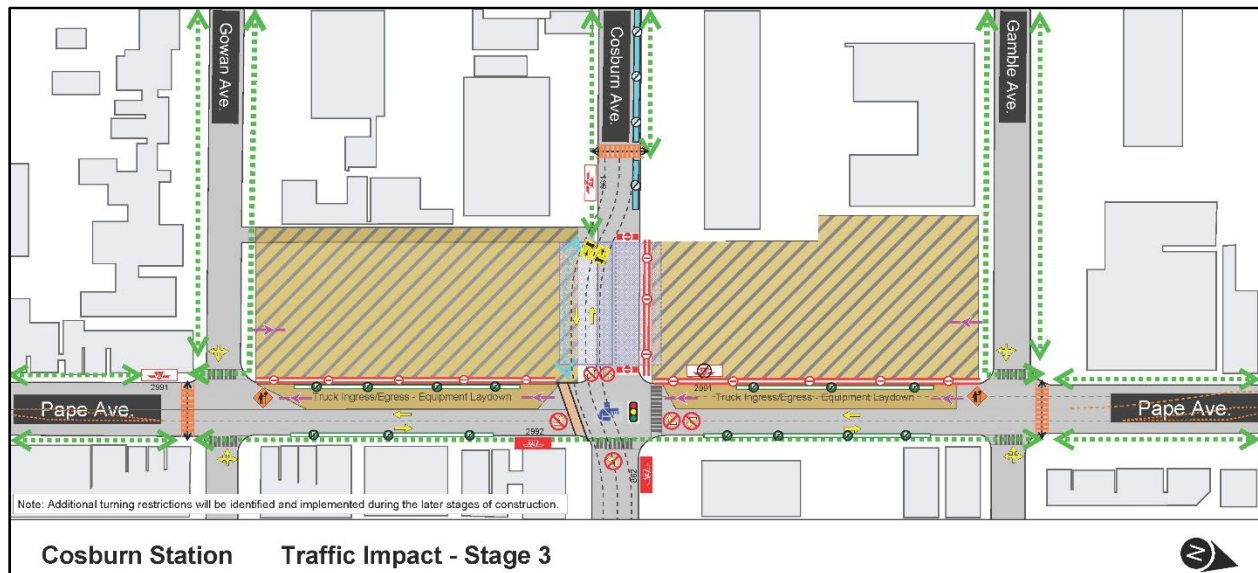
- Ongoing temporary closure of the west-side curb and median travel lanes between Gamble Avenue and Gowan Avenue, with two-way traffic operations maintained using the northbound travel lanes.
- Ongoing temporary closure of the west sidewalk between Gamble Avenue and Gowan Avenue, with pedestrians detoured to the available east sidewalk.

#### Intersection Restrictions at Pape Avenue and Cosburn Avenue:

- Temporary prohibition of the eastbound left-turn movement from previous stages will remain in effect, along with temporary restrictions on the eastbound right-turn, westbound left-turn, northbound left-turn, southbound left and right-turn movements to maintain safe sightlines and efficient traffic flow.

Figure 7 shows the traffic management setup during Stage 3.

Figure 7: Ontario Line Cosburn Station - Construction Stage 3 Traffic Impacts



#### Stage 4 – Connecting the Traffic Decks on Cosburn Avenue (1 weekend – September 2027)

During Stage 4, construction will focus on connecting the north and south traffic decks on Cosburn Avenue, previously built during Stages 2 and 3. This work is required to ensure structural continuity of the deck system across the roadway, which will traffic operations during underground excavation.

To complete this tie-in, traffic on Cosburn Avenue must be fully prohibited adjacent to the site. A short-term weekend closure is necessary to prevent deck deflection and maintain structural stability during the tie-in process.

Metrolinx requires the following temporary road closures to complete the Stage 4 works:

#### Public Laneway (Ln W Pape S Cosburn):

- Temporary closure of the public laneway, between Gowan Avenue and Cosburn Avenue.

#### Cosburn Avenue:

- Temporary closure between Pape Avenue and the public laneway (35 metres west) for one weekend.
- Temporary closure of sidewalks on both sides between Pape Avenue and the public laneway (35 metres west of Pape Avenue) for one weekend.
- Temporary closure of bicycle lanes on both sides between Pape Avenue and the public laneway (35 metres west of Pape Avenue) for one weekend.

#### Pape Avenue:

- Ongoing temporary closure of the west-side curb and median travel lanes between Gamble Avenue and Gowan Avenue, with two-way traffic operations maintained using the existing northbound travel lanes.



- Ongoing temporary closure of the west sidewalk between Gamble Avenue and Gowan Avenue, with pedestrians detoured to the available east sidewalk.

#### Intersection Restrictions at Pape Avenue and Cosburn Avenue:

- Ongoing temporary prohibition of westbound left-turn, northbound left-turn, southbound left and right-turn movements to maintain safe sightlines and efficient traffic flow.

Figure 8 shows the traffic management setup during Stage 4.

Figure 8: Ontario Line Cosburn Station - Construction Stage 4 Traffic Impacts

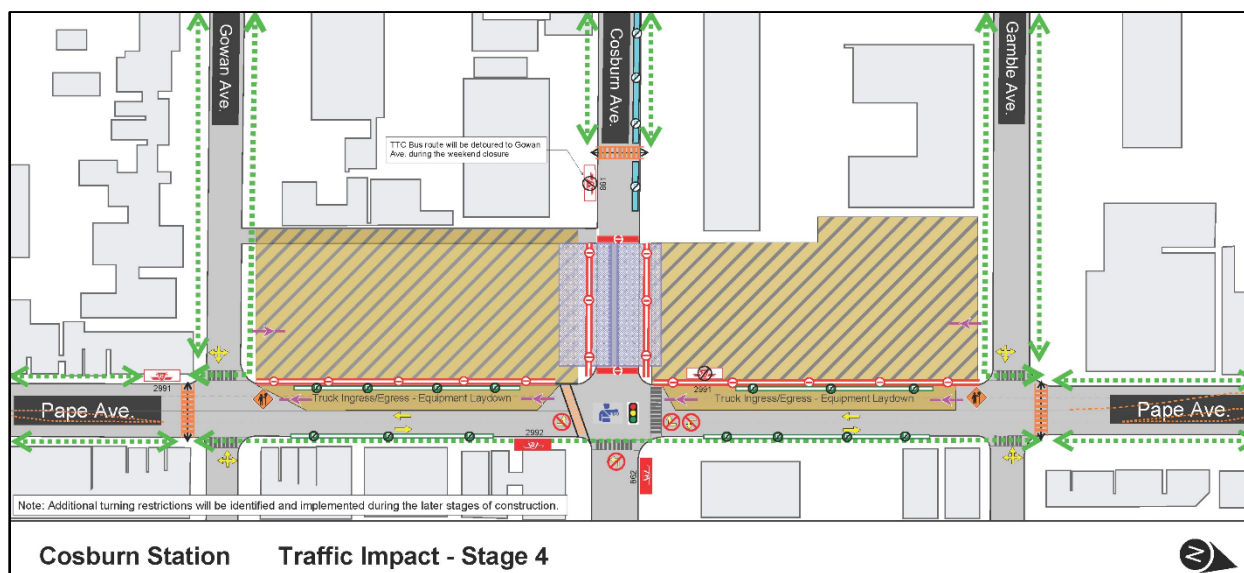


Table 2 summarizes the construction stages for Phase B.

Table 2 – Summary of Phase B Construction Stages

Stage	Duration	Key Works	Traffic Impacts
1A	Jan 2026 (1 mo)	Build temporary road (south side); install temp traffic signal	EB curb lane closed; south sidewalk closed (north sidewalk open); EB/WB bike lanes closed (3.8 m wide shared lanes)
1B	Feb to Mar 2026 (2 mo)	Install SOE diaphragm walls (centre); build temp road (north side)	Traffic shifted south; north sidewalk closed (temp walkway south); EB/WB bike lanes closed (3.8 m wide shared lanes); Pape west curb/median lanes closed; west sidewalk closed (east sidewalk open)

Stage	Duration	Key Works	Traffic Impacts
2	Apr to Dec 2026 (9 mo)	SOE walls & traffic deck (south side)	Traffic shifted north; south sidewalk closed (temp walkway north); EB/WB bike lanes closed (3.8 m wide shared lanes); Pape west curb/median lanes closed; west sidewalk closed (east sidewalk open)
3	Jan to Aug 2027 (8 mo)	SOE walls & traffic deck (north side)	Traffic shifted to south-side deck; north sidewalk closed (temp walkway south); EB/WB bike lanes closed (3.8 m wide shared lanes); Pape west curb/median lanes closed; west sidewalk closed (east sidewalk open)
4	Sept 2027 (1 weekend)	Connect north & south traffic decks	Full closure of Cosburn Ave, between Pape Avenue and 35 m west; both sidewalks closed; both bike lanes closed; Pape west curb/median lanes closed; west sidewalk closed (east sidewalk open)

### **Phase C – Underground Station and Headhouse Construction (Approx. 4.5 years beyond September 2027)**

Phase C will commence following completion of the traffic decking works in Phase B and will compromise a long-term Stage 5, covering underground construction of the station box and the associated headhouse.

During Stage 5, the following traffic management setup will be in effect:

#### Public Laneway (Ln W Pape S Cosburn):

- Temporary closure of the public laneway, between Gowan Avenue and Cosburn Avenue.

#### Cosburn Avenue:

- Lane configurations including bicycle lanes and sidewalks restored to pre-construction conditions.

#### Pape Avenue:

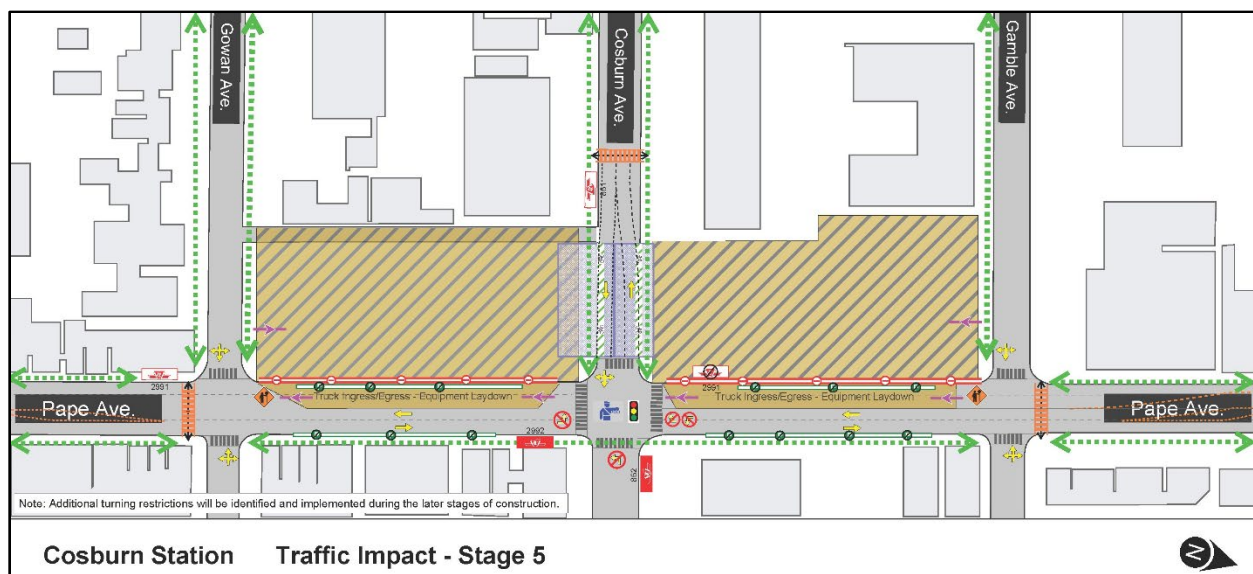
- Ongoing temporary closure of the west-side curb and median travel lanes between Gamble Avenue and Gowan Avenue, with two-way traffic operations maintained using the existing northbound travel lanes.
- Ongoing temporary closure of the west sidewalk between Gamble Avenue and Gowan Avenue, with pedestrians detoured to the available east sidewalk.

#### Intersection Restrictions at Pape Avenue and Cosburn Avenue:

- Ongoing temporary prohibition of westbound left-turn, northbound left-turn, southbound left and right-turn movements to maintain safe sightlines and efficient traffic flow.

Figure 9 shows the traffic setup during Stage 5.

Figure 9: Ontario Line Cosburn Station - Construction Stage 5 Traffic Impacts



### **Phase D – Removal of the Traffic Deck and Roadway Restoration (Stages 6 to 10, post Phase C)**

Phase D will involve dismantling the traffic deck and restoring Cosburn Avenue and Pape Avenue abutting the site to their permanent condition once underground station and headhouse construction is complete. This work will be delivered through five short-term stages:

Stage 6 (1 weekend) – Disconnect the north and south traffic decks (constructed in Stages 2 and 3).

Stage 7 (approx. 4 months) – Remove the traffic deck on the north side of Cosburn Avenue and restore the roadway.

Stage 8 (approx. 4 months) – Remove the traffic deck on the south side of Cosburn Avenue and restore the roadway.

Stage 9 (approx. 3 weeks) – Remove the reinforced earth wall structure along Cosburn Avenue.

Stage 10 (1 weekend) – Restore Cosburn Avenue and Pape Avenue to permanent conditions, including restoration of permanent traffic signals.

These activities are anticipated to occur in early 2030s following completion of Phase C. Detailed staging, and traffic management measures will be discussed in a future staff report once construction timelines are confirmed.

## **Cosburn Station Construction Traffic Impacts and Mitigation Measures**

### Auto Access Impacts:

As part of the construction of the future Cosburn Station, temporary full closure of the public laneway (Ln W Pape S Cosburn) between Gowan Avenue and Cosburn Avenue will be required for the duration of Stages 1A through Stage 5. With the temporary closure in place, the rear access and garage access will be maintained for 134 Gowan Avenue and 134R Gowan Avenue, respectively. Additionally, garbage collection arrangements will be made for the property at 101 Cosburn Avenue during the public laneway closure.

On Cosburn Avenue, one eastbound and one westbound travel lane will remain open at all times throughout construction. Temporary lane realignment will be required to create work zones for SOE walls, traffic decking, and station box construction. The dedicated eastbound left-turn lane at Pape Avenue will be temporarily closed during Stages 1 to 4 but reinstated in Stage 5 for the long-term configuration. To enhance safety, the posted speed limit on Cosburn Avenue, between Pape Avenue and a point 100 metres west, will be temporarily reduced to 30 km/h, and a temporary “No Stopping” regulation will be implemented within the work zone.

On Pape Avenue, the two west-side travel lanes (one southbound curb lane and one southbound median lane) between Gamble Avenue and Gowan Avenue will remain closed from Stage 1B through Stage 5. Two-way (northbound and southbound) traffic operations will be maintained on the existing northbound travel lanes. To enhance safety, a temporary “No Stopping” regulation will be implemented on both sides of the roadway within the construction zone.

The long-term closure of the two west-side travel lanes on Pape Avenue abutting the site is required to accommodate construction staging, including the use of drill rigs, cranes, concrete trucks, and other large equipment. Maintaining a temporary two-lane closure provides safe maneuvering space for construction operations and minimizes risks associated with daily equipment mobilization.

At the Pape Avenue and Cosburn Avenue intersection, temporary turn restrictions will be required for the duration of construction. The dedicated eastbound left-turn movement at Pape Avenue will be temporarily closed during Stages 1 to 4 but reinstated during the long-term Stage 5. Additionally, the westbound left-turn, northbound left-turn, southbound left and right-turn movements will be prohibited from

Stage 1B to 5. These restrictions are necessary to maintain safe sightlines and improve traffic efficiency through the intersection.

#### Pedestrian Impacts:

The west sidewalk on Pape Avenue, between Gamble Avenue and Gowan Avenue, will remain temporarily closed for all stages of Cosburn Station construction. As there are no destinations fronting this section, pedestrian activity is expected to be limited. To maintain safe connectivity, the east sidewalk on Pape Avenue, between Gamble Avenue and Gowan Avenue, will remain open for the duration of construction. In addition, Metrolinx will implement new pedestrian crossovers (PXOs) at Gamble Avenue and Gowan Avenue, to provide safe and convenient crossings to the east side of Pape Avenue.

Along Cosburn Avenue, the sidewalk between Pape Avenue and the public laneway (35 metres west of Pape Avenue) will be closed in alternating stages, depending on the location of the work zone. At all times, a minimum 1.8-metre-wide pedestrian walkway will remain open to provide continuous east-west connectivity. To support safe north-south crossing in this area, a new PXO will be installed at 100 Cosburn Avenue.

All PXO will be installed before the start of the station construction and will remain operational throughout the duration of the works. Pedestrian detours will be designed to the City standards, with a minimum width of 1.8 metres, and Metrolinx's contractor will be required to keep them well-lit, clearly signed, free of debris, and clear of snow and ice.

Given that two schools are located within approximately 400 metres of the construction site, the City will actively monitor pedestrian activity and assess whether school crossing guards are required at key locations to further enhance safety during construction. Currently, school crossing guards are in place at the intersections of Pape Avenue and Cosburn Avenue, Pape Avenue and Torrens Avenue, and Pape Avenue and Floyd Avenue.

#### Cycling Impacts:

The existing eastbound and westbound bicycle lanes on Cosburn Avenue, between a point 60 metres west and 60 metres east of Pape Avenue, will be temporarily closed during Stage 1 through Stage 4 of Cosburn Station construction to accommodate work zones and traffic staging. During these stages, cyclists will share a 3.8-metre-wide travel lane with motorists through the construction zone. To mitigate the impacts on cyclists and enhance safety:

- A reduced speed limit of 30 km/h will be implemented within the work zone on Cosburn Avenue.
- "Share the Road" signage and pavement markings will be installed to alert motorists and reinforce cyclist priority within shared lanes.
- Metrolinx will be required to maintain roadway conditions by keeping the surface clear of dirt, debris, and loose material, and promptly addressing uneven surfaces.

- Regular inspections will be undertaken to ensure safe and accessible cycling conditions throughout the construction period.

Once the deck is completed in Stage 5, the bicycle lanes on Cosburn will be temporarily reinstated and remain in place for the duration of the long-term underground station construction period.

There are no dedicated bicycle lanes on Pape Avenue, Gowan Avenue, and Gamble Avenue and cyclists will continue to share the travel lanes with the general traffic.

#### Transit Impacts:

TTC bus service along Pape Avenue and Cosburn Avenue will be maintained during the Cosburn Station construction works. With reduced roadway capacity, TTC buses may experience increased travel times within the construction zone, particularly during peak hours. To mitigate these impacts, TTC, Metrolinx and the City will regularly monitor general traffic operations and coordinate on enhanced traffic management measures (traffic signal timing, PDOs, TCPs, etc.), aiming to sustain efficient and reliable bus service throughout the construction period.

The southbound nearside transit stop on Pape Avenue at Cosburn Avenue will be temporarily relocated to south of Gowan Avenue. Additionally, the eastbound nearside transit stop on Cosburn Avenue at Pape Avenue will be temporarily relocated approximately 40 metres west of its original location. Metrolinx and TTC will coordinate to ensure that relocated bus stops meet temporary bus stop design and placement criteria, ensuring passenger safety, accessibility, and convenience during construction.

#### Parking Impacts:

The temporary southbound lane closures and resulting travel lane realignment will result in the temporary removal of up to up to 24 on-street “Pay and Display” 3-hour maximum parking spaces on the west side of Pape Avenue, between Torrens Avenue and Gowan Avenue. Additionally, the travel lanes realignment will result in the temporary removal of up to 33 on-street “Pay and Display” 3-hour maximum parking spaces on the east side of Pape Avenue, between 60 metres south of Gowan Avenue and Torrens Avenue.

Additionally, the SOE walls and traffic decking-related works on Cosburn Avenue abutting the site will require the temporary removal of up to 7 on-street “Pay and Display” 3-hour maximum parking spaces on the north side of Cosburn Avenue, between Pape Avenue and a point 93 metres west.

The properties within the station box footprint on the west side of Pape Avenue, between Gamble Avenue and Gowan Avenue, have been acquired and demolished by Metrolinx and therefore will not generate on-street parking demand during construction. Several properties on the east side of Pape Avenue within the construction zone have on-site or rear-lane parking that can accommodate their property needs. While the temporary removal of “Pay and Display” spaces will reduce overall on-street parking availability in the area, short-term parking demand is expected to be partially accommodated through limited opportunities on nearby local streets.

Metrolinx and their Project Co. will be responsible for paying Toronto Parking Authority for the lost revenue from the removed parking spaces.

#### Emergency Vehicle Impacts:

Emergency vehicle access through the work zones will be maintained at all times. Metrolinx will coordinate with the emergency services staff to implement any work zone accommodations to enable emergency vehicle access to all properties.

#### Property and Business Access Impacts:

Metrolinx will ensure uninterrupted public road access to all businesses and properties within the construction zone throughout the project.

#### Haul Routes:

Metrolinx estimates that construction activities at the Cosburn Station site, including support of excavation, traffic decking, and excavation works, will generate between 35 and 115 truck trips per day, depending on the stage of construction.

During Stages 1 and 2, daily truck volumes are expected to average between 35 and 42 trips per day. Truck activity will peak between Stage 3 and Stage 5, reaching approximately 80 to 115 trips per day during the most intensive excavation period, before tapering off to about 19 trips per day as construction activities wind down.

Figure 10 shows the Metrolinx-proposed inbound and outbound haul routes for truck movements to and from the Cosburn Station site.

Figure 10: Ontario Line Cosburn Station - Haul Routes



As shown in Figure 10, inbound trucks will travel via the Don Valley Parkway, O'Connor Drive, and Pape Avenue to access the site. Outbound trucks will exit to Pape Avenue and continue west on Danforth Avenue, and Bloor Street East before re-entering the Don Valley Parkway. These haul routes have been selected to concentrate truck traffic on higher-capacity expressway and arterial corridors and avoid residential east-west streets.

To ensure safety, Metrolinx will implement its Ontario Line Truck Route Safety Plan, which sets clear expectations for contractors regarding haul routes and operational requirements. As a road work permit condition, Metrolinx contractors will be required to adhere to this plan, including strict compliance with designated haul routes and safety measures. Building on this framework, the following Vision Zero-aligned strategies will be applied:

- Requiring all trucks to enter and exit the site in forward motion, with Traffic Control Persons (TCPs) managing access points.
- Installing enhanced signage, pavement markings, and lighting to improve visibility and provide clear guidance to all road users.



- Keeping roadways clear of dirt, debris, and loose material, with prompt repairs to uneven surfaces.
- Monitoring compliance with haul routes and, where necessary, introducing modifications and mitigation measures.

Overall, the haul routes have been designated to balance efficiency and safety, providing direct access to and from the Don Valley Parkway, while minimizing conflicts with pedestrians, cyclists and local residential traffic.

Table 3 shows the expected number of daily truck trips during various construction stages.

Table 3 – Cosburn Station Truck Volumes and Timing

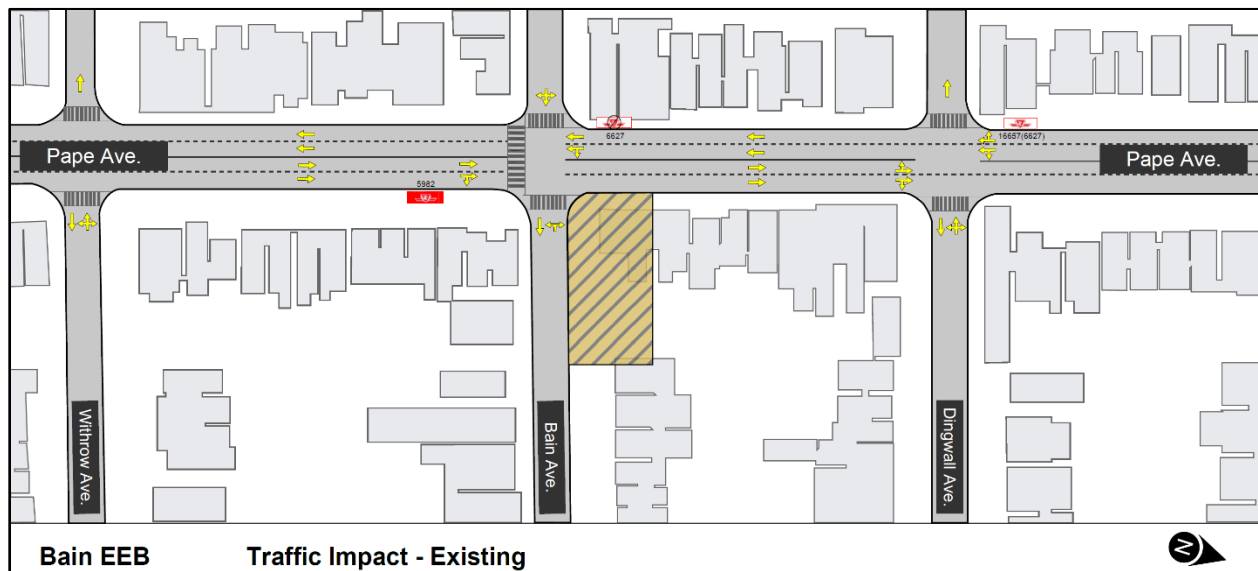
Stage	Key Works	Duration	Estimated Daily Truck Volume
Phase A	Demolition of existing buildings and Temporary Pedestrian Crossovers (PXO) installation	Ongoing till Dec 2025	36
Phase B	SOE, Traffic Decking and Excavation	Jan 2026 to Aug 2027, inclusive (20 mo)	
Stages 1A & 1B	Construction of Cosburn Avenue Temporary Roadway & Construction of Support of Excavation (SOE) Walls in the centre of Cosburn Avenue	Jan to Mar 2026 (3 mo)	35
Stage 2	Construction of Support of Excavation (SOE) Walls and Traffic Deck on the south side of Cosburn Avenue	Apr to Dec 2026 (9 mo)	42
Stage 3	Construction of Support of Excavation (SOE) Walls and Traffic Deck on the north side of Cosburn Avenue	Jan to Aug 27 (8 mo)	114
Stage 4	Connecting the Traffic Decks on Cosburn Avenue	Sept 27 (1 weekend)	

Stage	Key Works	Duration	Estimated Daily Truck Volume
Phase C – Stage 5	Underground station and headhouse construction	Sept 27 & beyond (approx. 4.5 yrs.)	116
Phase D	Removal of the traffic deck and roadway restoration	Post Phase C	19

### Bain Emergency Exit Building (EEB)

The Ontario Line Bain EEB will be located at the north-east corner of Pape Avenue and Bain Avenue. This facility is a critical safety component of the Ontario Line, providing an emergency exit route for passengers and dedicated access for first responders between the future Pape Station and the Gerrard Portal. Figure 11 shows the Bain EEB site and its surrounding road network.

Figure 11: Ontario Line Bain EEB - Location and Surrounding Road Network



The existing buildings at this location were demolished in April 2025 to prepare for construction. Major construction activities are scheduled to begin in October 2025 and will continue through to November 2029. The project will be delivered in multiple stages and will include site preparation, ground improvements, jet grouting works, utility relocations, pedestrian crossover installation, support of excavation, deep excavation, and civil construction. The overall works will be completed in six stages as described below:

### Stage 1 – Ground Improvement and Jet Grouting Works (Approx. 8 months - October 2025 to May 2026, inclusive)

Stage 1 will involve ground improvement and jet grouting activities to prepare the subsurface for future excavation and structural works at the Bain EEB. These works are required to stabilize soil conditions and minimize potential settlement impacts on adjacent roadways, utilities, and nearby properties.

Metrolinx requires the following temporary road closures to safely complete the Stage 1 works:

#### Pape Avenue:

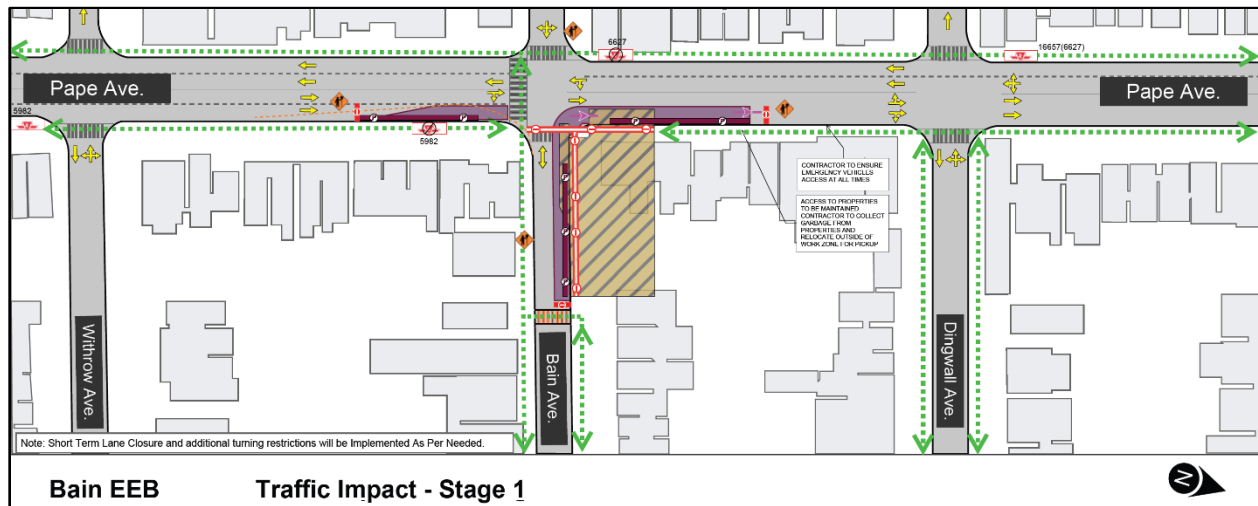
- Temporary closure of the northbound curb lane on Pape Avenue, between a point 40 metres south and 36 metres north of Bain Avenue.
- Intermittent closure of the northbound median lane on Pape Avenue, within the same limits, on an as-needed basis during working hours to facilitate large-equipment deliveries. During all intermittent closures, two-way traffic will be maintained using the southbound lanes on Pape Avenue.
- Temporary closure of the east sidewalk on Pape Avenue, between Bain Avenue and a point 19 metres north, fronting the Bain EEB site. The west sidewalk will remain open to maintain continuous pedestrian access along Pape Avenue.
- To maintain pedestrian connectivity around the temporary sidewalk closure, Metrolinx will install a temporary pedestrian crossing at Pape Avenue and Dingwall Avenue. Metrolinx has confirmed that this crossing will be managed by a PDO on a 24-hour basis until the temporary PXO is approved, constructed, and operational in Stage 3.

#### Bain Avenue:

- Temporary closure of the westbound lane on Bain Avenue, between Pape Avenue and a point 30 metres east to accommodate the construction staging area. During this temporary closure, two-way traffic will be maintained on a single shared lane, managed by multiple TCPs during construction hours and by a PDO during after-hour periods to ensure safe vehicle movements and continuous local access.
- Temporary closure of the north sidewalk on Bain Avenue, between Pape Avenue and a point 30 metres east. The south sidewalk will remain open to maintain continuous pedestrian access along Bain Avenue.
- Metrolinx will install a temporary pedestrian crossing just east of the closure to allow pedestrians to safely cross between the north and south sidewalks along Bain Avenue. Metrolinx has confirmed that this crossing will be actively supervised by a TCP on a 24-hour basis.

Figure 12 shows the traffic management setup during the Stage 1 works.

Figure 12: Ontario Line Bain EEB Construction Stage 1 Traffic Impacts



Stage 2 – Utility Relocations and Drainage Improvements (Approx. 2 months – November to December 2025, inclusive)

Stage 2 will take place concurrently with Stage 1, utilizing the same temporary northbound lane closures on Pape Avenue. This stage includes construction of a new Bell duct and associated maintenance hole, installation of a new stormwater catch basin with a connection to the existing storm sewer, and the removal of an existing catch basin and its sewer connection to eliminate future conflicts and facilitate future excavation works.

Metrolinx requires the following temporary road closures to safely complete the Stage 2 works:

Pape Avenue:

- Ongoing temporary closure of the northbound curb lane on Pape Avenue, between a point 40 metres south and 36 metres north of Bain Avenue.
- The adjacent northbound median lane will be closed intermittently during working hours to accommodate trenching, equipment movements, and deliveries.
- Temporary short-term closure of the southbound lanes on Pape Avenue to complete cross-street utility connection. During these short-term closures, one lane of traffic in each direction will be maintained.
- Ongoing temporary closure of the east sidewalk on Pape Avenue, between Bain Avenue and a point 19 metres north, fronting the Bain EEB site. The west sidewalk and the temporary pedestrian crossing at Dingwall Avenue will continue to remain available for pedestrian access along Pape Avenue.

Bain Avenue:

- Ongoing temporary closure of the westbound lane on Bain Avenue, between Pape Avenue and a point 30 metres east to accommodate the construction staging area.
- Ongoing temporary of the north sidewalk on Bain Avenue, between Pape Avenue and a point 30 metres east to accommodate the construction staging area. The

south sidewalk and temporary pedestrian crossing will continue to remain available for pedestrian access along Bain Avenue.

### Stage 3 – Temporary PXO Installation (Approx. 1 month – December 2025)

Stage 3 will involve construction and activation of the temporary PXO at the intersection of Pape Avenue and Dingwall Avenue. This PXO will replace the interim crossing established during Stage 1 that was supervised by a PDO.

To complete the required civil, electrical, and pavement-marking works for the PXO, temporary short-term northbound and southbound curb lane closures will be required on Pape Avenue at Dingwall Avenue. These closures will be implemented sequentially to minimize traffic disruption and maintain safety. Two-way traffic operations will be maintained on Pape Avenue. PDOs and TCPs will be present to manage vehicle and pedestrian movements safely.

All temporary lane and sidewalk closures from Stage 1 will remain in place throughout this stage. Upon completion of Stage 3, the PXO will be fully operational, providing a safe and convenient pedestrian crossing between the east and west sidewalks on Pape Avenue. The crossing will remain in operation for the duration of the Bain EEB construction.

### Stage 4 – SOE Works (Approx. 11 months – June 2026 to April 2027, inclusive)

Stage 4 will involve the installation of SOE systems, which are required to stabilize the excavation area for the Bain EEB. These activities include the installation of piles, lagging, and tiebacks, as well as excavation and dewatering to prepare for the subsequent structural construction stages.

The traffic management setup for Stage 4 will remain largely the same as Stage 1 and continue to occupy the east side of Pape Avenue and the north side of Bain Avenue. Metrolinx requires the following temporary road closures to safely complete the Stage 4 works:

#### Pape Avenue:

- Ongoing temporary closure of the northbound curb lane on Pape Avenue, between a point 40 metres south and 36 metres north of Bain Avenue.
- Ongoing temporary closure of the east sidewalk on Pape Avenue, between Bain Avenue and a point 19 metres north, fronting the Bain EEB site. The west sidewalk will continue to remain open to maintain continuous pedestrian access.
- The temporary PXO at Pape Avenue and Dingwall Avenue, installed in Stage 3, will be operational to maintain safe pedestrian connectivity between the east and west sidewalks.

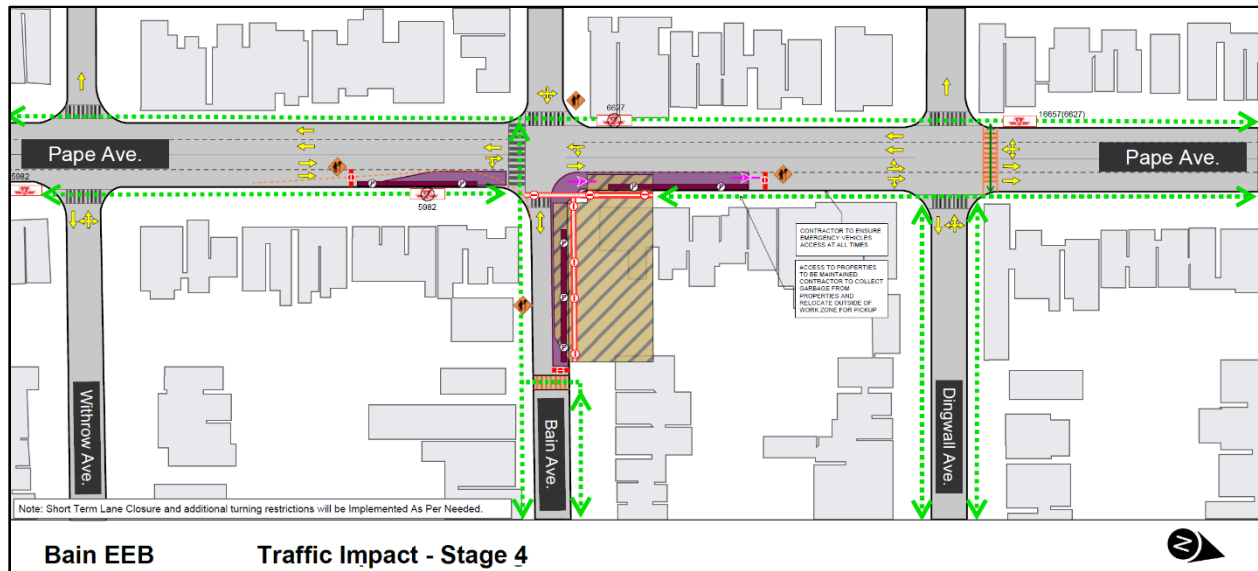
#### Bain Avenue:

- Ongoing temporary closure of the westbound curb lane on Bain Avenue, between Pape Avenue and 30 metres east of Pape Avenue. Two-way traffic operations will continue to be maintained within a single lane, directed by a PDO and TCPs.

- Ongoing temporary closure of the north sidewalk on Bain Avenue, between Pape Avenue and a point 30 metres east, with pedestrians directed to open south sidewalk via the temporary pedestrian crossing east of the site.

Figure 13 shows the traffic management setup during the Stage 4 works.

Figure 13: Ontario Line Bain EEB Construction Stage 4 Traffic Impacts



### Stage 5 – Deep Excavation and Structural Works (Approx. 16 months – May 2027 to August 2028, inclusive)

Stage 5 will involve deep excavation supported by the SOE system installed during Stage 4 and structural construction for the Bain EEB. This stage represents one of the most significant phases of the project, requiring continuous excavation, soil removal, and concrete structural work within the established excavation site.

Once the final excavation reaches the final depth, civil works will begin, including formwork and concrete pours for the foundation slab, followed by the construction of structural walls and stairwell components. Dewatering and monitoring systems will remain active throughout this stage to maintain stability of the excavation and adjacent road, utilities, and properties.

The traffic management setup for Stage 5 will remain the same as Stage 1, as all excavation and structural activities will occur within the same established construction footprint. Metrolinx requires the following temporary road closures to safely complete the Stage 5 works:

#### Pape Avenue:

- Ongoing temporary closure of the northbound curb lane on Pape Avenue, between a point 40 metres south and 36 metres north of Bain Avenue.
- Intermittent closure of the northbound median lane within the same limits to facilitate soil hauling and material deliveries. Two-way traffic will continue to be maintained using the southbound lanes on Pape Avenue.

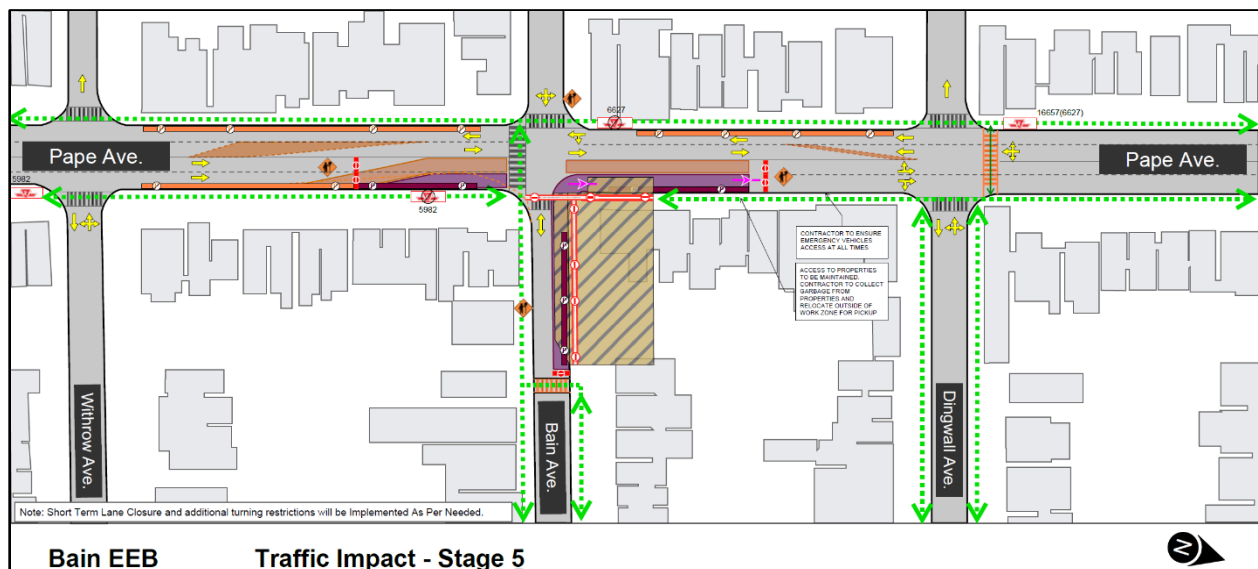
- Ongoing temporary closure of the east sidewalk on Pape Avenue, between Bain Avenue and a point 19 metres north, fronting the Bain EEB site. The west sidewalk will continue to remain open to maintain continuous pedestrian access.
- The temporary PXO at Pape Avenue and Dingwall Avenue will remain available to maintain safe pedestrian connectivity between the east and west sidewalks.

#### Bain Avenue:

- Ongoing temporary closure of the westbound curb lane on Bain Avenue, between Pape Avenue and 30 metres east of Pape Avenue. Two-way traffic operations will continue to be maintained within a single lane, directed by a PDO and TCPs.
- Ongoing temporary closure of the north sidewalk on Bain Avenue, between Pape Avenue and a point 30 metres east, with pedestrians detoured to the south sidewalk via the temporary pedestrian crossing east of the site.

Figure 14 shows the traffic management setup during the Stage 5 works.

Figure 14: Ontario Line Bain EEB Construction Stage 5 Traffic Impacts



#### Stage 6 – Tunnel Boring Machine (TBM) Pass-Through and Final Structural Works (Approx. 15 months - September 2028 to November 2029, inclusive)

Stage 6 will involve the passage of the TBM through the Bain EEB box structure as part of the Ontario Line tunneling operations between the Gerrard Portal and the future Pape Station. The Bain EEB structure will function as a temporary reception and launch chamber to facilitate safe TBM arrival, inspection, and re-launch.

During this stage, final structural finishes on the Bain EEB will be completed.

Figure 15 shows the traffic management setup during the Stage 6, which remains the same as Stage 4.

Figure 15: Ontario Line Bain EEB Construction Stage 6 Traffic Impacts

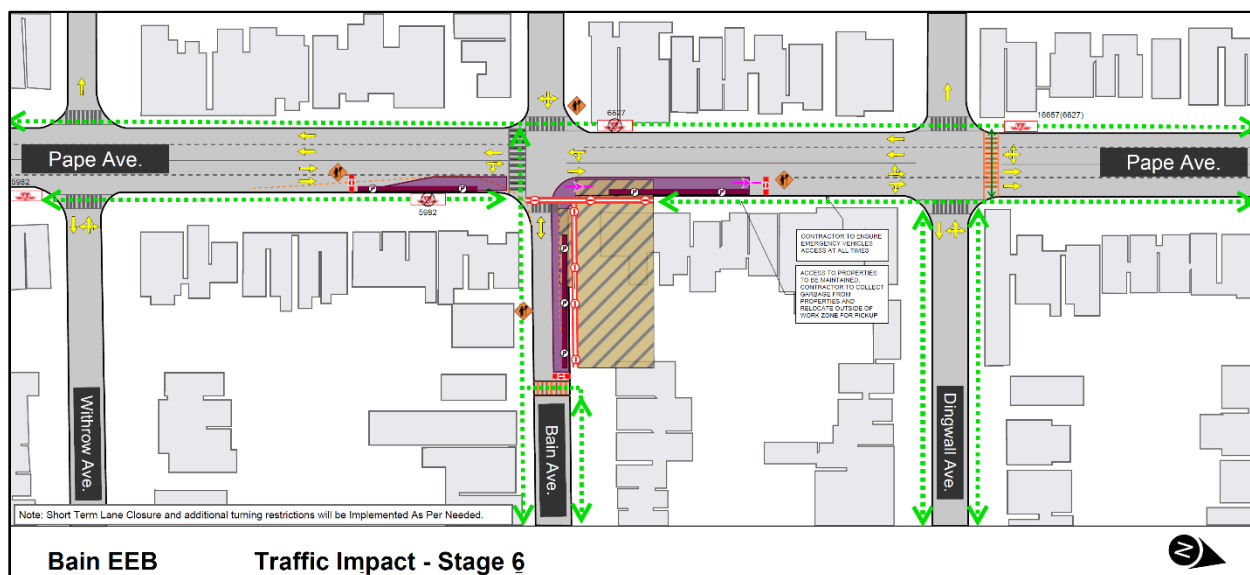


Table 4 summarizes various construction stages for the Bain EEB.

Table 4 – Summary of Bain EEB Construction Stages

Stage	Duration	Key Works	Traffic Impacts
1	Oct 2025 to May 2026, inclusive, (8 mo)	Ground improvements & jet grouting	Northbound curb lane on Pape Ave closed; intermittent northbound median lane closures; east sidewalk open (west open); temp. ped. crossing with a PDO at Pape & Dingwall; westbound lane on Bain Ave closed (single-lane-two-way-traffic with a PDO and TCPs); north sidewalk on Bain Ave closed (south open); temp. ped. Crossing with a TCP just east of the closure
2	Nov to Dec 2025 (2 mo)	Relocation of Bell ducts, storm sewer connections & catch basin works	Ongoing temp closures from Stage 1; additional short-term southbound lane closures; cross-street utility connections



Stage	Duration	Key Works	Traffic Impacts
3	Dec 2025 (1 mo)	Installation of a temp. PXO at Pape & Dingwall	Ongoing temp closures from Stage 1; short-term sequential NB/SB curb lane closures on Pape Ave at Dingwall Ave; PXO becomes operational
4	Jun 2026 to Apr 2027, inclusive (11 mo)	Installation of piles & SOE walls	Ongoing temp closures from Stage 1 except no intermittent NB median lane closures required
5	May 2027 to Aug 2028, inclusive (16 mo)	Deep excavation & Civil Works	Same as Stage 1
6	Sept 2028 to Nov 2029, inclusive, (15 mo)	TBM passage beneath EEB site & structural finish	Same as Stage 4

## Bain EEB Construction Traffic Impacts and Mitigation Measures

### Auto Impacts:

Vehicular access along Pape Avenue and Bain Avenue will be maintained at all times throughout the Bain EEB construction period; however, temporary lane reductions and localized traffic delays are expected to accommodate construction staging and heavy-equipment movements.

On Pape Avenue, the northbound curb lane between a point 40 metres south and 36 metres north of Bain Avenue will remain closed for the duration of construction. The adjacent northbound median lane will also be closed intermittently to accommodate deliveries and soil-hauling operations. Two-way traffic will be maintained using the southbound lanes during these intermittent closures.

On Bain Avenue, the westbound lane between Pape Avenue and a point 30 metres east will be temporarily closed to accommodate the construction staging area. Two-way traffic will continue to operate within a single 4-metre-wide shared lane, directed by multiple TCPs during the work hours and by a PDO during after-hours periods to ensure safe passage for motorists and continuous local access to residential properties.

The Bain EEB construction will overlap with the ongoing advanced utility relocation works at the intersection of Pape Avenue and Riverdale Avenue until March 2026, during which time the intersection will continue to operate under restricted turning movements to facilitate sewer and utility relocation. As a result, southbound through traffic volumes on Pape Avenue south of Riverdale, particularly beyond Withrow Avenue, will remain low. Once the Pape-Riverdale intersection reopens for full two-way (east-to-northbound and south-to-westbound) movements between Pape Avenue and

Riverdale Avenue, southbound traffic volumes on Pape Avenue are expected to increase gradually.

Throughout this period, city staff will maintain close coordination with Metrolinx to ensure safe and efficient operations along the Pape Avenue corridor.

#### Pedestrian Impacts:

Pedestrian access will be maintained at all times throughout the Bain EEB construction period, though temporary sidewalk closures and detours will be required to safely accommodate work zones.

On Pape Avenue, the east sidewalk adjacent to the Bain EEB site will be closed for the duration of construction. The west sidewalk will remain open, providing continuous north-south pedestrian access along Pape Avenue. To maintain connectivity between the east and west sidewalks, Metrolinx will install a temporary pedestrian crossing at Pape Avenue and Dingwall Avenue. Metrolinx has confirmed that this crossing will be managed by a PDO on a 24-hour basis until the temporary PXO is approved, constructed, and operational. Once operational, the PXO will remain in place for the duration of the Bain EEB construction.

On Bain Avenue, the north sidewalk adjacent to the Bain EEB site will be closed to facilitate the construction staging area. The south sidewalk will remain open to maintain continuous east-west pedestrian movement. A temporary pedestrian crossing will be installed just east of the closure, allowing pedestrians to safely cross between the north and south sidewalks. Metrolinx has confirmed that this crossing will be supervised by a TCP on a 24-hour basis to assist pedestrians and manage vehicle movements near the work area.

Pedestrian wayfinding signage, curb ramps, and protective barriers will be installed at all approaches to guide pedestrians safely around the construction area.

#### Cycling Impacts:

There are currently no dedicated bicycle lanes on Pape Avenue and Bain Avenue in the vicinity of the Bain EEB. Bicyclists will continue to share the travel lanes with the general traffic. Metrolinx will install clear signage to direct cyclists and motorists through the work zone.

#### Transit Impacts:

TTC bus service along Pape Avenue will be maintained during the Bain EEB construction works. With reduced road capacity, TTC buses may experience increased travel times within the construction zone, particularly during peak periods.

The existing northbound and southbound TTC Route 72 transit stops at the intersection of Pape Avenue and Bain Avenue will be temporarily relocated to avoid conflicts with construction activities. The northbound nearside transit stop will be shifted south to Pape Avenue and Withrow Avenue, while the southbound nearside transit stop will be

relocated to the intersection of Pape Avenue and Dingwall Avenue. Both temporary stops will meet TTC design and accessibility requirements.

The advanced intersection utility relocation works at the Pape-Riverdale intersection currently restrict southbound through movements on Pape Avenue. As a result, southbound TTC buses are being detoured through Dingwall Avenue to Carlaw Avenue, a diversion already in place under the Pape-Riverdale advance utility works traffic plan. The northbound TTC bus service continues to operate through the Pape-Riverdale intersection, providing service continuity to Withrow Avenue and beyond.

Once the Pape-Riverdale intersection reopens for full two-way movements in March 2026, the TTC Route 72 Pape Service is expected to resume normal southbound routing through the intersection.

Throughout construction, Metrolinx, the TTC, and the City will maintain close coordination to monitor transit operations, and ensure passenger safety, accessibility and reliability of service along the Pape Avenue corridor.

#### Parking Impacts:

The temporary westbound lane closure on Bain Avenue fronting the Bain EEB site will require the removal of up to five overnight permit parking spaces on the south side of Bain Avenue, between Pape Avenue and a point 40 metres east. The removal is necessary to accommodate two-way traffic operations within a single 4-metre-wide shared lane during construction.

On Pape Avenue, temporary lane realignments required to maintain two-way traffic operations during construction will impact existing overnight permit parking spaces between Withrow Avenue and Dingwall Avenue. Up to 13 on-street parking spaces on the east side and 12 on-street parking spaces on the west side will be temporarily removed for the duration of the Bain EEB construction.

The Bain EEB construction area falls within the City's permit parking area 8B, where the overall parking utilization rate is currently estimated at 82 percent. This indicates there is sufficient residual capacity within the surrounding streets to temporarily absorb displaced parking spaces during construction.

Additionally, Metrolinx is actively developing mitigation strategies to accommodate impacted parking spaces. One of these strategies is to utilize the rear parking areas of the vacated residential properties along Pape Avenue, between Riverdale Avenue and Poucher Lane. These spaces can be accessed through the public laneway "Ln E Pape S Riverdale", and Metrolinx has confirmed that approximately 22 parking spaces can be accommodated at this location for use as temporary permit parking. Metrolinx will delineate the parking spaces, ensure adequate lighting levels, and implement measures to maintain safe and secure access for permit holders.

For the ongoing advanced utility relocation works, Metrolinx's contractor has reduced the work zone footprint within the intersection of Pape Avenue and Riverdale Avenue, thereby maximizing the available curbside space. As a result, four overnight permit

parking spaces have been made available on the south side of Riverdale Avenue, between Carlaw Avenue and the school parking lot driveway.

The City will include parking accommodation as a permit condition to ensure Metrolinx provides replacement parking spaces prior to the commencement of the Bain EEB construction. No additional parking impacts are expected on adjacent local streets.

#### Emergency Vehicle Impacts:

Emergency vehicle access through the work zones will be maintained at all times. Metrolinx will coordinate with the emergency services staff to implement any work zone accommodations to enable emergency vehicle access to all properties.

#### Property and Business Access Impacts:

Metrolinx will ensure uninterrupted public road access to all businesses and properties within the construction zone throughout the project.

#### Haul Routes:

Inbound and outbound truck movements for the Bain EEB construction will follow designated haul routes to ensure safety and minimize impacts on the surrounding community.

Inbound haul route – Trucks accessing the Bain EEB will travel southbound on the Don Valley Parkway, exit via the Bayview Avenue off-ramp, continue south of Bayview Avenue to connect with River Street southbound, then continuing east on Gerrard Street East, north on Carlaw Avenue, and then east on Riverdale Avenue to reach Pape Avenue at Bain Avenue.

Outbound haul route – Trucks exiting the site will travel north on Pape Avenue, east on O'Connor Drive, and then north on Don Mill Road to access the Don Valley Parkway for outbound movements.

Figure 16 shows the Metrolinx proposed inbound and outbound haul routes to the Bain EEB site.

Figure 16: Ontario Line Bain EEB Haul Route

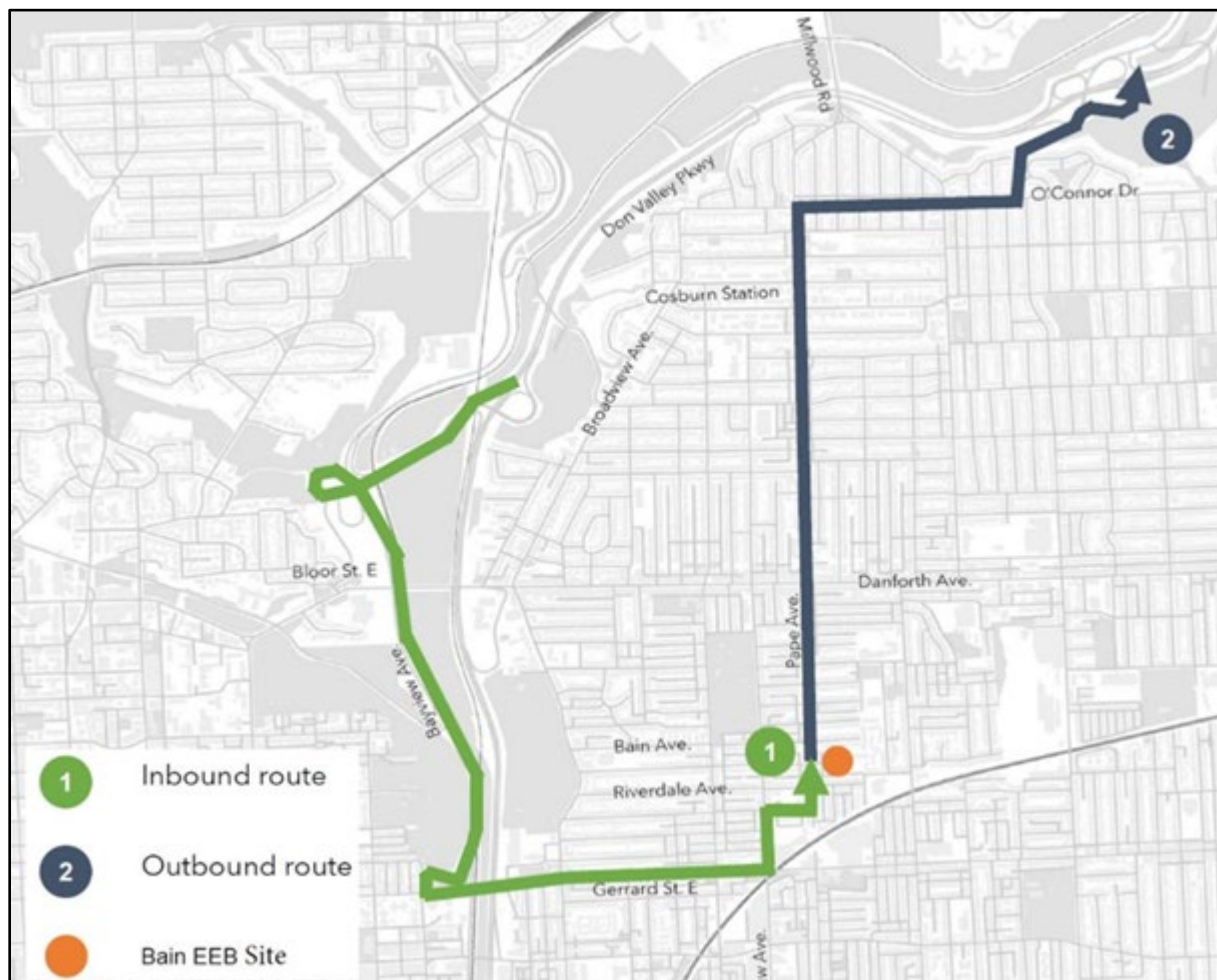


Table 5 shows the expected number of daily truck trips during various construction stages.

Table 5 – Bain EEB Truck Volumes and Timing

Stage	Key Works	Duration	Estimated Daily Truck Volume
1	Ground improvements & jet grouting	Oct 2025 to May 2026, inclusive, (8 mo)	18
2	Relocation of Bell ducts, storm sewer connections & catch basin works	Nov to Dec 2025 (2 mo)	2
3	Installation of a temp. PXO at Pape & Dingwall	Dec 2025 (1 mo)	2

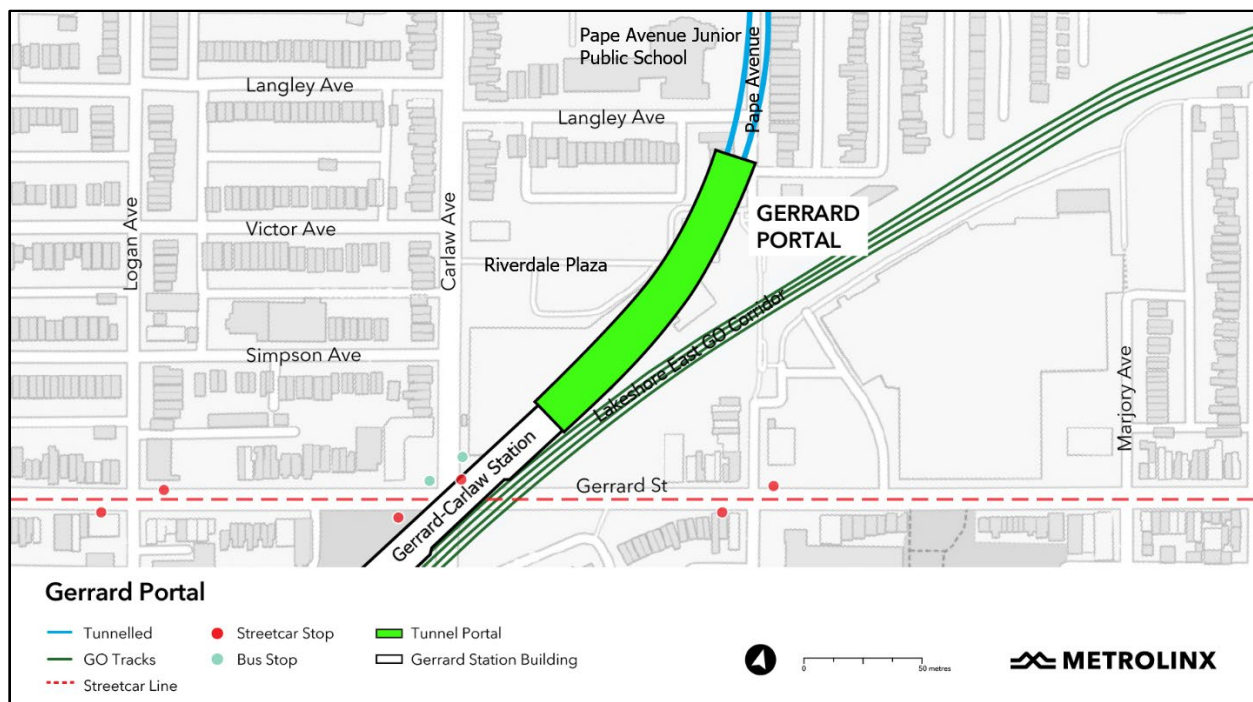
Stage	Key Works	Duration	Estimated Daily Truck Volume
4	Installation of piles & SOE walls	Jun 2026 to Apr 2027, inclusive (11 mo)	28
5	Deep excavation & Civil Works	May 2027 to Aug 2028, inclusive (16 mo)	70
6	TBM passage beneath EEB site & structural finish	Sept 2028 to Nov 2029, inclusive, (15 mo)	18

Traffic control persons will be stationed at site access and egress points along Pape Avenue to manage truck movements, ensure pedestrian safety, and maintain safe interaction between construction vehicles and general traffic. To ensure safe operations and minimize community impacts, Metrolinx will implement the Ontario Line Truck Route Safety Plan, which outlines detailed requirements for haul routes, truck operations, and driver conduct. As a condition of the City's road work permit, Metrolinx's contractors will be required to adhere to this plan, ensuring strict compliance with designated haul routes and all safety measures.

## Gerrard Portal Construction

The Gerrard Portal will serve as the transition between the Ontario Line's Lakeshore East Joint Corridor and the underground tunnel section beneath Pape Avenue. The portal will be located at 449 Carlaw Avenue, occupying the former Riverdale Plaza site, which has been fully demolished to accommodate the construction footprint. Figure 17 shows the location of the Gerrard Portal site.

Figure 17: Gerrard Portal Location



Two tunnel boring machines (TBMs) will commence excavation from the Gerrard Portal, tunnelling approximately three kilometres northward before being extracted at the Minton Portal. Construction of the Gerrard Portal started in July 2025 and is expected to last till May 2028. The works will be delivered in multiple stages to allow for efficient sequencing of activities and to minimize disruption to the surrounding road network.

Each stage will involve distinct traffic, pedestrian, and transit impact, as well as coordinated traffic management with other active Ontario Line works in the Pape Avenue corridor, including the Bain EEB and the advanced utility relocation works near the intersection of Pape Avenue and Riverdale Avenue.

The following sections describe the planned construction stages and associated impacts:

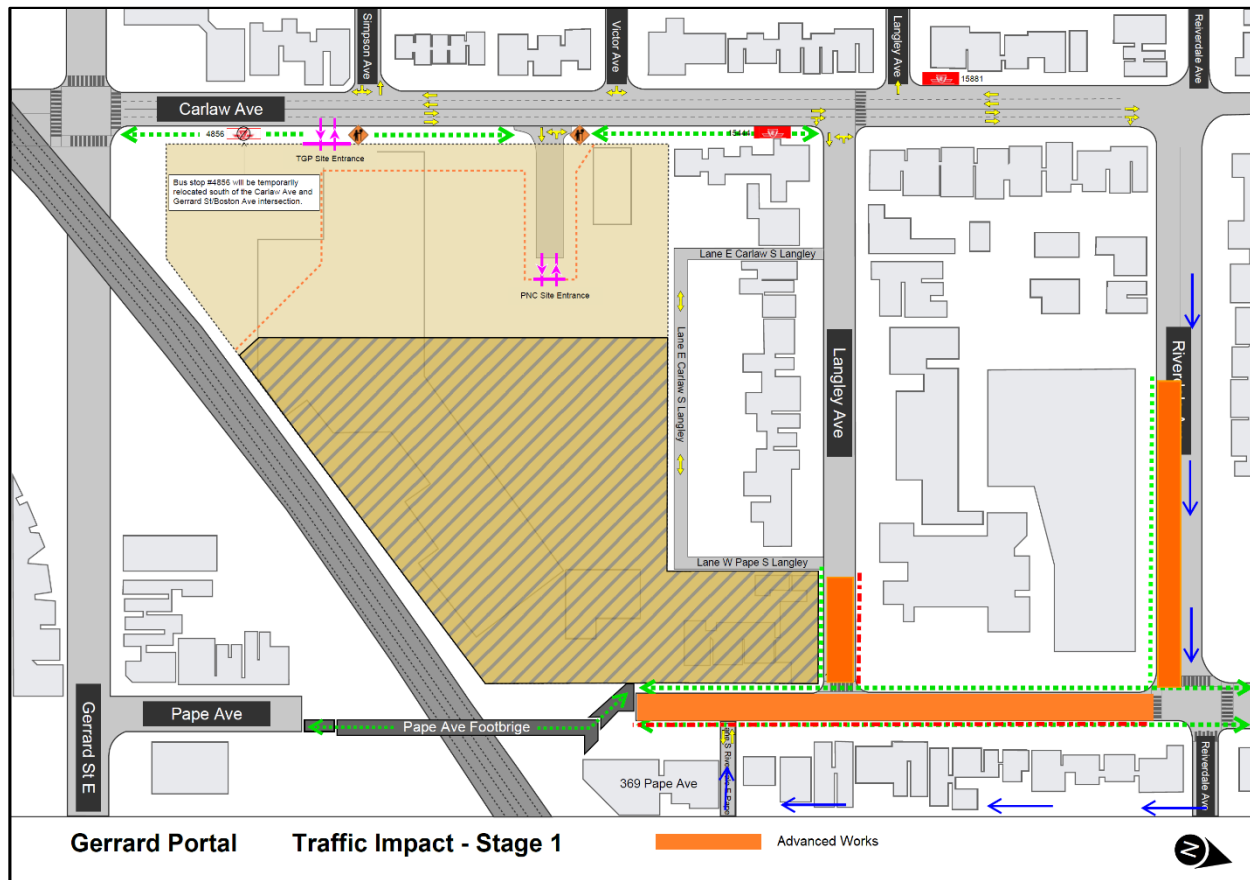
#### Stage 1 – Demolition and Site Preparation (Ongoing till December 2025)

Stage 1 will include demolition of remaining structures within the former Riverdale Plaza property, site grading, ground improvement activities, and initial excavation within the Gerrard Portal footprint. All work will take place entirely within the project site, with no impact on adjacent roads and sidewalks.

Construction vehicles will access the site through two designated driveways on Carlaw Avenue. The existing driveway at 449 Carlaw Avenue, located just south of Victor Avenue, will be used by Pape North Connect (PNC), Metrolinx's contractor responsible for the Gerrard Portal, Pape Tunnel, and underground stations construction. A secondary driveway, located opposite to Simpson Avenue, will be used by Trillium Guideway Partners (TGP), Metrolinx's contractor responsible for delivering the elevated guideway, elevated stations, including the Gerrard-Carlaw Station. This secondary access will be required due to the grade difference between Carlaw Avenue and the rail corridor and will accommodate right-in/right-out vehicular movements only.

During the Stage 1 works, the advanced utility relocation works near the Pape-Riverdale intersection will remain active in the vicinity of the Pape Avenue and Riverdale intersection, involving the construction of storm sewer chambers and tie-ins along Riverdale Avenue and Langley Avenue, as well as combined sewer works along Pape Avenue. Figure 18 shows the traffic management setup and surrounding road network during Stage 1.

Figure 18: Ontario Line Gerrard Portal Construction Stage 1 Traffic Impacts



Following completion of site preparation and demolition works in Stage 1, construction will progress through a series of short-term sub-stages (Stages 1A, 1B, and 1C) between January and March 2026. These sub-stages will focus on driveway modifications, constructing a new signalized intersection at Carlaw Avenue and Victor Avenue, and enhancing pedestrian connectivity along the corridor.

Each sub-stage will require temporary localized lane or sidewalk closures but will maintain traffic operations on Carlaw Avenue. The details of these sub-stages are summarized below:

#### Stage 1A – Driveway Modifications (Approx. 4 weeks – January 2026)

During Stage 1A, construction will focus on modifying the existing driveway to support the inbound and outbound heavy vehicle movements at 449 Carlaw Avenue. To accommodate this work, Metrolinx will require the following temporary closures:

##### Carlaw Avenue:

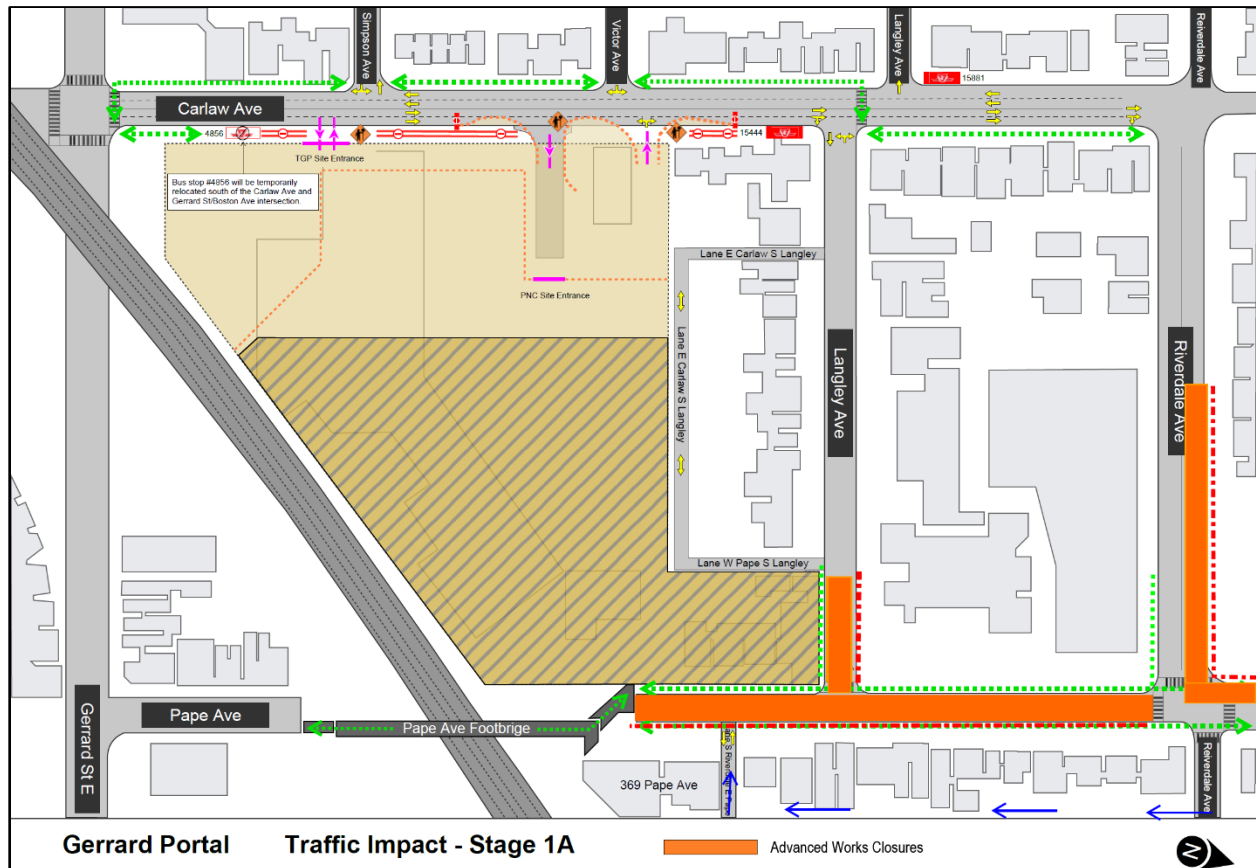
- Temporary closure of the northbound curb lane on Carlaw Avenue, between Simpson Avenue and a point 35 metres north of Victor Avenue. Two-way traffic will be maintained on Carlaw Avenue, with clear signage guiding vehicles through the reduced lane configuration.



- Temporary closure of the east sidewalk on Carlaw Avenue, between Gerrard Street East and Langley Avenue. The west sidewalk will continue to remain open to maintain continuous pedestrian access.

During the Stage 1A works, the advanced utility relocation works will continue in parallel, with storm sewer chamber tie-ins and combined sewer construction progressing along Riverdale Avenue, Pape Avenue, and Langley Avenue. Figure 19 shows the traffic management setup and surrounding road network during Stage 1A.

Figure 19: Ontario Line Gerrard Portal Construction Stage 1A Traffic Impacts



### Stage 1B – Temporary Traffic Signal and North-Side Pedestrian Crossing (Approx. 4 weeks - February 2026)

During Stage 1B, construction will focus on installing a new temporary traffic signal at the intersection of Carlaw Avenue and Victor Avenue/private driveway at 449 Carlaw Avenue and establishing a temporary pedestrian crossing on the north side of the intersections. These works will maintain safe pedestrian crossing, supervised by a PDO, during the temporary traffic signal installation.

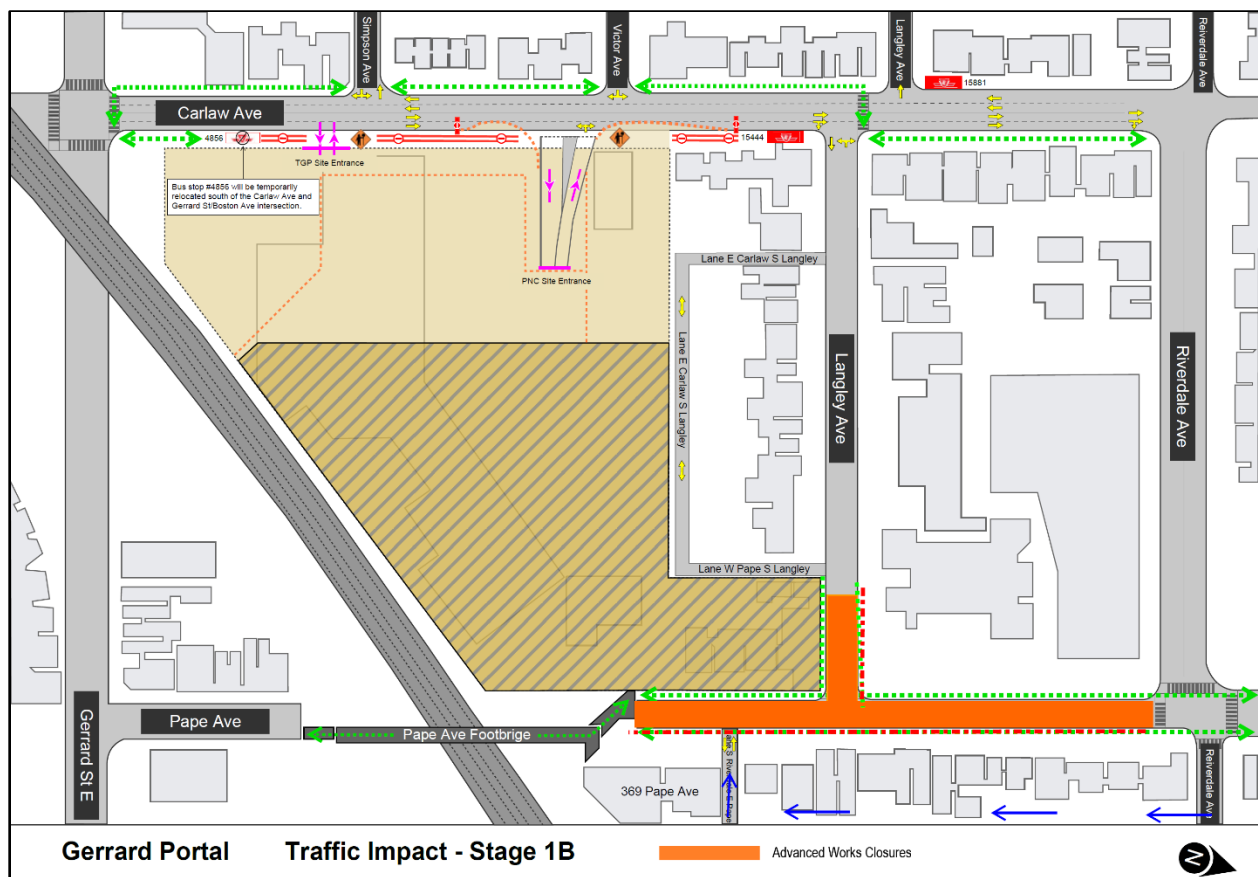
Civil works for the pedestrian crossing and temporary traffic signal will require the following temporary closures:

#### Carlaw Avenue:

- Ongoing temporary closure of the northbound curb lane on Carlaw Avenue, between Simpson Avenue and a point 35 metres north of Victor Avenue. Two-way traffic will be maintained on Carlaw Avenue, with clear signage guiding vehicles through the reduced lane configuration.
- Ongoing temporary closure of the east sidewalk on Carlaw Avenue, between Gerrard Street East and Langley Avenue. The west sidewalk will continue to remain open to maintain continuous pedestrian access.

During the Stage 1B works, the eastbound and westbound movements through the intersection of Riverdale Avenue and Pape Avenue will be restored. However, the combined sewer related works along Pape Avenue and Langley Avenue will remain active. Figure 20 shows the traffic management setup and surrounding road network during Stage 1B.

Figure 20: Ontario Line Gerrard Portal Construction Stage 1B Traffic Impacts



### Stage 1C - Temporary Traffic Signal and West-Side Pedestrian Crossing (Approx. 4 weeks - March 2026)

During Stage 1C, construction activities will shift to the west side of Carlaw Avenue at Victor Avenue to complete the temporary traffic signal installation and associated pedestrian crossing works. These activities will finalize signal connections and restore full pedestrian access on both sides of Carlaw Avenue.

To safely complete these works, Metrolinx will require the following temporary closures:

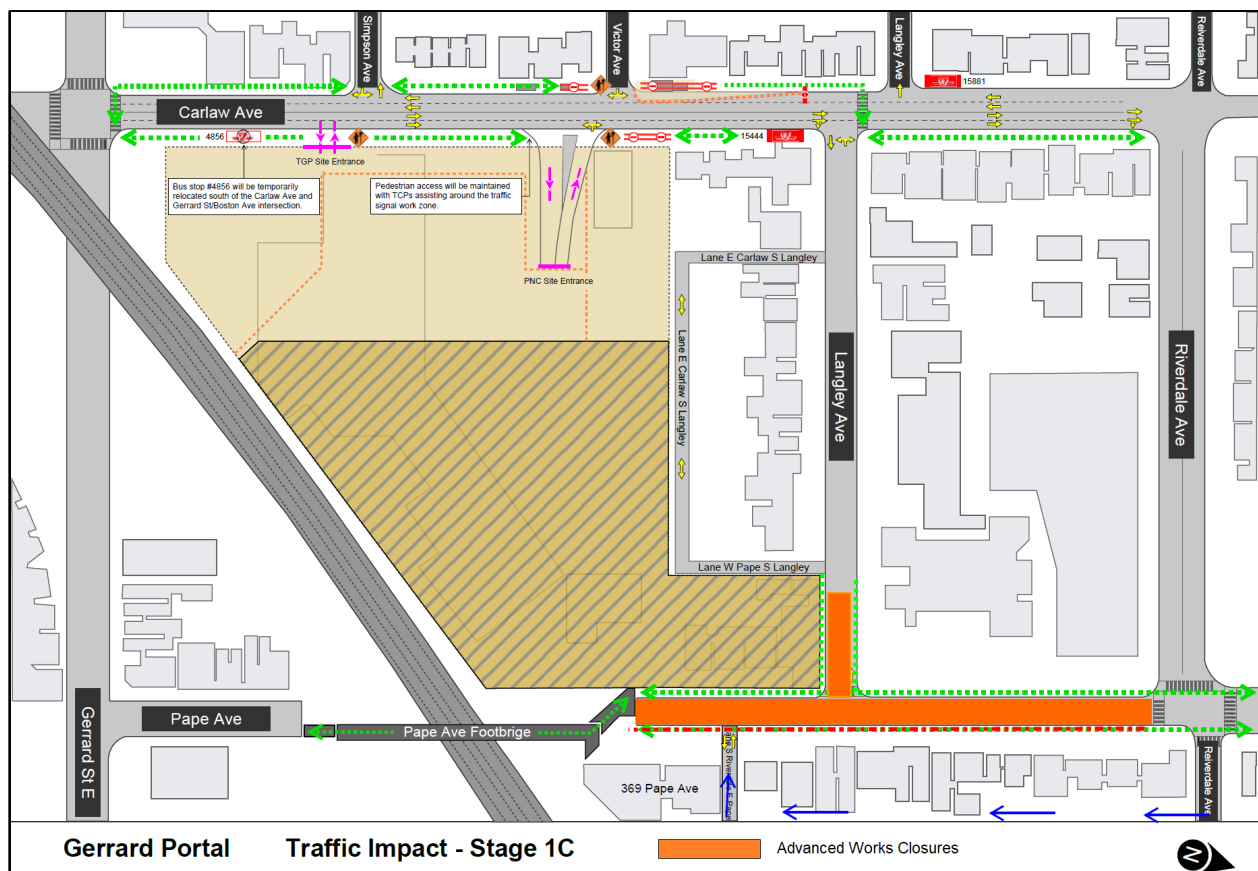
#### Carlaw Avenue:

- Temporary closure of the west sidewalk on Carlaw Avenue, between Victor Avenue and a point 15 metres north of Victor Avenue. Pedestrians will be directed to use the east sidewalk, using crossing opportunities maintained at the nearby signalized intersection of Gerrard Street East and Carlaw Avenue and the PXO at Carlaw Avenue and Langley Avenue.
- Intermittent closure of the southbound curb lane on Carlaw Avenue at Victor Avenue to accommodate equipment and material deliveries; however, two-way traffic on Carlaw Avenue will be maintained at all times.

During the Stage 1C works, the advanced utility relocation works will continue along Pape Avenue and Langley Avenue, focussing on completion of combined sewer relocation work. Coordination between these activities and Gerrard Portal works will remain ongoing to ensure safe pedestrian and vehicle operations in the area.

Figure 21 shows the traffic management setup and surrounding road network during Stage 1C.

Figure 21: Ontario Line Gerrard Portal Construction Stage 1C Traffic Impacts



Upon completion of Stage 1A to 1C works, the new temporary traffic signal at the intersection of Carlaw Avenue and Victor Avenue/private driveway at 449 Carlaw Avenue will be fully operational. These upgrades will provide safe and efficient access

for construction vehicles entering and exiting the Gerrard Portal site, while improving pedestrian connectivity along the Carlaw Avenue corridor. With the temporary traffic signal in place, construction will transition to Stage 2, which involves the start of major excavation for the Gerrard Portal.

Stage 2A – SOE and Ground Improvements (Approx. 5 months – April 2026 to August 2026, inclusive)

During this stage, SOE and ground improvement activities will take place in the south-west corner of the intersection of Pape Avenue and Langley Avenue. This stage will mark a major shift in construction activity, as the primary work zone transitions from Carlaw Avenue toward Pape Avenue.

To safely accommodate these overlapping works, Metrolinx requires the following temporary closures:

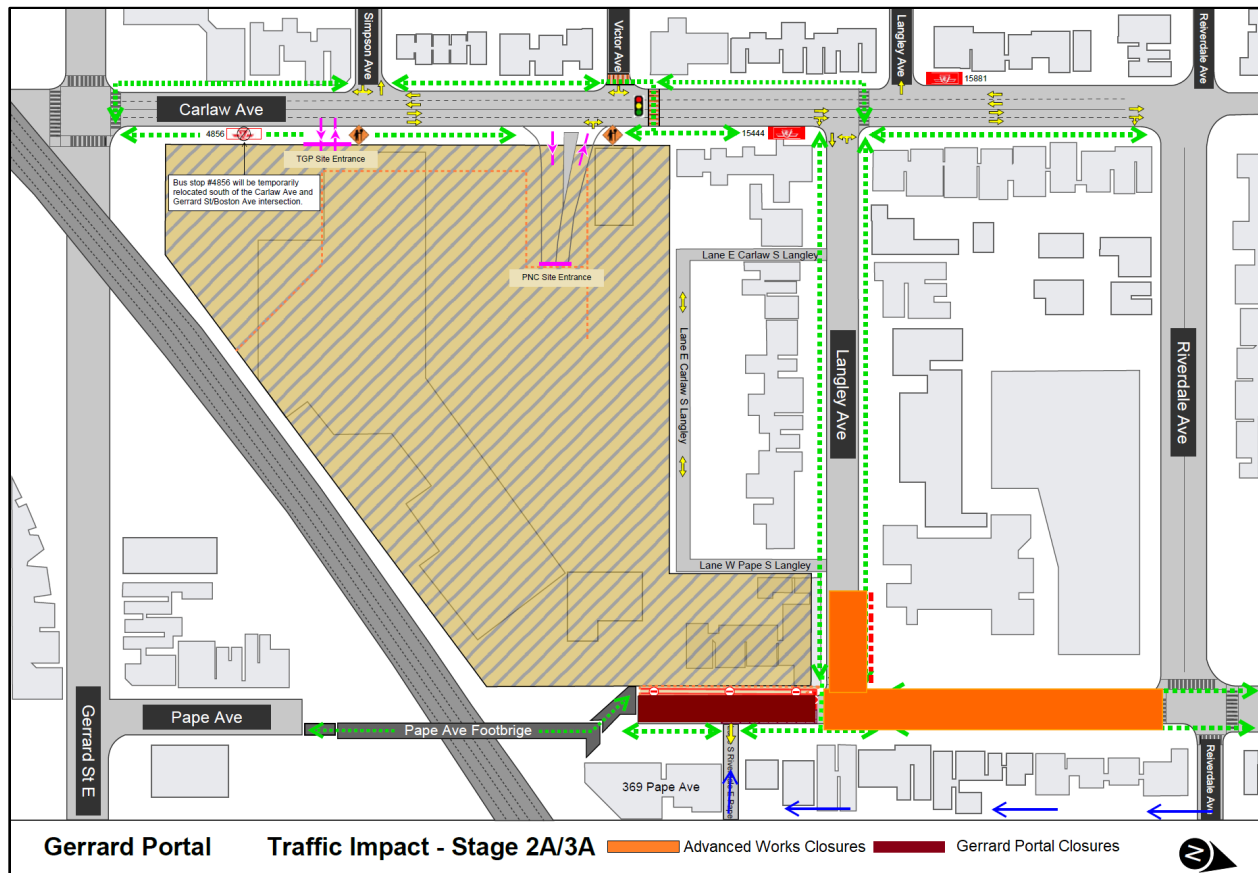
Pape Avenue:

- Temporary closure of Pape Avenue between Langley Avenue and the south terminus of Pape Avenue.
- Temporary closure of the west sidewalk on Pape Avenue between Langley Avenue and the south terminus of Pape Avenue. The east sidewalk on Pape Avenue, south of Langley Avenue will remain available.

The SOE and ground improvement works in Stage 2A will overlap with the next phase of the advanced utility relocation works, involving removal of the existing underground storm sewer from within Pape Avenue and a portion of Langley Avenue. Traffic management arrangements will be closely coordinated between Metrolinx's contractors to ensure safe movement of vehicles and pedestrians in the area.

Figure 22 shows the traffic management setup during Stage 2A, including the overlapping Advanced Works.

Figure 22: Ontario Line Gerrard Portal Construction Stages 2A & 3A Traffic Impacts



Stage 2B – Continuation of SOE and Ground Improvement Works (5 months – September 2026 to January 2027, inclusive)

During this stage, the SOE and ground improvement works initiated in Stage 2A will continue along Pape Avenue, south of Langley Avenue, and within the Gerrard Portal work zone. By this stage, all advanced utility relocation works will be complete.

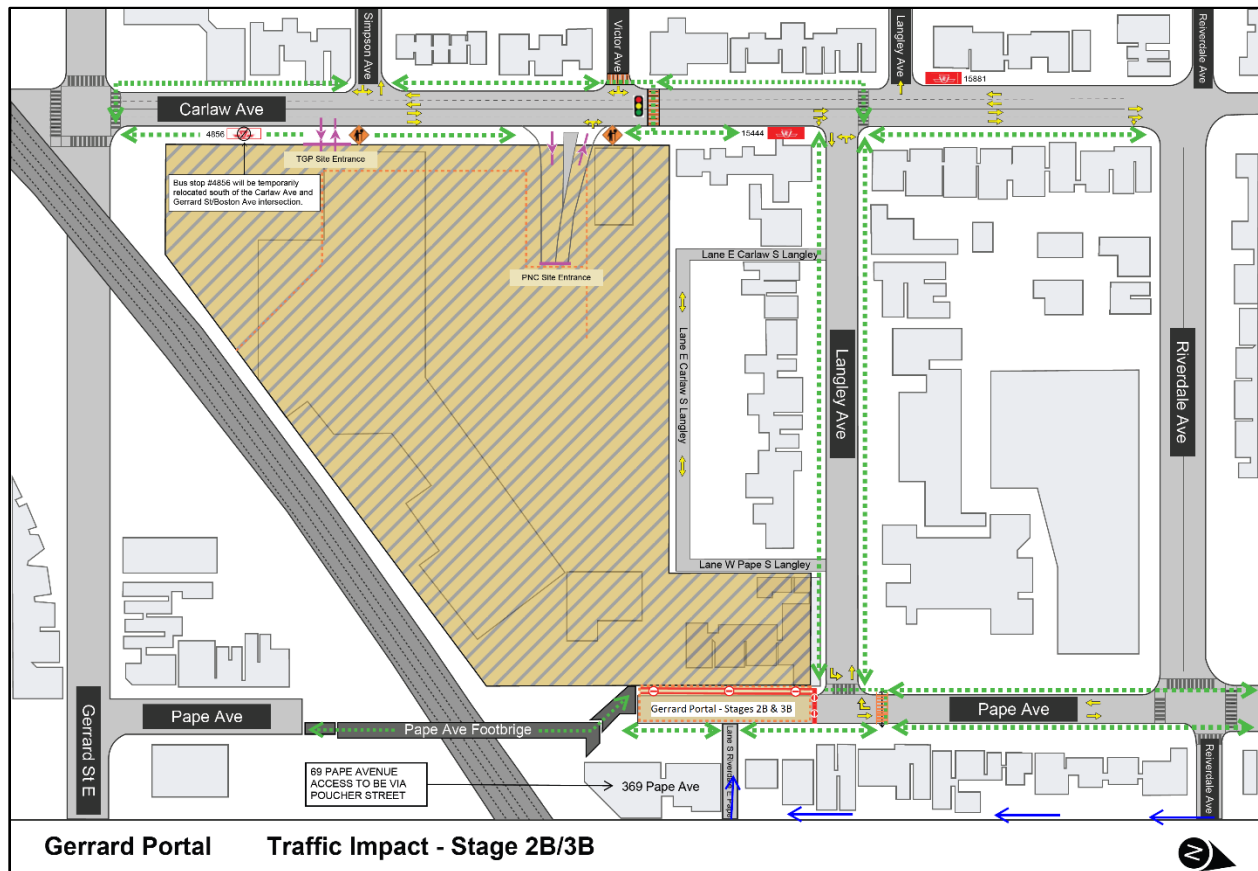
To safely accommodate the Stage 2B works, the following temporary closures will remain in effect:

Pape Avenue:

- Ongoing temporary closure of Pape Avenue between Langley Avenue and the south terminus of Pape Avenue.
- Ongoing temporary closure of the west sidewalk on Pape Avenue between Langley Avenue and the south terminus of Pape Avenue. The east sidewalk on Pape Avenue, south of Langley Avenue will remain available.

Figure 23 shows the traffic management setup and surrounding road network during Stage 2A.

Figure 23: Ontario Line Gerrard Portal Construction Stages 2B & 3B Traffic Impacts



Stages 3A and 3B – Road and Sidewalk Restoration (Approx. 3 months – February to April 2027, inclusive)

Following completion of the SOE and ground improvement works, construction will progress to restoration activities along Pape Avenue and Langley Avenue. These stages will focus on reinstating road surfaces, sidewalks, and curbs impacted during early stages of the Gerrard Portal and advanced utility relocation works.

During these stages, the following temporary road closures will remain in effect:

Pape Avenue:

- Ongoing temporary closure of Pape Avenue between Langley Avenue and the south terminus of Pape Avenue.
- Ongoing temporary closure of the west sidewalk on Pape Avenue between Langley Avenue and the south terminus of Pape Avenue. The east sidewalk on Pape Avenue, south of Langley Avenue will remain available.

Figures 22 and 23 show the traffic management setup and surrounding road network in Stages 3A and 3B.

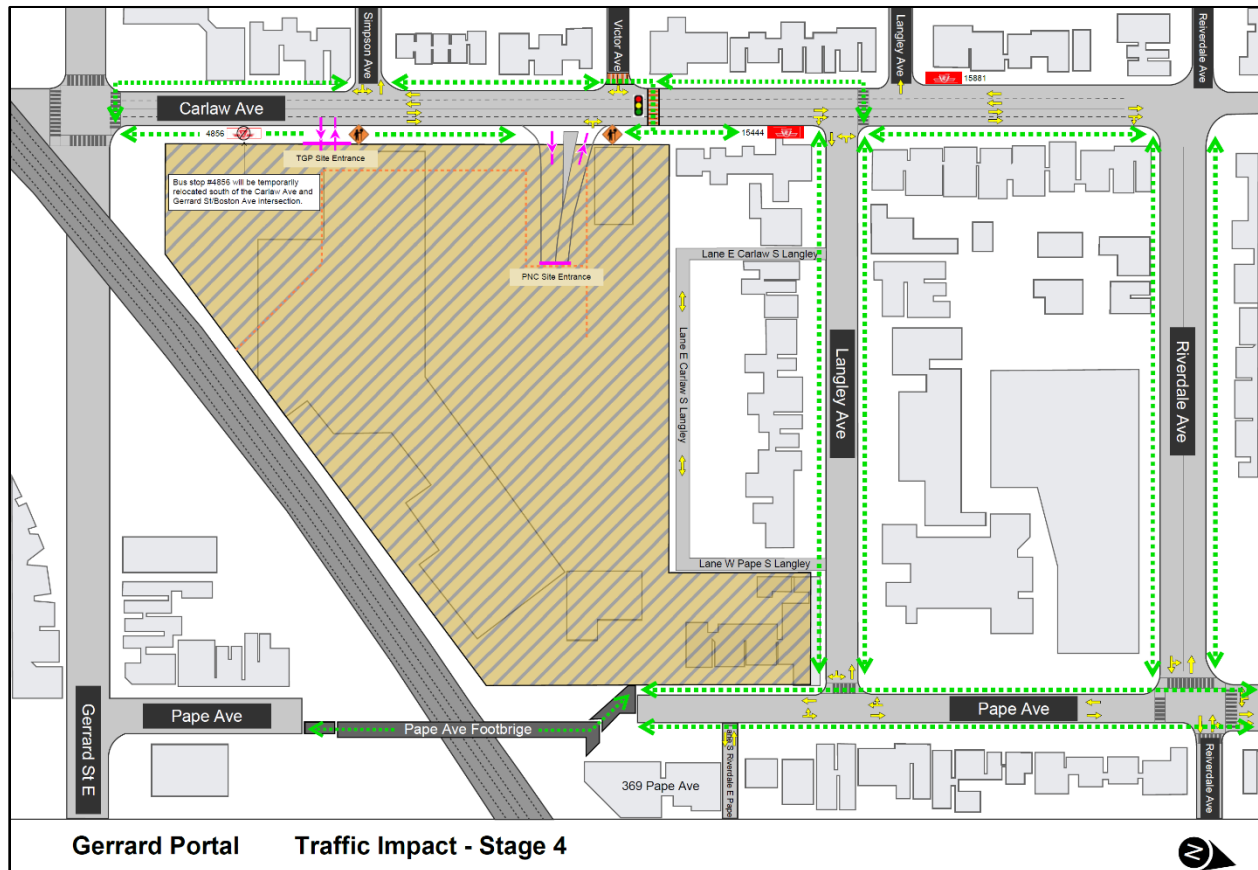
Stage 4 – Preparation for TBM Operations (Approx. 13 months – May 2027 to May 2028, inclusive)



During this stage, construction activities will remain contained within the Gerrard Portal site, while restoration and demobilization works are completed along Pape Avenue. All temporary construction fencing will be removed from Pape Avenue, reinstating full vehicular access and restoring the roadway and sidewalks to their pre-construction condition.

Figure 24 shows the traffic management setup and surrounding road network during the Stage 4.

Figure 24: Ontario Line Gerrard Portal Construction Stage 4 Traffic Impacts



Following completion of site restoration and demobilization activities on Pape Avenue, the project will transition into its final stage, launching of the twin TBMs from the Gerrard Portal.

#### Stage 5 – TBM Launch (Approx. 3 months – June to August 2028, inclusive)

During Stage 5, two TBMs will be launched from the Gerrard Portal, initiating excavation of twin tunnels toward the future Pape Station and Minton Portal. To ensure safety of all road users and protect surface stability during early tunnelling operations, when the TBMs are at shallow depths, Metrolinx will require the following temporary closures:

#### Pape Avenue:

- Temporary full closure of Pape Avenue between Riverdale Avenue and the south terminus of Pape Avenue.



- Temporary sequential closure of the east and west sidewalks on Pape Avenue between Riverdale Avenue and the south terminus of Pape Avenue.

#### Langley Avenue:

- Temporary full closure of Langley Avenue between Pape Avenue and the public laneway (Ln W Pape S Langley).
- Temporary closure of the north and south sidewalks on Langley Avenue between Pape Avenue and the public laneway (Ln W Pape S Langley).

These temporary road closures are essential to maintain public safety and protect the integrity of surface infrastructure during the TBM launch operations. Stage 5 represents the culmination of major construction activities at the Gerrard Portal, with all tunnelling activities shifting underground.

Figure 25 shows the traffic management setup and surrounding road network during Stage 5.

Figure 25: Metrolinx Ontario Line Gerrard Portal Construction Stage 5 Traffic Impacts

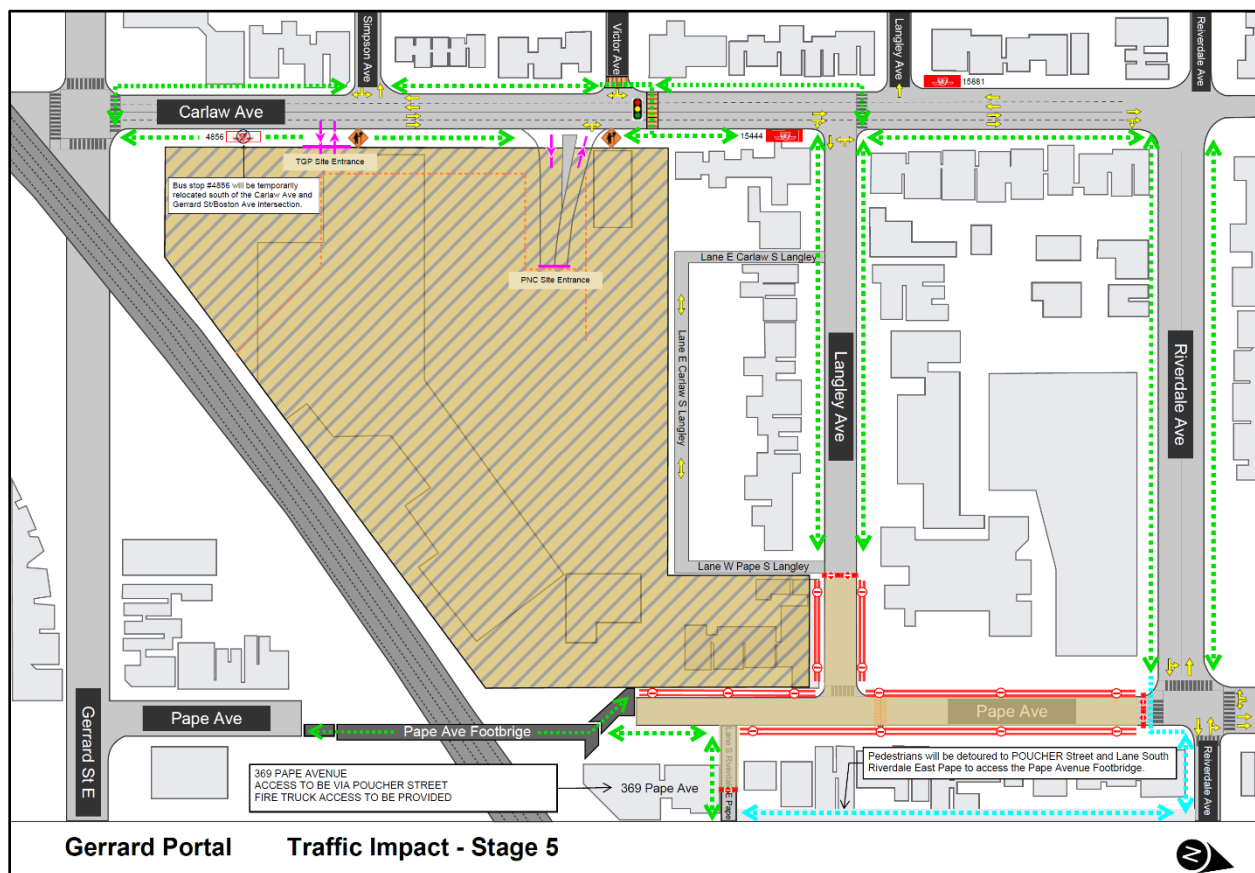


Table 6 summarizes various construction stages for the Gerrard Portal.

Table 6 – Summary of Gerrard Portal Construction Stages

Stage	Duration	Key Works	Traffic Impacts
1	Ongoing to Dec 2025, inclusive, (6 mo)	Demolition of remaining plaza structures, site preparation, grading, and ground improvements	Minimal off-site impacts. Construction access via 449 Carlaw Avenue & secondary access opposite Simpson Ave. Advanced utility relocation works at Pape-Riverdale intersection remain active (storm chambers, tie-ins, combined sewer).
1A-1C	Jan to Mar 2026, inclusive, (3 mo)	Driveway modification, installation of new temporary traffic signal at Carlaw/Victor, and pedestrian crossing improvements	Temp. NB curb lane closure on Carlaw (Simpson to Victor); intermittent sidewalk closures on the east and west sides; safe pedestrian crossings maintained. Advanced utility relocation works on Pape and Langley.
2A	Apr to Aug 2026 (5 mo)	Support of Excavation (SOE) and ground improvements at southwest corner of Pape/Langley	Full closure of Pape Ave (Langley to south terminus) and west sidewalk. East sidewalk open. Overlaps with advanced utility location works involving storm sewer removal on Pape and Langley.
2B	Sept 2026 to Jan 2027, inclusive, (5 mo)	Continuation of SOE and ground improvement activities	Same closures as Stage 2A. Advanced utility relocation works complete by this stage.
3A & 3B	Feb to Apr 2027, inclusive, (3 mo)	Road and sidewalk restoration on Pape and Langley	Same closures as Stage 2B. Restoration of pavement, sidewalks, and curbs. Permit parking reinstated on Langley.

Stage	Duration	Key Works	Traffic Impacts
4	May 2027 to May 2028, inclusive, (13 mo)	Preparation of TBM operation, restoration and demobilization on Pape	All construction fencing removed; full vehicular and pedestrian access restored; Carlaw/Victor temp. traffic signal remains operational.
5	Jun to Aug 2028, inclusive, (3 mo)	Launch of TBMs; portal completion	Full closure of Pape Ave (Riverdale to south terminus) & Langley (Pape to public laneway). Sidewalk closures on Pape and Langley. Pedestrian detour via Poucher St to access footbridge. Traffic detoured via Carlaw and Riverdale.

## Gerrard Portal Construction Traffic Impacts and Mitigation Measures

### Auto Impacts:

Construction activities at the Gerrard Portal will require temporary lane closures along Carlaw Avenue, Pape Avenue, and Langley Avenue to safely accommodate ground improvements, temporary traffic signal installation, SOE works, and TBM activities.

During Stages 1A and 1B, the northbound curb lane on Carlaw Avenue, fronting the project site, will be temporarily closed to facilitate driveway modifications and temporary traffic signal installation at the Victor Avenue intersection, while maintaining a three-lane cross-section to preserve northbound and southbound traffic flow. During Stage 1C, one southbound curb lane on Carlaw Avenue at Victor Avenue will be intermittently closed for the remaining traffic signal works, also maintaining a three-lane cross-section for vehicles.

During Stages 2A to 3B, Pape Avenue, between Langley Avenue and the south terminus of Pape Avenue, will be fully closed to vehicular traffic to accommodate the SOE, ground improvement, and road restoration works. Vehicular access to 369 Pape Avenue will be maintained through Poucher Street. Additionally, vehicular access to the public laneway (Ln E Pape S Riverdale) will remain available.

During Stage 5, corresponding to TBM launch activities, Pape Avenue, between Riverdale Avenue and the south terminus of Pape Avenue, will be closed as a safety measure due to shallow tunnelling depth and potential ground settlement risks. Southbound vehicular traffic on Pape Avenue will be detoured via Riverdale Avenue and Carlaw Avenue. Additionally, Langley Avenue, between Pape Avenue and the public laneway (Ln W Pape S Langley) will be temporarily closed. Two-way traffic operations on Langley Avenue will be maintained through the public laneway (Ln E Carlaw S Langley).

It should be noted that all properties on the east side of Pape Avenue, between Riverdale Avenue and the public laneway (Ln S Riverdale E Pape) have been vacated, and the Pape Junior Public School has been relocated. Consequently, the requirement for local vehicular traffic access within the closed portion of Pape Avenue will be minimal.

During Stages 1 through 2A, the Gerrard Portal construction will overlap with the ongoing advanced utility relocation works near the Pape Avenue and Riverdale intersection. These works require temporary lane closures on portions of Riverdale Avenue, Pape Avenue, and Langley Avenue. Temporary road and sidewalk closures for these activities will be coordinated with the Gerrard Portal traffic management plan to maintain safe and continuous access for local residents, emergency services, and construction vehicles.

#### Pedestrian Impacts:

Pedestrian connectivity will be maintained along Gerrard Avenue, Carlaw Avenue, Pape Avenue, and Langley Avenue throughout the Gerrard Portal construction and overlapping advanced utility relocation works; however, temporary localized sidewalk closures will occur adjacent to active work zones.

During Stage 1 and the overlapping advanced utility relocation works, the east sidewalk on Pape Avenue, between Riverdale Avenue and the south terminus of Pape Avenue, will be temporarily closed to accommodate storm sewer chamber tie-in activities. Pedestrian access will be maintained on the west sidewalk, with clear wayfinding signage directing pedestrians to safe crossings. Additionally, the north sidewalk on Langley Avenue, between Pape Avenue and the public laneway (Ln W Pape S Langley) will be temporarily closed, with pedestrians detoured to the south sidewalk. Pedestrian access to the Pape Avenue Footbridge will be maintained at all times.

As Gerrard Portal construction progresses (Stages 1A to 1C), temporary sidewalk closures will occur along Carlaw Avenue, between Gerrard Avenue and Langley Avenue for driveway modifications and temporary traffic signal installation. At least one sidewalk will remain open at all times, with signed detours and controlled crossings at Gerrard Street East and the PXO at Langley Avenue. Concurrently, temporary sidewalk closures associated with the advanced utility relocation works will continue along Pape Avenue, Langley Avenue, and Riverdale Avenue. In all cases, the opposite sidewalk will remain open, and detour signs will be placed strategically at the nearest controlled crossings to guide pedestrians.

During Stages 2A to 3B, temporary closures will shift eastward to the west sidewalk on Pape Avenue, between Langley Avenue and the south terminus of Pape Avenue, as well as the north sidewalk on Langley Avenue, between Pape Avenue and the public laneway (Ln W Pape S Langley). Pedestrian detours will be maintained on the east sidewalk on Pape Avenue and south sidewalk on Langley Avenue, supported by a temporary pedestrian crossing at the north side of Pape Avenue and Langley Avenue, supervised by a PDO during working hours.

Throughout all construction stages, PDOs and TCPs will be stationed at key intersections to assist pedestrians, particularly during haul truck operations. All pedestrian management measures will be implemented in accordance with the Ontario Traffic Manual Book 7 guidelines and the City's Vision Zero Road Safety Plan, ensuring safe and accessible routes for all road users, including individuals with mobility devices.

#### Parking Impacts:

The temporary northbound curb lane closure on Carlaw Avenue will require the removal of up to 10 on-street three-hour maximum parking spaces on the east side of Carlaw Avenue, between Simpson Avenue and Langley Avenue for a period of approximately eight weeks during the Stages 1A to 1B.

Additionally, during Stage 1C, three on-street three-hour maximum parking spaces on the west side of Carlaw Avenue, between Victor Avenue and Langley Avenue, will be temporarily unavailable for approximately four weeks to facilitate completion of temporary traffic signal and pedestrian crossing installation works.

During Stage 5, the temporary removal of approximately three overnight permit parking spaces on the south side of Langley Avenue, between Pape Avenue and the public laneway (Ln W Pape S Langley) will also be required. These parking spaces front the properties at the southwest quadrant of Pape Avenue and Langley Avenue, which have since been acquired and demolished by Metrolinx to accommodate the Gerrard Portal construction. These parking spaces were already temporarily removed to facilitate the advanced utility relocation works.

The remainder of Langley Avenue continues to provide overnight permit parking during the construction period. Residents will continue to access their rear parking spaces via the public laneway (Ln E Carlaw S Langley), ensuring uninterrupted parking availability for the remaining occupied properties.

#### Cycling Impacts:

There are currently no dedicated bicycle lanes on Carlaw Avenue and Gerrard Avenue in the vicinity of the Gerrard Portal site. Bicyclists will continue to share the travel lanes with the general traffic. Metrolinx will install clear signage to direct cyclists and motorists through the work zone.

#### Transit Impacts:

TTC bus service along Carlaw Avenue and Gerrard Avenue will be maintained during the Gerrard Portal construction works. The northbound far side transit stop on Carlaw Avenue at Gerrard Street will be temporarily located to the south side of the intersection in front of 375 Carlaw Avenue.

#### Emergency Vehicle Impacts:

Emergency vehicle access through the work zones will be maintained at all times. Metrolinx will coordinate with the emergency services staff to implement any work zone accommodations to enable emergency vehicle access to all properties.

#### Property and Business Access Impacts:

Metrolinx will ensure uninterrupted public road access to all businesses and properties within the construction zone throughout the project.

#### Haul Routes:

During construction at the Gerrard Portal, heavy vehicle traffic will increase significantly to accommodate dump trucks, concrete deliveries, and tractor-trailer movements for SOE, ground improvement, and TBM operations. The primary site access for construction vehicles will be via the existing driveway at 449 Carlaw Avenue, which will be temporarily signalized with improved turning radii and sightlines.

Inbound and outbound truck movements for the Gerrard Portal construction will follow designated haul routes approved under Metrolinx's Ontario Line Truck Route Safety Plan. These routes are selected to minimize community impacts, avoid residential streets, and ensure efficient connections to major arterials and expressways.

#### Inbound Haul Routes:

- Don Valley Parkway southbound → Bayview Avenue southbound → River Street southbound → Gerrard Street East eastbound → Carlaw Avenue northbound → 449 Carlaw Avenue.
- Gardiner Expressway eastbound → Lake Shore Boulevard eastbound → Carlaw Avenue northbound → 449 Carlaw Avenue.

#### Outbound Haul Routes:

- 449 Carlaw Avenue → Carlaw Avenue southbound → Gerrard Street East westbound → River Street northbound → Bayview Avenue northbound → Don Valley Parkway northbound.
- 449 Carlaw Avenue → Carlaw Avenue southbound → Lake Shore Boulevard westbound → Gardiner Expressway westbound.

Figure 26 shows the Metrolinx proposed inbound and outbound haul routes to the Gerrard Portal site.

Figure 26: Ontario Line Gerrard Portal Haul Route

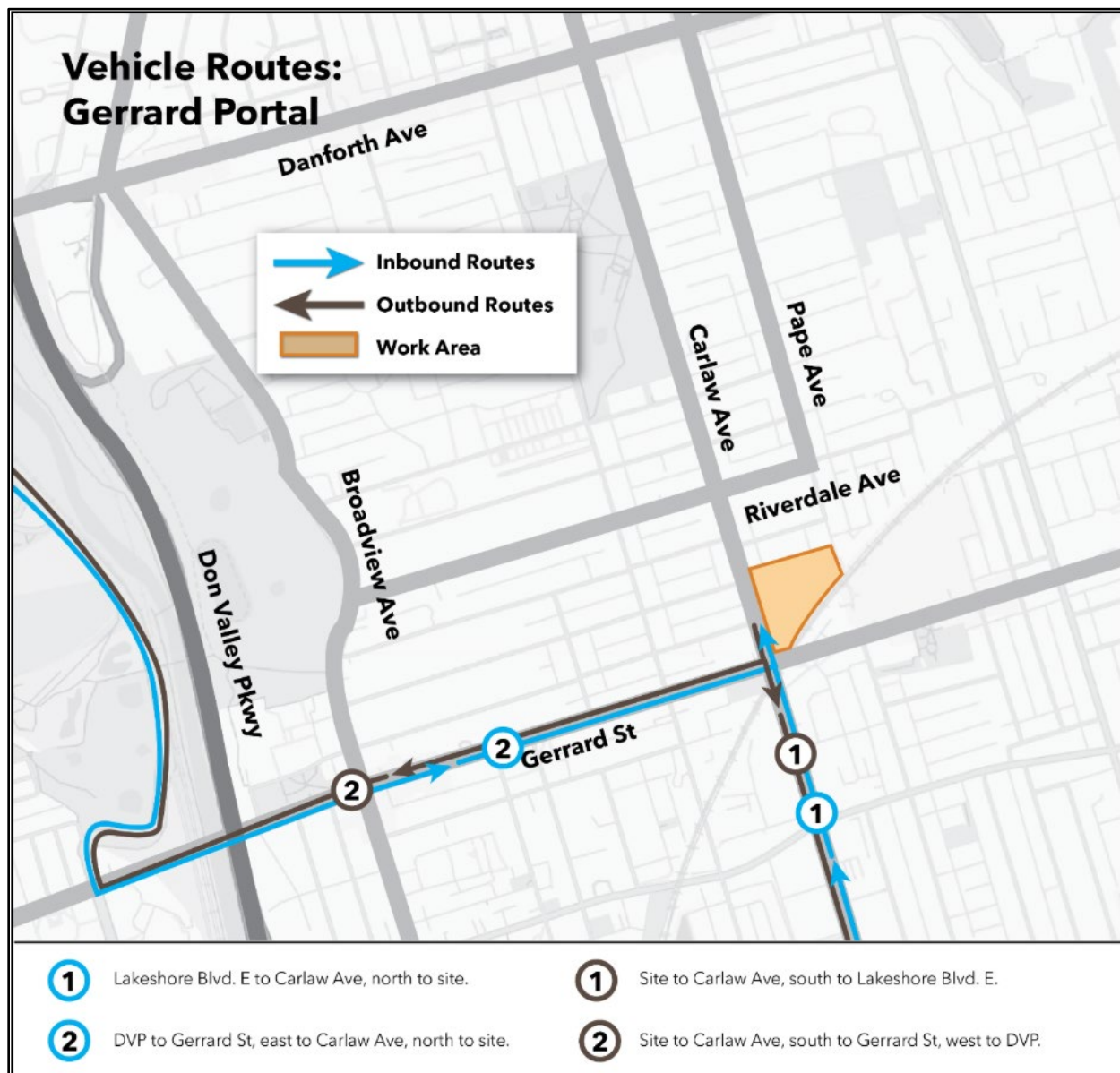


Table 7 shows the expected number of daily truck trips during various construction stages of the Gerrard Portal.

Table 7 – Truck Volume and Timing

Stage	Key Works	Duration	Estimated Daily Truck Volume
1	Demolition of remaining plaza structures, site preparation, grading, and ground improvements	Ongoing to Dec 2025, inclusive, (6 mo)	101



Stage	Key Works	Duration	Estimated Daily Truck Volume
1A-1C	Driveway modification, installation of new temporary traffic signal at Carlaw/Victor, and pedestrian crossing improvements	Jan to Mar 2026, inclusive, (3 mo)	26
2A-2B	Support of Excavation (SOE) and ground improvements at southwest corner of Pape/Langley	Apr 2026 to Jan 2027, inclusive, (10 mo)	26
3A-3B	Road and sidewalk restoration on Pape and Langley	Feb to Apr 2027, inclusive, (3 mo)	125
4	Preparation of TBM operation, restoration and demobilization on Pape	May 2027 to May 2028, inclusive, (13 mo)	156
5	Launch of TBMs; portal completion	Jun to Aug 2028, inclusive, (3 mo)	94

To maintain safe operations and protect vulnerable road users along the haul route, Metrolinx and Project Co. will deploy a range of traffic management measures consistent with Metrolinx's Ontario Line Truck Route Safety Plan and the City's Vision Zero Road Safety Plan and permit conditions, including:

- TCPs at all site access and egress points to guide construction vehicles and maintain pedestrian safety.
- PDOs and/or City Traffic Agents positioned at critical intersections along the haul route during peak construction hours to manage turning movements and assist road users.
- School Crossing Guards will be evaluated for deployment during active school hours at nearby locations depending on construction activity and pedestrian volumes.
- Continuous monitoring of intersection performance and traffic flow to identify and implement operational adjustments, as needed.
- Traffic signal timing adjustments, as needed.
- All trucks must enter and exit the site in forward motion, guided by TCPs.
- Enhanced signage, pavement markings, and lighting to improve visibility for all road users.
- Regular sweeping and surface maintenance to remove dirt and debris from haul routes.

These measures will ensure that construction activities are safety integrated into the existing transportation network, minimizing disruption to residents, schools, and transit users along the corridor.

## **Construction Mitigation Measures**

City staff will coordinate with Metrolinx and its contractors to implement safe work zone accommodations that ensure safety and mobility of all road users during construction of the Cosburn, Bain EEB, and Gerrard Portal. The following subsections of the report outline the key mitigation measures that City staff will require Metrolinx's contractors to include as part of their construction plans and staging permits.

### Pedestrians:

City staff will work closely with Metrolinx and its contractors to maintain safe and accessible pedestrian connectivity within all active work zones. Where temporary sidewalk closures are required, Metrolinx's contractor will install a temporary, unobstructed, and well-lit pedestrian walkway within the adjacent travel lane. Each walkway will maintain a minimum clear width of 1.8 metres and comply with Accessibility for Ontarians with Disability Act (AODA) requirements.

In a constrained location, where it is not feasible to provide a temporary walkway, the contractor will deploy PDOs and TCPs to safely direct pedestrians to the available opposite sidewalk. Advanced wayfinding signage will be placed at the nearest signalized intersections or PXOs to inform pedestrians of upcoming closures and detour routes.

At all times, the contractor will ensure pedestrian walkways are kept clear of dirt, loose material, snow, and ice and will install temporary curb ramps where necessary. Adequate sightlines will be maintained at all site access points, with TCPs positioned to prevent conflicts between pedestrians and construction vehicles.

In school zones and along haul routes used during student pick-up and drop-off hours, Metrolinx will deploy TCPs, PDOs, and, where warranted, school crossing guards to manage pedestrian crossings and ensure safe operations. Clear and visible signage will be installed to direct pedestrians towards safe crossing locations.

### Bicyclists:

Metrolinx will maintain safe and continuous cycling access throughout construction by implementing appropriate controls along the affected corridors.

On Cosburn Avenue, cyclists will share a 3.8-metre-wide travel lane with motorists during the installation of traffic decking. The contractor will install the "Share the Road" advisory signage and pavement markings, along with advanced warning signage on approaches to each work zone.

On Pape Avenue, Carlaw Avenue, and Bain Avenue, where there are no dedicated bicycle lanes, cyclists will continue to share travel lanes with general traffic. Clear

directional signage and lane-sharing advisories will be installed to guide cyclists safely through or around the construction zones.

Metrolinx's contractors will maintain road surfaces in good condition by removing dirt and debris, addressing uneven pavement promptly, and ensuring that any temporary transitions or steel plates are flush with the road surface to minimize risks to cyclists.

#### Transit Users:

TTC bus service will be maintained on Gerrard Street East, Carlaw Avenue, Pape Avenue, and Cosburn Avenue throughout the construction of three work sites.

Temporary relocation of transit stops will be required at some locations to avoid conflicts with active work zones. All temporary bus stops will meet TTC's design and accessibility standards and will be clearly signed to guide transit users. City staff, TTC, and Metrolinx will monitor bus travel times and passenger operations and make adjustments, such as signal optimization and traffic agent deployment, to maintain reliable service and minimize delays.

#### Motorists:

Metrolinx will install advanced advisory signage, including portable variable message signs, at key locations across the network to inform motorists of upcoming temporary lane closures. In addition, project updates will be shared through the Metrolinx project website, social media, and public notices to encourage alternative routes, travel schedules, and travel modes.

All temporary road closure information will be submitted through the Road Disruption Activity Reporting System (RoDARS) and shared with online navigation providers (Google, Waze, etc.) ensuring real-time visibility of active road restrictions and facilitating efficient route planning.

City staff, in collaboration with Metrolinx, will monitor traffic conditions and adjust traffic signal timing to reflect changing travel patterns and minimize congestion. PDOs, TCPs, and traffic agents will be stationed at critical intersections and haul route access points to ensure safe and efficient vehicle movements through the work zones.

To reduce congestion near construction sites, Metrolinx will minimize truck staging and prohibit idling on City roadways. Construction trucks will operate strictly in accordance with the Ontario Line Truck Route Safety Plan, which establishes requirements for haul route selection, driver conduct, staging protocols, and community safety.

These measures will help maintain safe traffic operations for all road users while minimizing disruption to the surrounding community.

### **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 comply with all applicable City and Provincial standards, including the Ontario Traffic Manual (OTM) Book 7 and Book 18. The permit application must include:

- Detailed scope of work, location, and schedule
- Technical drawings and traffic control plans
- A haul route plan
- Proof of insurance coverage
- Applicable fees and supporting documents as prescribed under Chapter 743.

All submissions will be reviewed by Transportation Services staff to ensure that the safety and mobility needs of the travelling public, adjacent properties, and local businesses are met. Upon permit issuance, City staff will monitor field implementation to ensure compliance with the approved traffic control plans.

City staff will also coordinate logistical planning between Metrolinx's active work sites, City-led capital works, private developments, and other utility projects within or adjacent to the public road right-of-way to minimize overlapping impacts.

#### Permit Review Principles:

Permit applications, including the associated traffic control and haul route plans, will be reviewed in accordance 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 Control – Traffic signage and temporary control devices designed as per OTM Book 7, 12, and 18 guidelines.
- Access – Maintain access for emergency services, transit vehicles, residences and businesses.
- Parking - Minimize impacts on on-street parking, with a requirement for replacement arrangements before any temporary or permanent removal of on-street overnight permit parking spaces, and coordinate with the Toronto Parking Authority to provide compensation for lost revenue associated with any temporary or permanent removal of on-street daytime "Pay and Display" parking spaces.
- Traffic Calming - Minimize neighbourhood infiltration and implement any traffic calming measures, where necessary, to discourage speeding
- Network Operation – Limit disruption to the overall road network, adjacent land uses, and noise-sensitive land uses.
- Pedestrian Safety - Minimize conflicts between pedestrians and construction vehicles specifically at the site driveways.
- Haul Route Control – Ensure no construction vehicles operate on residential streets and that all haul routes comply with the Ontario Line Haul route plan.
- Signal Operations – Adjust traffic signal timing, as required, for efficient traffic flow in the area.

- Coordination – Synchronize works with nearby projects to avoid simultaneous closures on parallel or intersecting routes.

#### Permit Conditions:

Upon satisfactory review of the permit application, and the payment of all applicable fees, the General Manager, Transportation Services, may issue the permit specifying the approved duration, location, and right-of-way limits for occupation. The permit will include both standard (Appendix A of Chapter 743) and project-specific conditions, which may include, but are not limited to:

- 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 pedestrian 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; and
- Requirements for temporary replacement of on-street overnight permit parking before any removal.

Transportation Services staff will continue to monitor Metrolinx's permit compliance throughout construction and reserve the right to modify or revoke permits should safety, access, or coordination issues arise.

### **Communication and Community Engagement**

Metrolinx has established Construction Liaison Committees (CLCs) for the Cosburn Station, Bain EEB, and Gerrard-Carlaw sites. 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.

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 have 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, when not required.

## CONTACT

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## SIGNATURE

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