

# **Welcome to the Open House**

## **Eglinton Crosstown West Extension**

# PROJECT OVERVIEW

## By the numbers

(all numbers are approximate, based on current plans for the project)

<b>Number of stations</b>	<ul style="list-style-type: none"><li>• 7 stations from Mount Dennis to Renforth Drive</li></ul>
<b>Connections to other transit options</b>	<ul style="list-style-type: none"><li>• 2 regional rail services: UP Express and Kitchener GO Train</li><li>• 3 bus services - Go Transit, TTC and MiWay buses</li></ul>
<b>Route length</b>	<ul style="list-style-type: none"><li>• 9.2km between Mount Dennis and Renforth Drive</li><li>• Most of the extension will operate underground with a 1.5km elevated section that runs from west of Scarlett Road to east of Jane Street (known as the elevated guideway).</li></ul>
<b>Ridership</b>	37,000 daily boardings

## Eglinton Crosstown West Extension



# WHAT WE'VE HEARD

More information needed on the construction impacts and how these will be mitigated

More information needed on elevated guideway preferred option, and assessment of alternatives

Strong preference for protecting parkland and recreational spaces in the area

At portals, majority of respondents prefer elevated sections to be enhanced with vegetation

Mostly positive responses to the guardrail strategy, specifically the colour and height

Support for the lighting strategy, which balances pedestrian and cyclist safety with avoiding light pollution

More opportunities to work together with the community

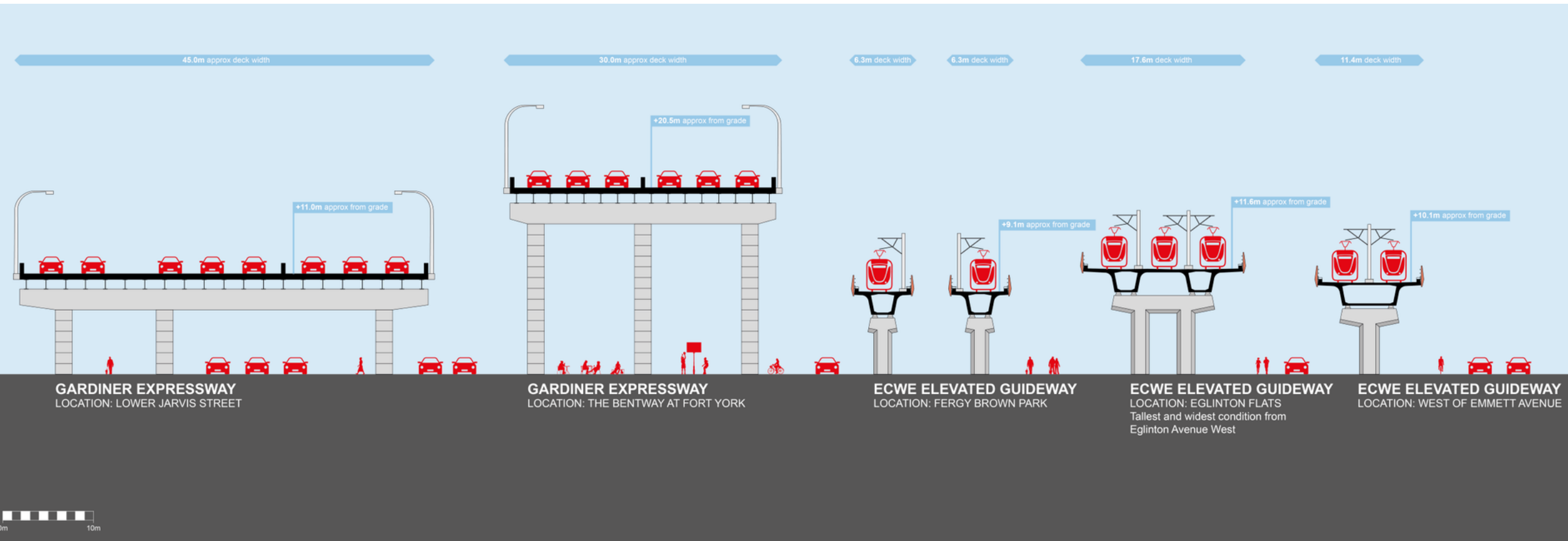
More information needed on the project process and where we are

A "green theme" emerged through many comments received, including support for tree planting, Indigenous plantings, community gardens and open spaces

## Feedback collected through:

- 3 online surveys
- Over 50 meetings with stakeholders and community members
- 13 virtual open houses
- Comment forms
- Multiple community pop-ups
- Project website with public feedback opportunities
- Design & Restoration Working Group

# Elevated guideway dimensions and comparison to Gardiner Expressway



# Protecting the Humber River and watercourses

**Throughout construction and operation, we will protect the Humber River, other surface drainage features and wetlands. Below are some of the ways we're doing this:**

- Building the elevated guideway to clear-span the river, meaning there is no in-water work and the river is free to flow naturally.
- Installing construction fencing barriers around the perimeter of work areas to prevent encroachment into sensitive natural areas.
- Retaining and protecting as much of the natural vegetation as possible to support bank stability and control erosion.
- No project activities will be conducted within wetlands.
- Implementing stormwater management practices to maintain water balance (e.g., flow, retention) in wetlands and watercourses.
- Preventing the release of silt, sediment or sediment-laden water.
- Following Fisheries and Oceans Canada (DFO) advice and best practices for protecting fish and fish habitat.



# Protecting wildlife

**We will minimize disturbance to wildlife. Below are some of the ways we do this:**

- Follow wildlife timing restrictions for construction activities (e.g. removing vegetation outside of bird nesting and bat active seasons).
- Installation of fencing around work areas to help prevent wildlife from entering the construction zone.
- Conducting wildlife searches within the fenced area, allowing safe exit or relocation to suitable habitat. These searches are conducted by a qualified biologist.
- During construction, we will have an on-call biologist available to attend the site if wildlife is encountered and requires relocation.
- Installing bat habitat boxes in accordance with the Endangered Species Act permit to provide shelter for bats during their roosting season through spring, summer, and fall.



Scan QR code for the Environmental Project Report Addendum completed in 2020.



# Recreation & parks

**We will minimize disturbance to recreation features and parks. Below are just some of the ways we do this:**

- Maintaining access to Fergy Brown, Eglinton Flats and Pearen parks.
- Temporarily relocating the multi-use path and reinstating its current location after construction.
- Extending a new multi-use path to the Fergy Brown parking lot.
- Requiring the constructor to maintain public access to trail from Emmett Avenue to ENAGB lands.
- Maintaining access to the trail connection from Eglinton Avenue to Emmett Avenue.



# Noise and vibration - during construction and operation

**We know it's very important to control the impact of noise and vibration during construction and beyond, which is why we:**

- Continuously monitor construction noise and vibration to make sure it stays under the required limits and find ways to reduce noise wherever possible.
- Build incentives into our contracts for work to be finished ahead of schedule to speed up construction. We know construction can be disruptive and we're doing everything we can to work as quickly as possible.
- Consider and include design features, such as mats and rail dampers, to mitigate impacts of noise and vibration when trains are in operation.

**We're here for you. Have questions or concerns about noise or vibration?**



Call us at 416-202-8001  
(monitored 24 hours a day)



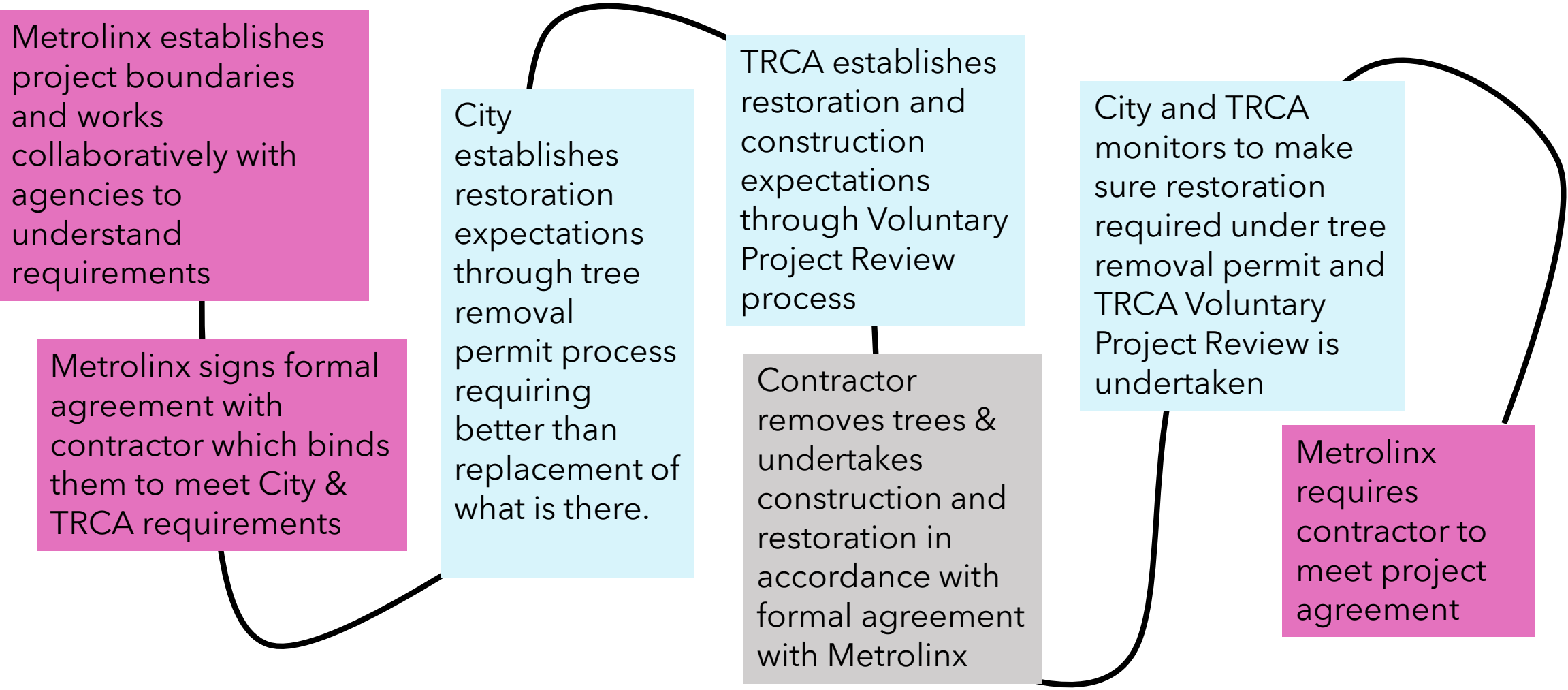
Email us at  
[EglintonWest@Metrolinx.com](mailto:EglintonWest@Metrolinx.com)



Tweet us at  
[@EglintonWestEXT](https://twitter.com/EglintonWestEXT)



# Tree removal and restoration process: a process of accountability



# Tree removal and restoration principles

## **Minimize tree removals:**

We only remove trees required to facilitate safe construction of the project.

## **Time tree removals to construction schedule:**

We phase tree removals to align with start of major construction activities, no earlier.

## **Replant as early as possible:**

Undertake replanting and restoration as early as possible to maximize time for growth.

## **Maximize local plantings:**

Replant as close as possible to areas of removal, in collaboration with the City of Toronto and Toronto Region Conservation Authority (TRCA).

## **Seek and incorporate Indigenous communities & Nations feedback on restoration work.\***

## **Replant with native species and cultural keystone species:**

Planted species to be confirmed in consultation with the local community, Indigenous communities and Nations, the City of Toronto and TRCA.

## **Rapid seeding:**

to restore and stabilize exposed soil areas in accordance with TRCA seed mix guidelines and City of Toronto specifications.

## **Plan collaboratively:**

Local community involvement through an established Design and Restoration Working Group (commenced November 2022)\*

## **Plant more trees than removed:**

Replanting will follow the Metrolinx Vegetation Guideline, and City of Toronto and TRCA requirements which specify that more trees are planted than removed as we deliver transit infrastructure.

*\*Some aspects of the restoration have strict guidelines and/or technical requirements.*

# Metrolinx vegetation guideline

- Metrolinx has developed and follows a Vegetation Guideline that includes a science-based approach for quantifying the number of new tree and vegetation plantings required to offset removals and keep the region green.
- This approach involves consultation and collaboration with municipalities and conservation authorities across the region, and often goes above and beyond what's required by local environmental regulations/bylaws.
- Additional compensation is provided when tree/vegetation removals are in designated natural areas, such as ravines. This recognizes that the value of large/mature trees and established ecological communities is significantly more than young trees and areas with less established vegetation, and we plan to account for that.



Scan QR  
code for  
the Metrolinx  
Vegetation  
Guideline

# TRCA restoration requirements: What goes into a restoration plan?

## Review of Proposed Restoration Plans






- Metrolinx, as a Provincial agency, is exempt from requiring a permit under the Conservation Authorities Act. Therefore, Metrolinx may choose to apply for TRCA review for their project designs through a Voluntary Project Review Process instead.
- As part of the Voluntary Project Review process, TRCA Planners and technical staff (including in-house ecologists and restoration professionals) work with Metrolinx and their consultants and provide input on their proposed restoration and compensation plans. TRCA staff also review impacts to surrounding natural systems.
- Through this review process, TRCA staff provide input and advice on the numbers, species, and locations of the proposed restoration plantings and future compensation plans.

## Implementation of Restoration Plans

- Once Metrolinx has finalized their restoration and compensation plans, they may request TRCA staff's assistance to undertake planting, seeding, or other habitat enhancement activities in accordance with these plans.

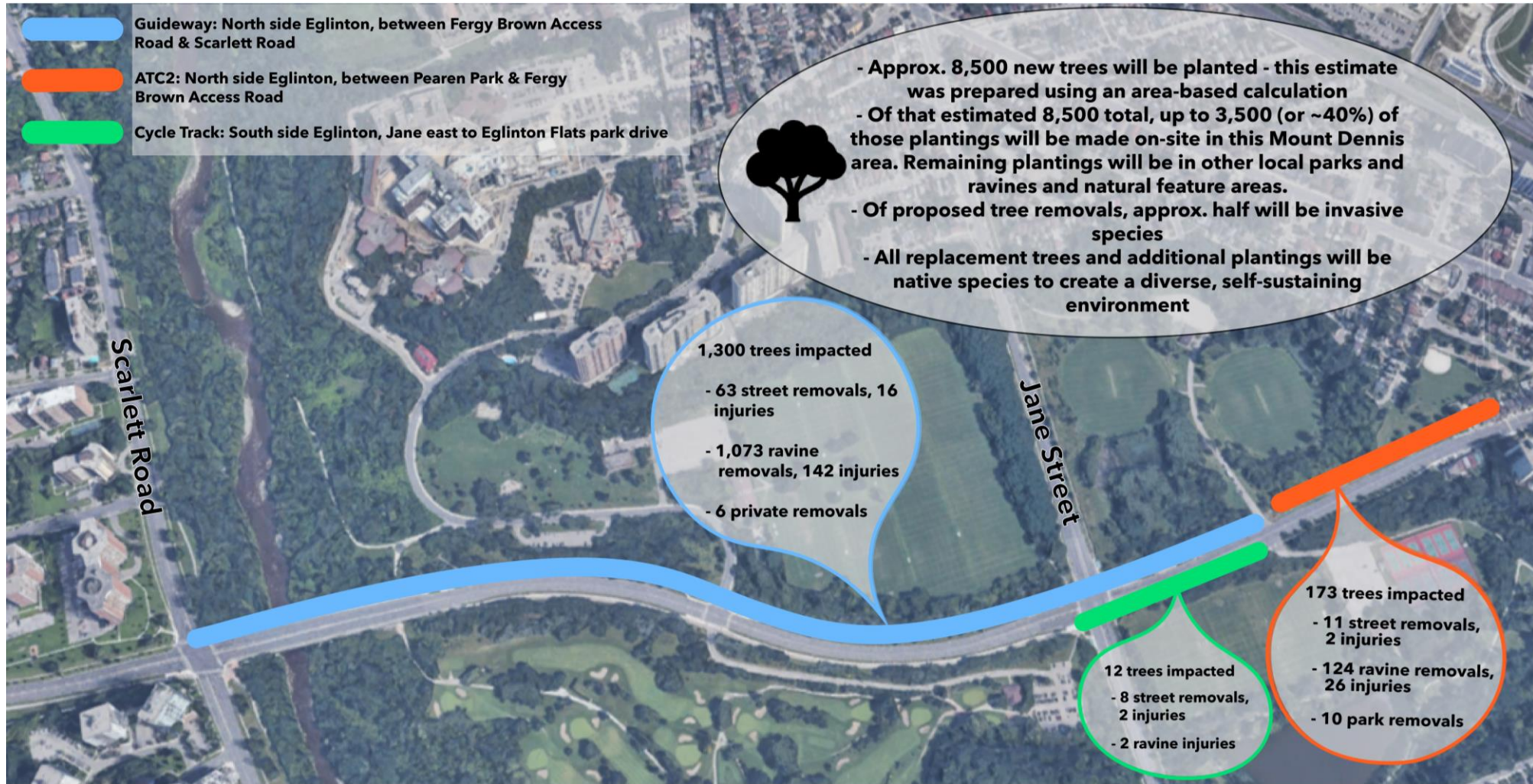
# Managing tree impacts

**We follow a detailed process to minimize impacts, which includes undertaking removals and restoration efforts in a deliberate, careful and responsible way:**

-  An inventory of the area is undertaken to identify trees and natural features potentially affected by a project. A database is created with detailed tree and natural heritage information, including tree species, condition (e.g., excellent, good, fair, dead), and ownership (City of Toronto, TRCA).
-  A qualified arborist studies project plans to confirm which trees must be removed or protected to accommodate safe project construction.
-  A tree protection plan and other mitigation measures are developed and approved by the City of Toronto and the TRCA.
-  Arborist recommendations are implemented to manage dead and hazardous trees and control the growth of invasive plants, wherever possible.
-  A restoration plan is developed which outlines what trees, shrubs, and other vegetation will be restored in areas temporarily disturbed by construction, which is a requirement for tree removal permits in the City of Toronto. Prioritizing the planting of native and pollinator species helps improve the health of local ecosystems.



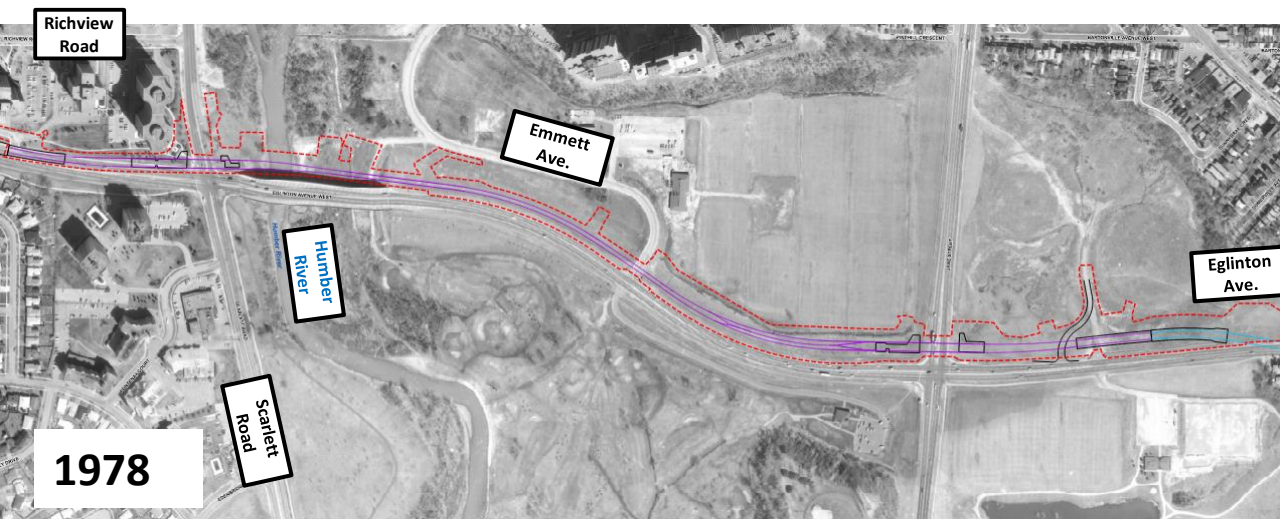
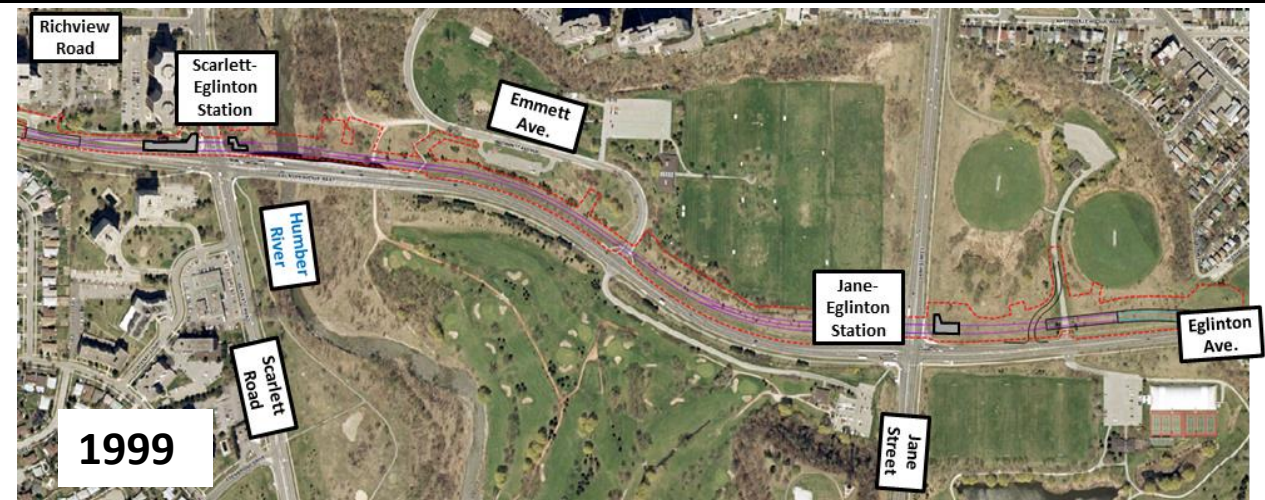
# Tree Impacts, Restoration and Compensation



\*Please note that the numbers stated on the map may be subject to slight change



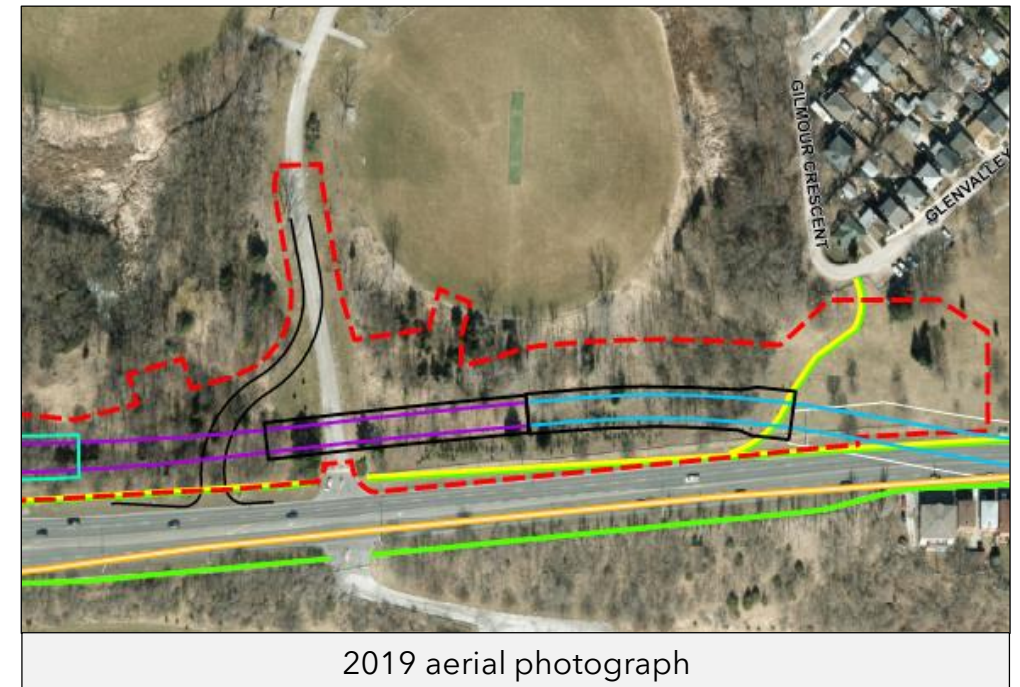
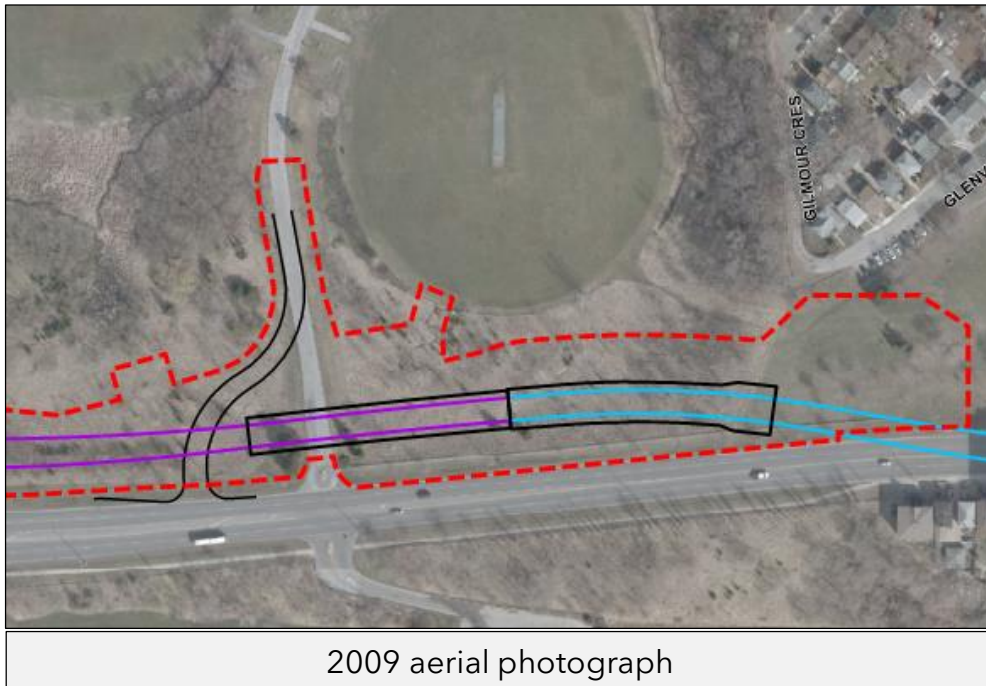
# An evolving area - History of Mount Dennis





# An evolving area

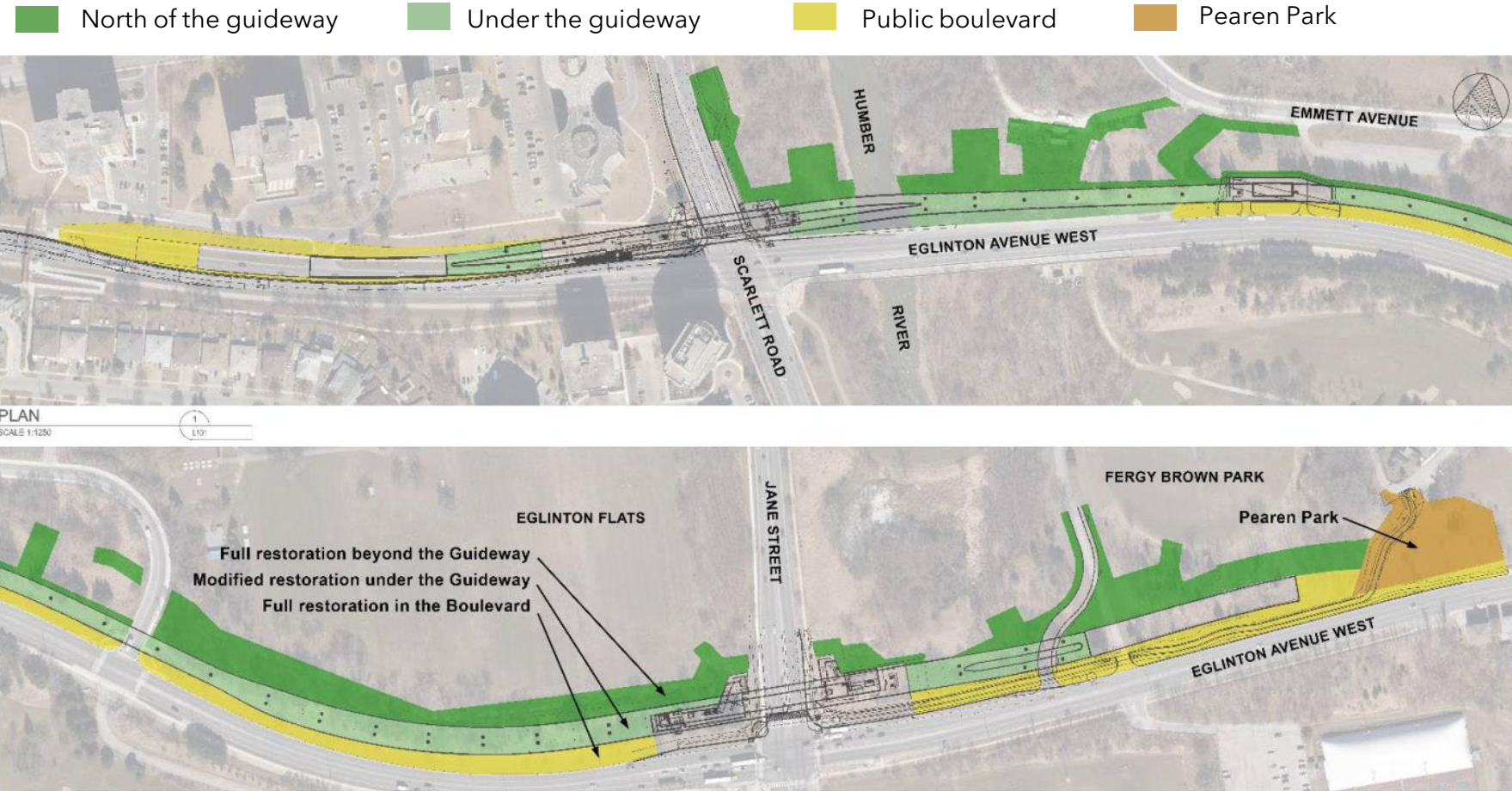
- Cities grow and evolve, as do wildlife conservation and ecological restoration priorities, and best management practices. These parks have been colonized by invasive species which disrupt local ecosystems.
- Restoration will introduce more native vegetation, enhance ecosystem health, and improve the space for everyone. While regrowth takes time, it can happen faster than we expect - the images below were only taken 10 years apart!



# Landscape restoration

- Landscape restoration requires a strong understanding of ecological systems including soil types, moisture regimes and local weather conditions as well as a thorough knowledge of native plants and plant communities.
- Rather than a single act, landscape restoration is a carefully managed process that extends over many years and involves a series of planned, sequential stages intended to replicate natural processes.

## Landscape Restoration Zones





# Recipe for successful restoration

Ensure water-tight contract requirements



Provide only native plant types



Protect adjacent trees



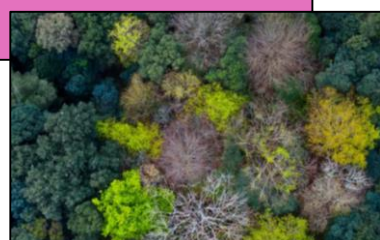
Monitor during and after construction



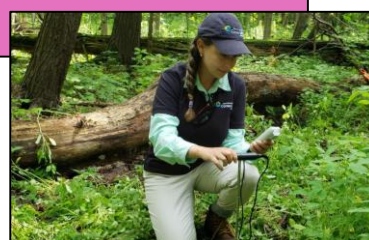
Good soil



Appropriate mix and density



Respect TRCA and City guidance

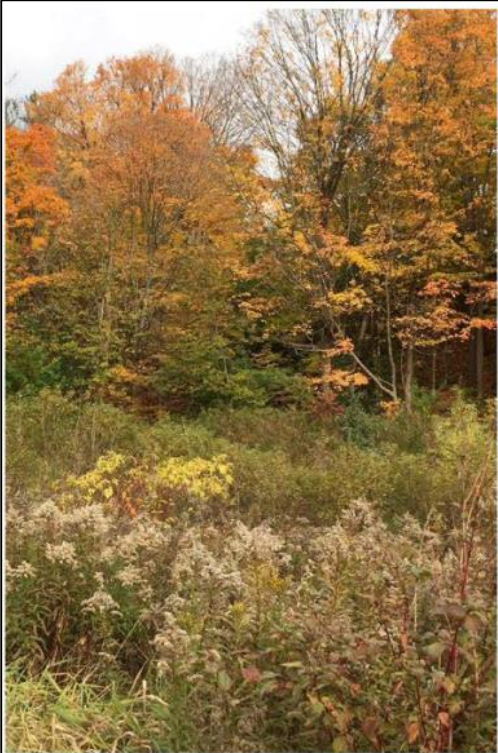


Plan for long-term maintenance



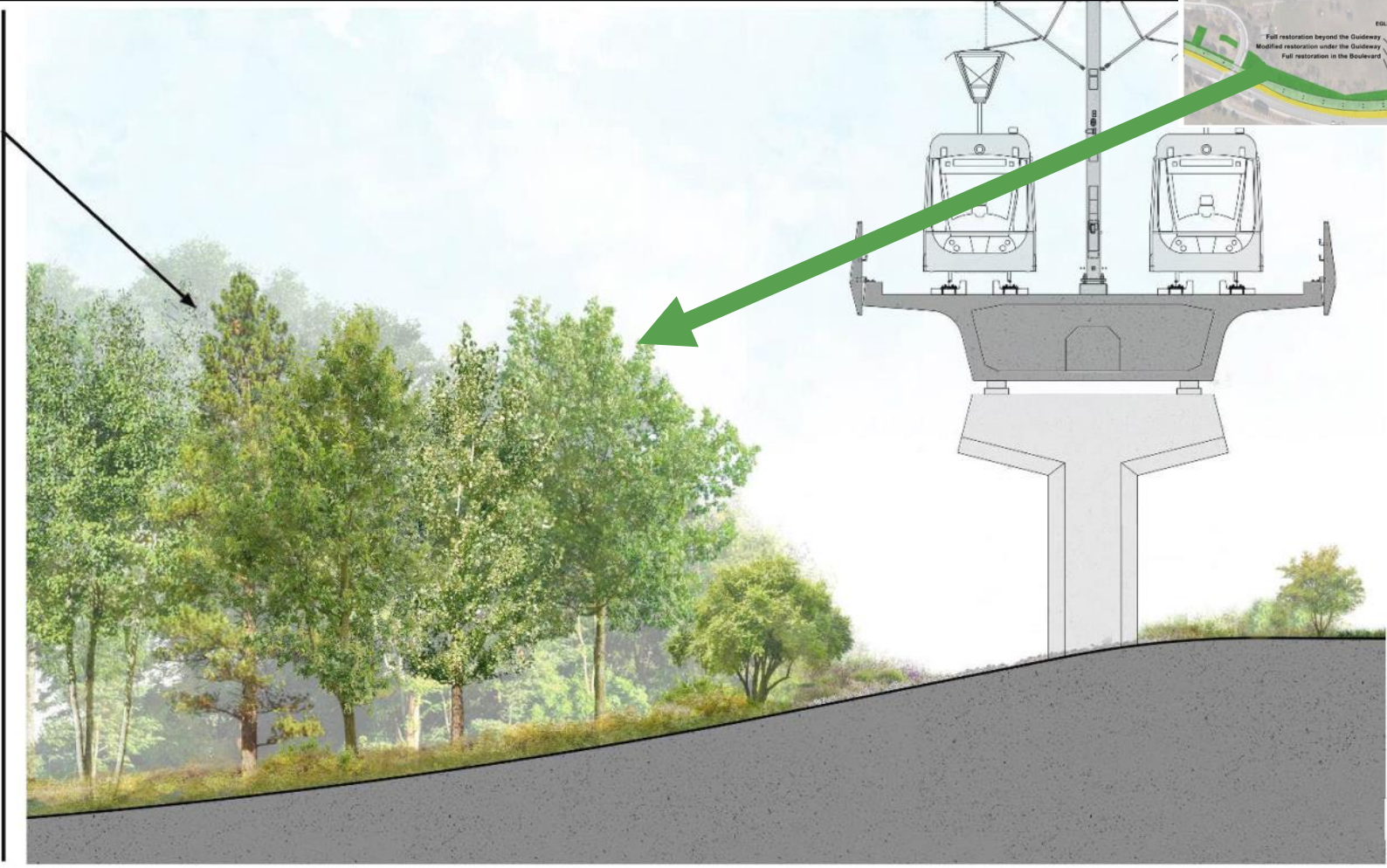


# Landscape restoration - north of the guideway



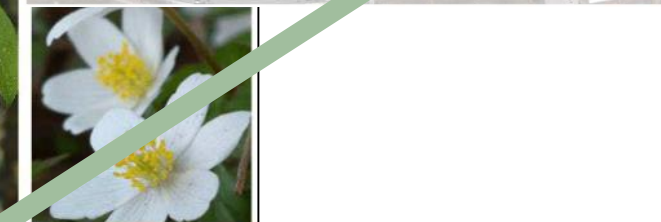
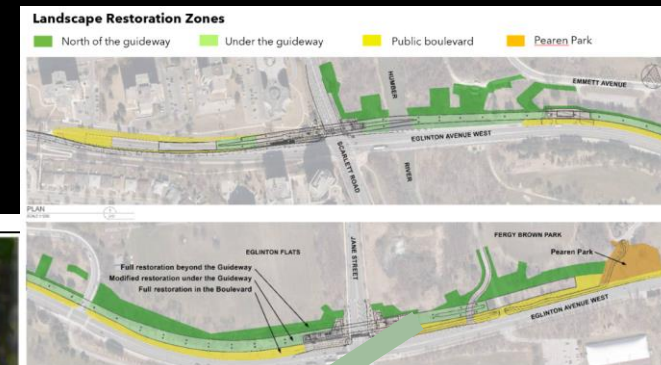
**Woodlot/Meadow Restoration:**

- Forest Edge Management
- Full-size Native Trees
- Shrubs and Understorey
- Open Meadow Lands
- Wetland Restoration



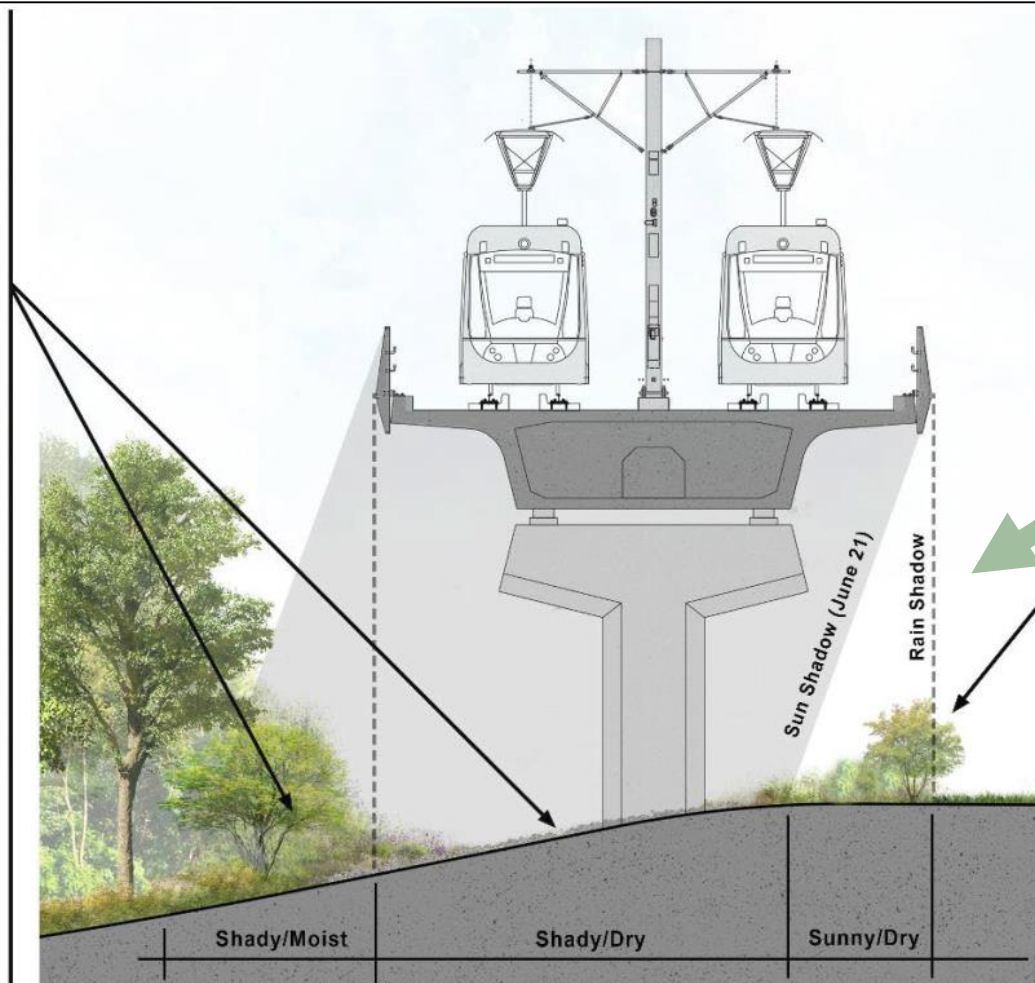


## Landscape restoration - under the guideway



**Shady/Dry to Moist:**

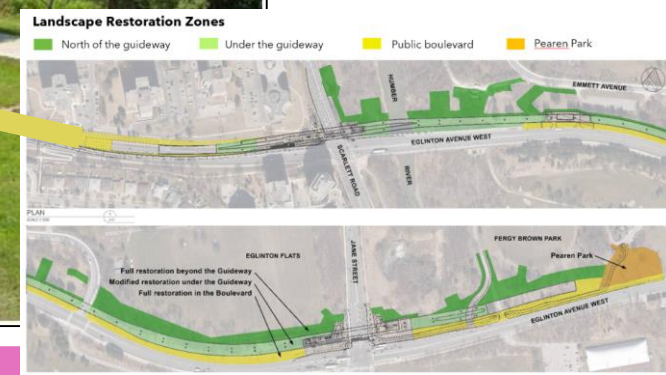
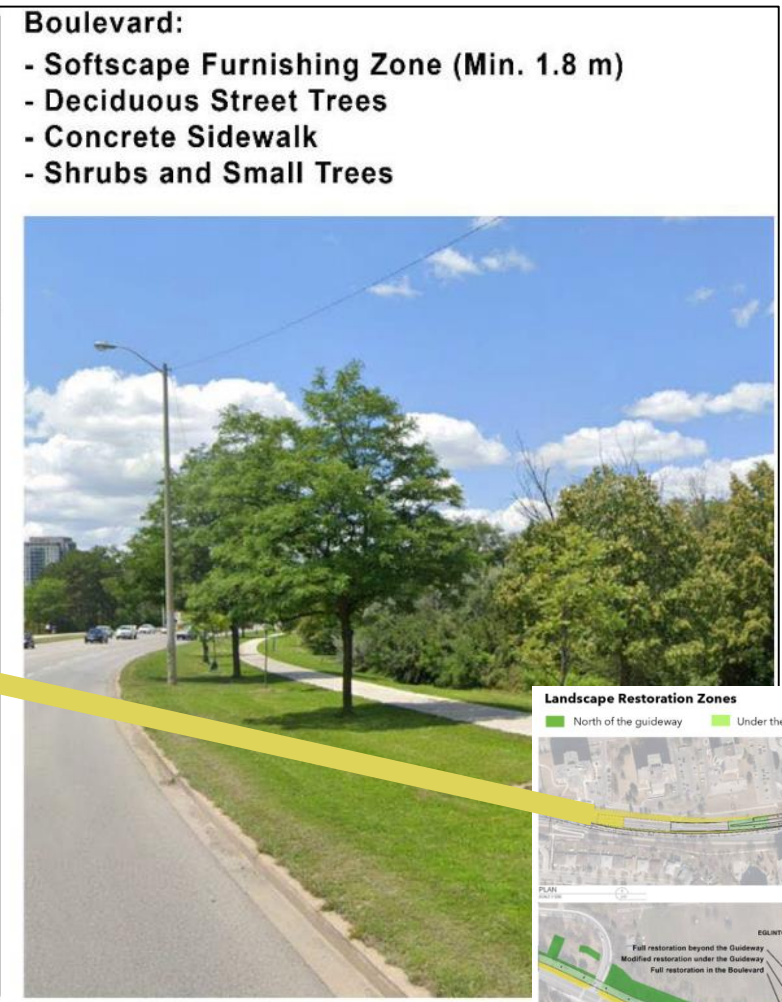
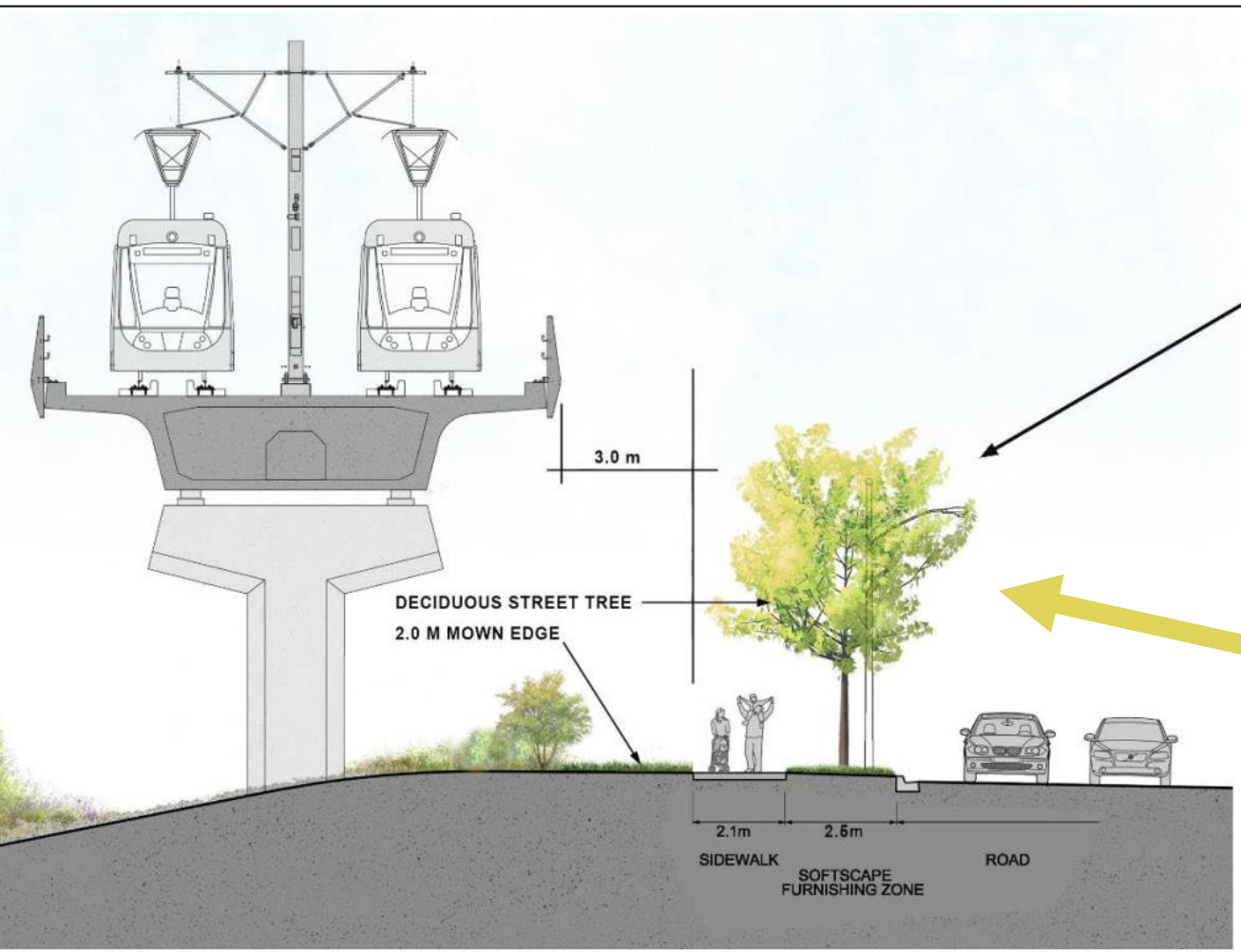
- Hardscaping (Beach Stone)
- Shade-tolerant Ground Covers
- Shrubs and Small Trees

**Sunny/Dry:**

- Shrubs
- Herbaceous Perennials



# Landscape restoration - the public boulevard

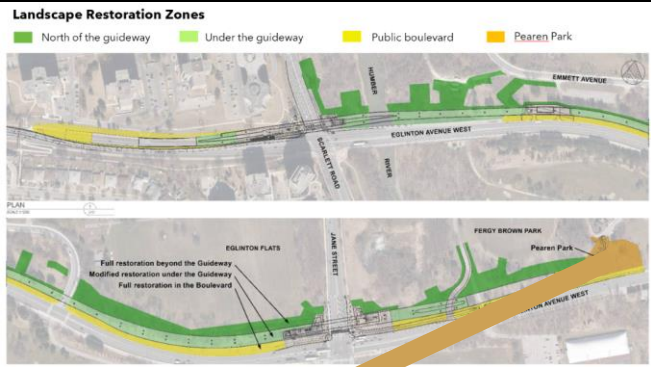
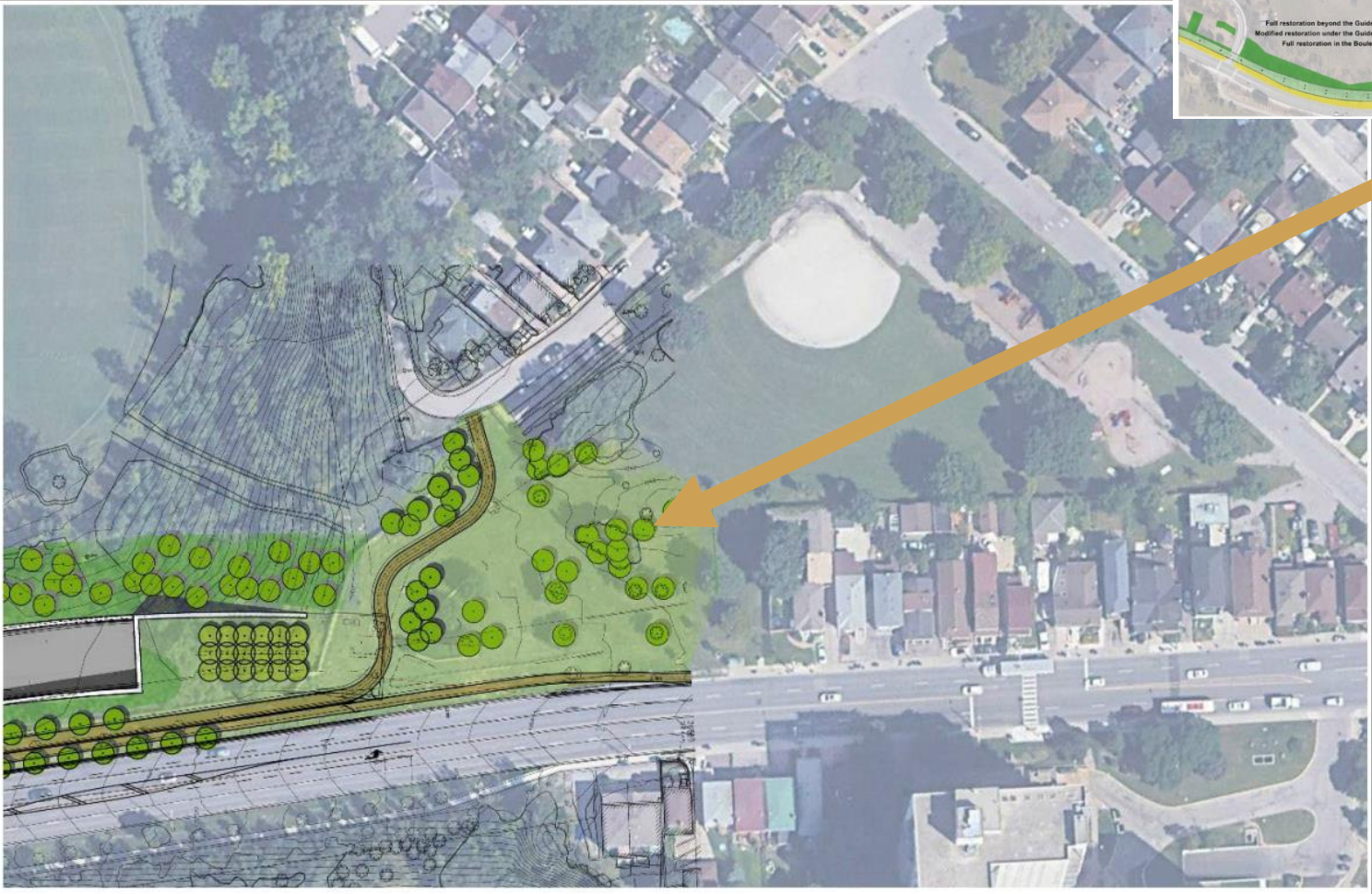




# Landscape restoration - Pearen Park



- Pearen Park Restoration:**
- Forest Edge Management
  - Multi-use Pathway
  - Lighting
  - Tree and Shrub Replacement
  - Park Furnishings



# We'd love to hear from you.

We are currently working with the Design & Restoration Working Group to get input and collect feedback on restoration. We will come back to the community for input through surveys and charrettes on design and restoration.

**Have any ideas or thoughts on restoration? Write it on a sticky note and post it here or email us at:**  
([EglintonWest@Metrolinx.com](mailto:EglintonWest@Metrolinx.com)).