



Eglinton Crosstown West Extension

**Elevated Guideway
Construction and Restoration
Virtual Open House**

Nov 9, 2023

Safety moment

- Construction for the ECWE project has expanded, which means trucks, machinery, and equipment are now operating in many areas along the Eglinton Avenue West corridor.
- Staff are trained to ensure the safe movement of vehicles and equipment in the area.
- Everyone has a role to play in safety.
- Please obey construction signage in the area and cross at designated crosswalks.
- Exercise caution while traveling and commuting in the area.



CAUTION!

Construction equipment and vehicles passing through.



Stay alert while in our construction zone.

There's a lot going on while we build your new transit extension.

LAND ACKNOWLEDGEMENT

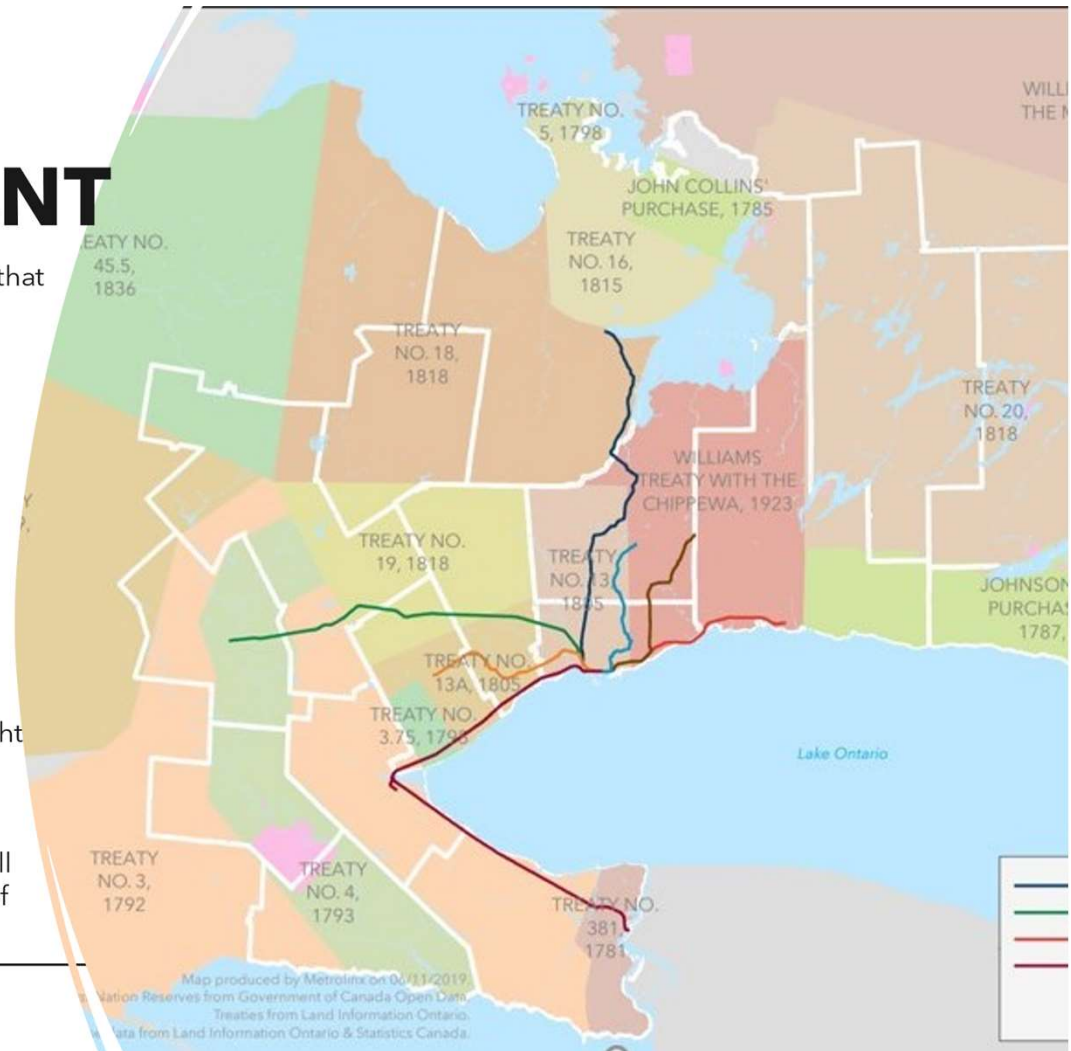
Let us take a moment to acknowledge that we are on lands that have been, and continue to be, home to many Indigenous Peoples including the Anishnabeg the Haudenosaunee and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans Atlantic slave trade, in this generation, or generations past.

We acknowledge the historic and continued impacts of colonialization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on Territories and lands covered by many Treaties that affirm and value the right of Indigenous communities, Nations and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land and will conduct business in a manner that is built on a foundation of trust, respect and collaboration.



Engagement guidelines



Questions
and
Answers

www.metrolinx.com/ecwe_events

Visit the event
page to submit
questions



Closed
Captions



French
Translation

Welcome

Today we will share:

- Elevated Guideway construction updates
- Plans to mitigate potential impacts
- Restoration planning updates
- Immersive experience tools

Introducing today's presenters



Aman Gill
Community
Engagement
Manager,
Metrolinx



Dave Restivo
Lead Arborist,
Dillon
Consulting



Micheál Killeen
Technical Design
Manager, Arup



Peter Smith
Lead
Landscape
Architect,
DTAH

The Eglinton Crosstown West Extension



9.2 km of new rapid transit line



Seven (7) new stations



Five (5) connections to other transit options, including: UP Express, Kitchener GO Train, GO Transit, TTC and MiWay buses



37,500 more people within walking distance to transit



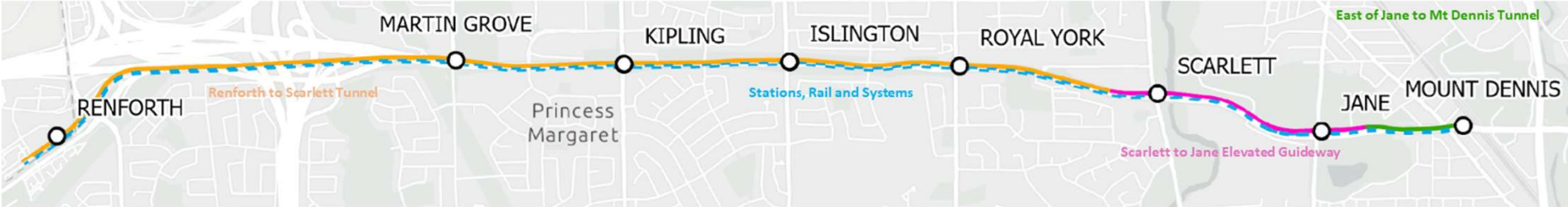
23,600 more jobs within walking distance to transit



Eglinton Crosstown West Extension

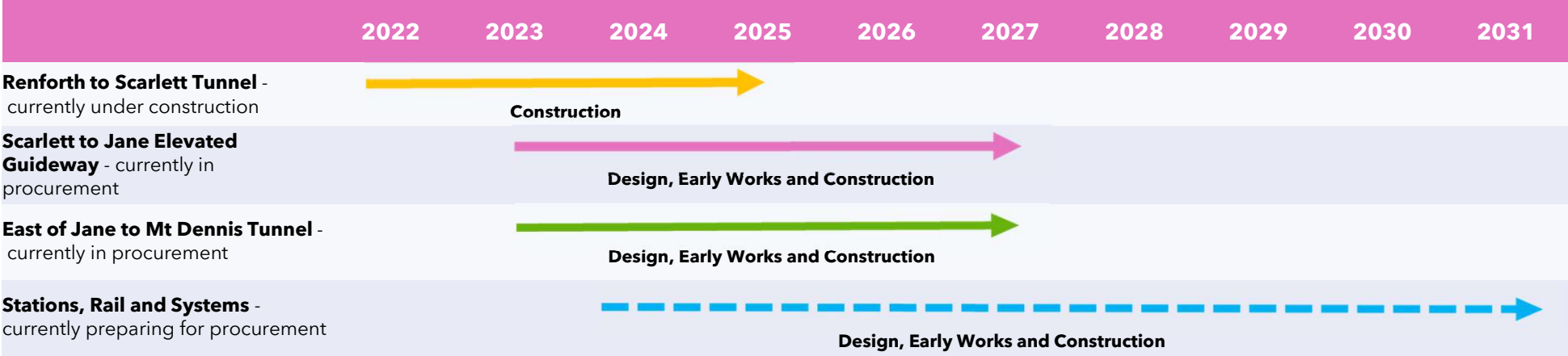
METROLINX

ECWE construction timeline



The project is being delivered through four contracts, with separate contractors

*dates subject to change



Mitigating Potential Impacts

What we've heard

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

Year round, public community spaces were identified as a priority for uses surrounding the guideway

Strong preference for protecting parkland and mitigating environmental effects

Reduce tree removals and replant in affected areas (as much as possible)

Concern surrounding graffiti and weathering of the elevated structure

Implement measures to mitigate negative effects on bird, bat and other animal species

More opportunities to work together with the community

Ensure the community has training/job opportunities as construction progresses

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

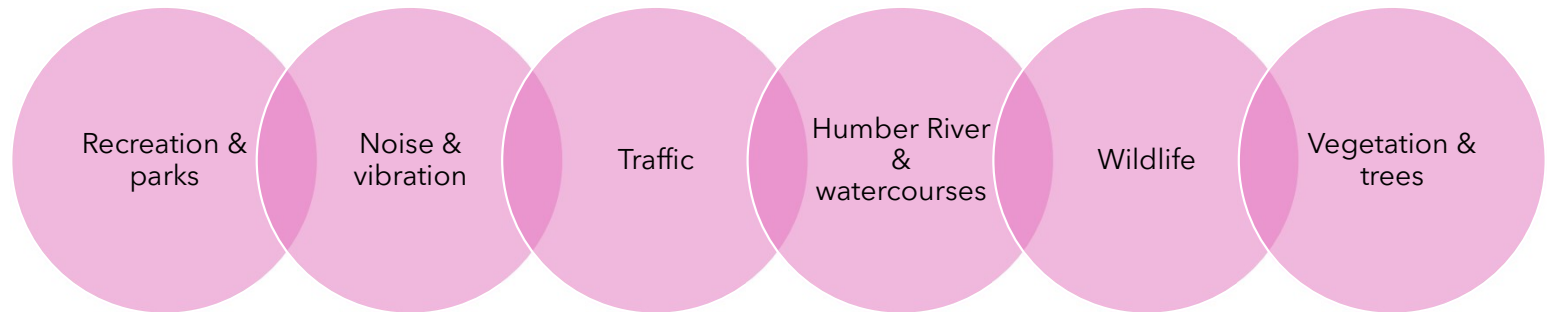
Feedback collected through:

- 3 online surveys
- Over 120 meetings with stakeholders and community members
- 6 Design & Restoration Working Group Meetings
- 19 open houses
- Comment forms
- Multiple community pop-ups
- Project website with public feedback opportunities

Our commitment

- Metrolinx is committed to minimizing the Eglinton Crosstown West Extension impacts through:
 - **Design** (integrating ways to reduce or mitigate the impact on the environment)
 - **Construction** (ensuring Metrolinx contractors adhere to specific requirements and expectations to mitigate construction impact)
 - **Operation** (regular maintenance and monitoring to confirm that mitigation is working)

Metrolinx will manage the potential for impact on:



Mitigation - best practices



Effective hoarding and signage placement to facilitate detours

Providing advance notice and alternative route information, as well as effective way-finding.



Thoughtful site plans to ensure business continuity

Proactive engagement about upcoming construction plans to learn about potential issues and concerns to consider ahead of any work.



Respond to neighborhood concerns to resolve reasonable complaints in a timely manner

Coordinate with other major projects and events affecting the neighborhood.



Traffic analysis and modeling to assess impacts and mitigations for all projects in the area

Outlines all anticipated transportation and transit impacts and ensures coordination with City, TTC and other provincial projects.

**excludes unplanned emergency work*



Identify and communicate public or private parking impacts well in advance

Construction workers must comply with all parking bylaws. Any project-related parking impacts, along with potential alternatives, will be communicated well in advance.



Surveying businesses so programs can be tailored to meet their needs

Work collaboratively with local businesses to ensure a fulsome understanding of business and customer needs - to help inform construction management plans.

Community safety is our priority

Overall Requirements

- Contractors must adhere to all provincial safety legislation and city by-laws.
- Detailed construction and traffic management plans, along with safety plans have been shared with Metrolinx and the City for review and sign-off/permitting.
- Contractor will develop and implement noise and vibration plans in compliance with provincial standards.
- Flag persons and paid duty officers will direct vehicular traffic pedestrians, when needed.
- Construction impacts will be shared with the community in advance via construction liaison committee meetings, community notices, neighborhood canvassing, etc.

Site-specific Requirements

- Safe pedestrian access will be maintained.
- Any temporary sidewalk closures/detours will have safety barriers, clear detour signage and wayfinding.
- During advanced utility work phase, fencing will be installed to ensure safety around the work zone.
- During the station construction phase, construction hoarding will be installed:
 - it will be visually appealing and well-lit
 - designs and imagery will be tailored to reflect the local community
 - It will include wayfinding and safety information
- Access for emergency services will be maintained.

Ensuring access to recreation & parks

We will minimize disturbance to recreation areas and parks through:

- Maintaining access to Fergy Brown, Eglinton Flats and Pearen parks
- Temporarily relocating the multi-use path and reinstating it to 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
- Maintaining access to the trail connection from Eglinton Avenue to Emmett Avenue



A view of the Elevated Guideway looking south from the soccer fields in Eglinton Flats

Monitoring and managing noise and vibration

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

- Continuously monitor construction noise and vibration to keep it under the required limits and reduce noise wherever possible
- Build incentives into our contracts for work to be finished ahead of schedule to speed up construction.
- Consider and include design features 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



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

Reducing disruptions to traffic

We are working hard to protect public safety and mitigate disturbance to traffic by:

- Ensuring minimum lane configuration
- Maintaining sufficient lane width for municipal roadways
- Maintaining existing bus routes and level of bus service along all affected corridors
- Assessing the multi-modal traffic impact prior to all lane closures
- Preparing management plan for Emergency Service, Incident, Public Transit and Construction Access prior to all lane closures
- Making sure all way finding signage is in place for pedestrian and cyclists during construction
- Making sure all construction sites are fenced off properly and all shifted lanes are delineated properly
- Providing sufficient signages and pavement marking for motorists bypassing the construction site



Protecting the Humber River and watercourses

Measures to protect the Humber River, other surface drainage features and wetlands

- Design the elevated guideway to clear the river so there is no in-channel work activity, and the river is free to flow naturally
- Install construction fencing barriers around the perimeter of work areas to prevent encroachment into sensitive natural areas
- Retain and protect as much of the natural vegetation as possible to maintain watercourse bank stability, buffer watercourses and as an erosion risk mitigation measure.
- Implement stormwater management practices to maintain water balance (e.g., flow, retention) in wetlands and watercourses
- Use erosion and sediment control to prevent the release of silt, or sediment-laden water to receiving water bodies
- Follow Fisheries and Oceans Canada (DFO) advice and best practices for protecting fish and fish habitat



A view of the Elevated Guideway spanning the Humber River

Protecting wildlife

Measures to protect and minimize disturbance to wildlife:

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



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

Managing vegetation & tree impacts

We will work towards mitigating impacts on vegetation and trees by:






- Following Metrolinx's Vegetation Guideline:
 - Quantifies the number of new tree & vegetation plantings required to offset removals through restoration of natural and landscape areas affected by construction,
 - Integrated vegetation management
- Consulting with municipalities and conservation authorities regarding local by-laws and environmental regulations
- Providing additional compensation when tree/vegetation removals are in designated natural areas (e.g., ravines/natural features) with large/mature trees and established ecological communities
- Ensuring no project activities occur within wetlands



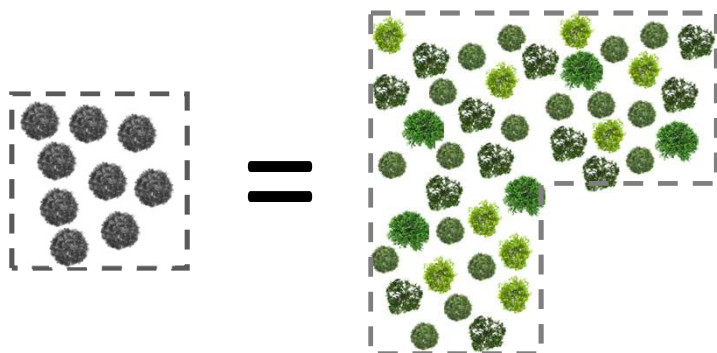
Scan QR code
for
the Metrolinx
Vegetation
Guideline

Measures to manage vegetation and trees

Metrolinx has a detailed process to minimize impacts, which includes removing and restoring vegetation and trees in a deliberate, careful and responsible way.

-  Take an inventory to identify trees and natural features in the area that will be potentially affected by a project. As well, create a database 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.
-  Develop a tree protection plan and other mitigation measures and submit it for review and approval by the City of Toronto and the TRCA.
-  Implement arborist recommendations to manage dead and hazardous trees and control the growth of invasive plants, wherever possible.
-  Develop a restoration plan to outline trees, shrubs, and other vegetation to be restored in areas temporarily disturbed by construction -- 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.

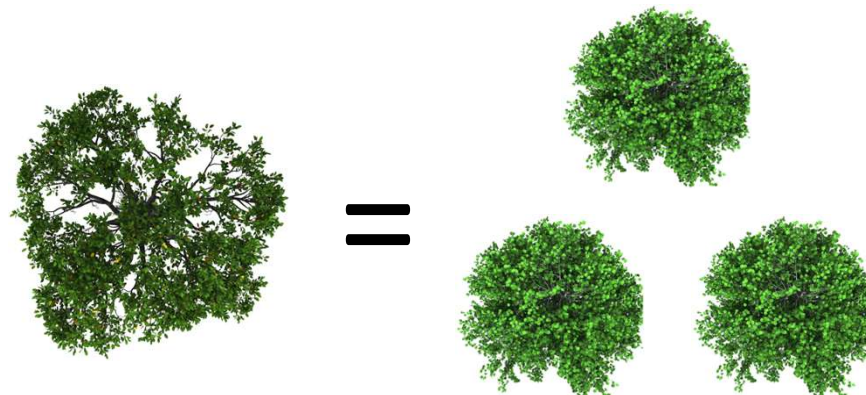
Compensation for Tree Removals



REMOVE

REPLACE

- Removals within an area regulated by the TRCA are compensated by the **area disturbed**. Example: for every square metre of woodland removed, from 3 to 8 square metres are to be planted
- The TRCA requires so many trees and shrubs per hectare (10,000m²) depending on the type of ecology, but this can range anywhere from 500-3000 trees per hectare



REMOVE

REPLACE

- Tree removals within lands regulated under a City Private, Park, Street Tree By-laws are compensated based on the number of trees removed at a ratio of 3:1 (e.g., for 10 tree removals, 30 trees would be planted)
- Removals with ground disturbance in the Ravine & Natural Feature Protection (RNFP) area are compensated on an area basis

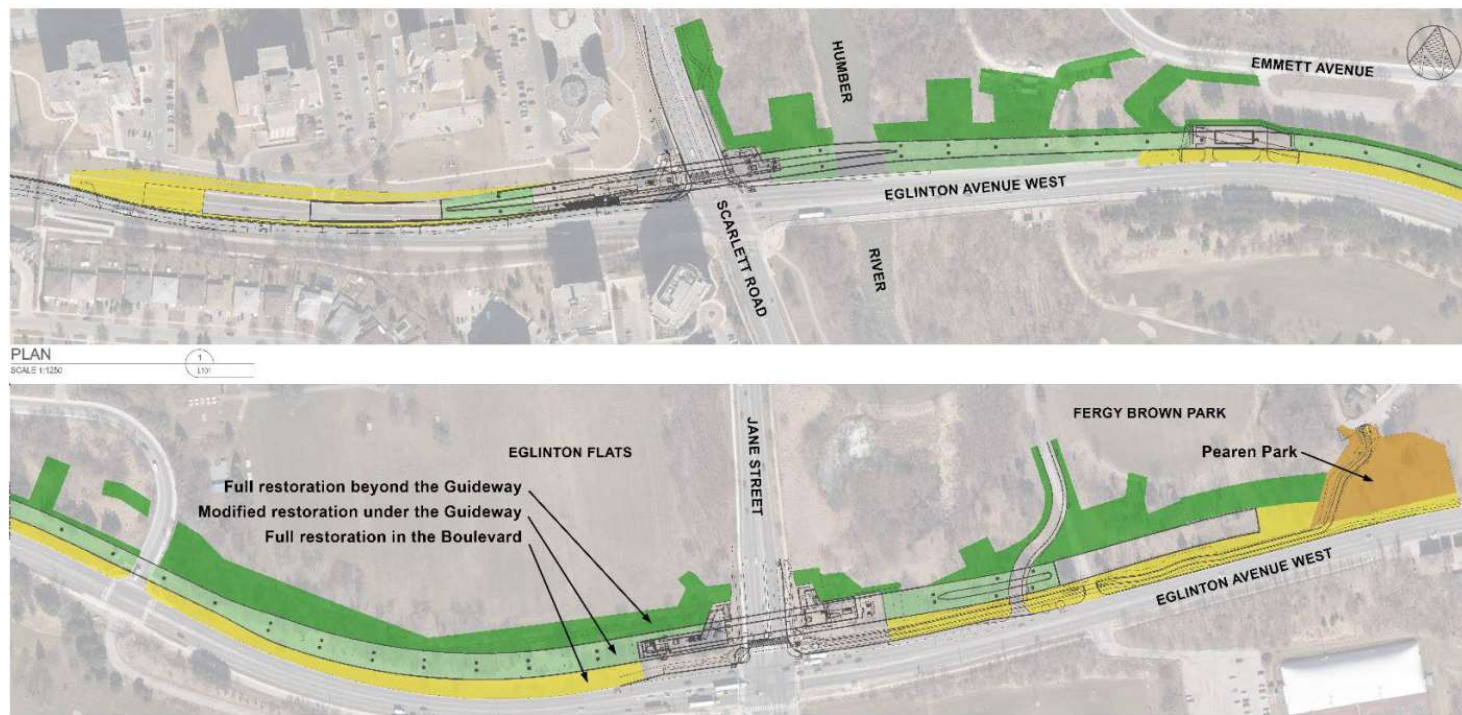
Landscape Restoration

What is 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

■ North of the guideway ■ Under the guideway ■ Public boulevard ■ Pearen Park



Successful Landscape Restoration



What does landscape restoration look like over time?

Year 1



Year 15



Year 3



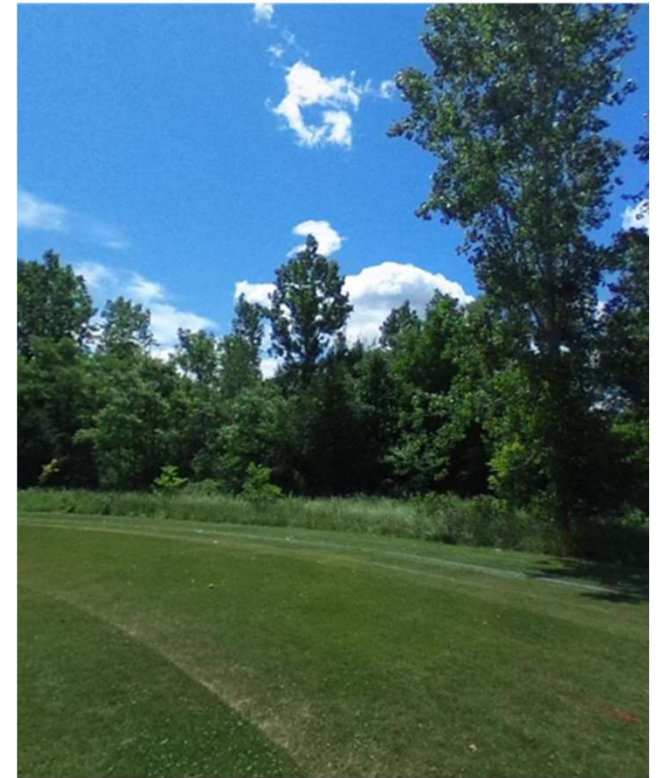
ECWE Landscape Restoration Plan

Purpose and Scope

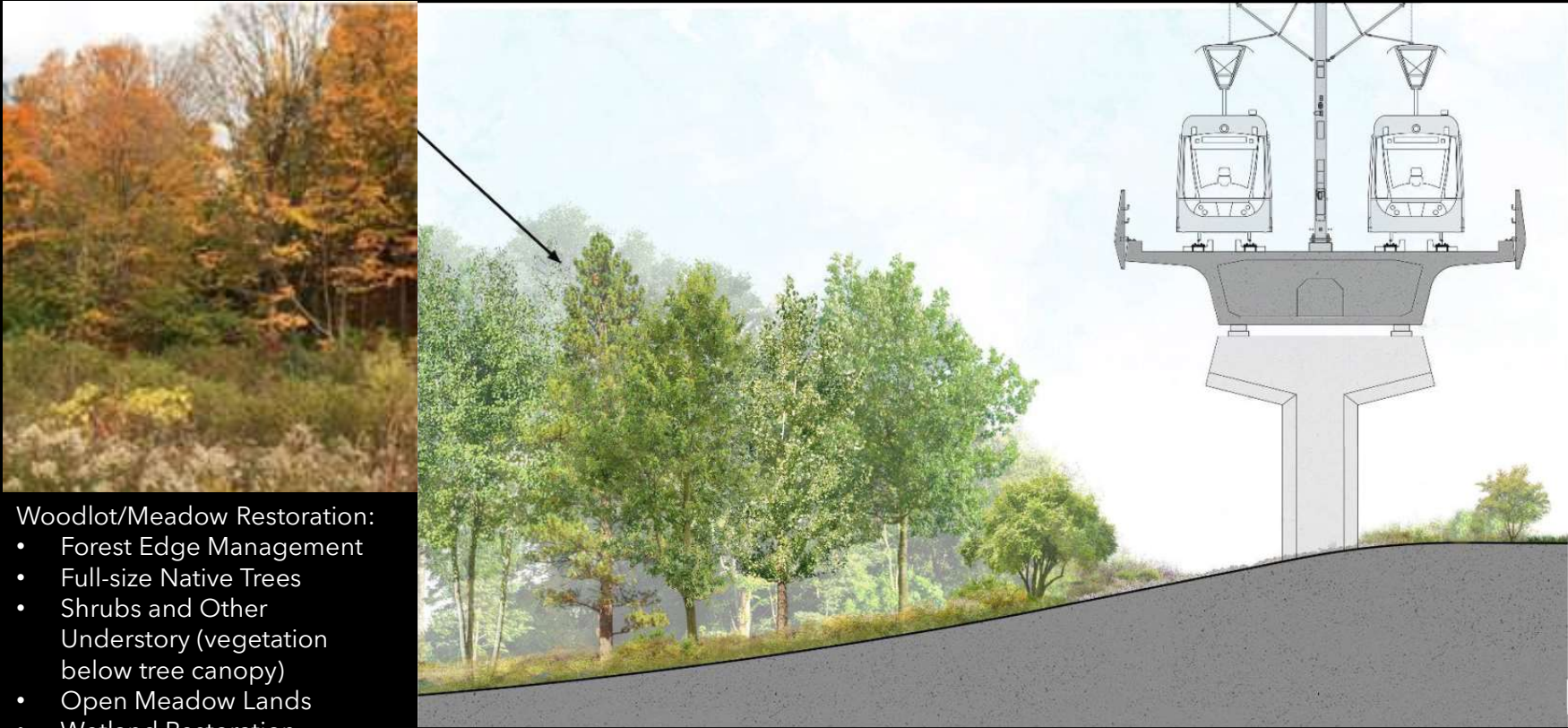
- The landscape restoration plan will set the direction for the development of the future landscape along the alignment including planting new native trees and restoring areas impacted by the Elevated Guideway and in parks, open spaces, boulevards, and natural areas

Restoration Plan Approach

- Engage directly with community stakeholders
- Align with City of Toronto/Toronto Region Conservation Area/Indigenous communities and Nations' objectives and requirements at an early stage
- Ensure a consistent, line-wide approach
- Provide design certainty which ensures timely and effective implementation



Proposed Landscape Restoration - north of the guideway



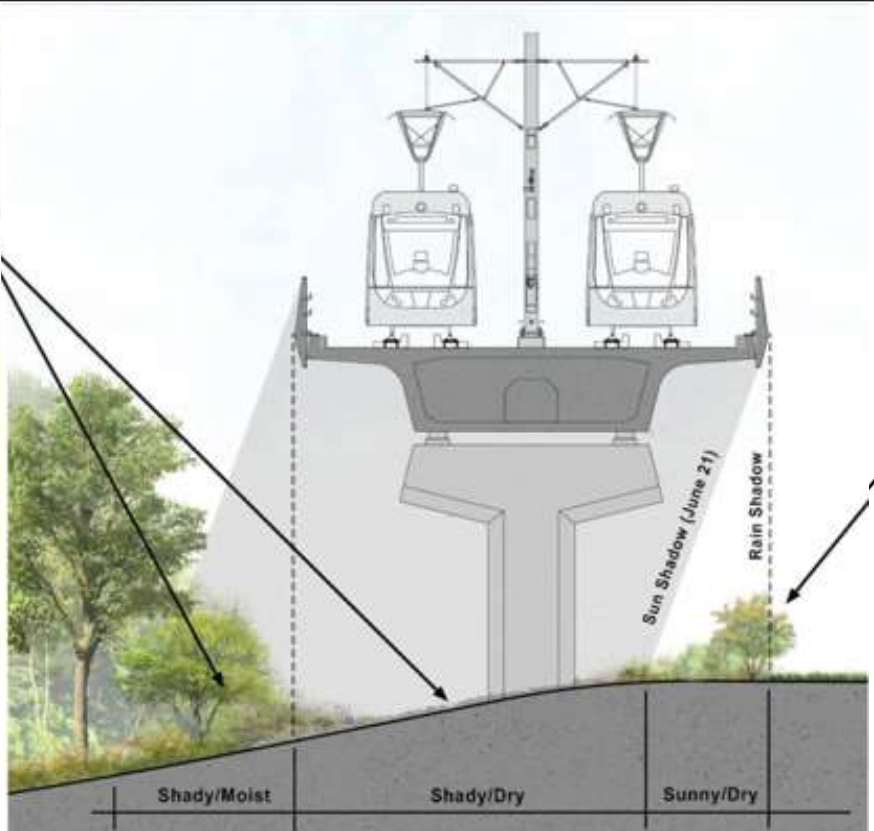
Woodlot/Meadow Restoration:

- Forest Edge Management
- Full-size Native Trees
- Shrubs and Other Understory (vegetation below tree canopy)
- Open Meadow Lands
- Wetland Restoration

Proposed Landscape Restoration - under the guideway

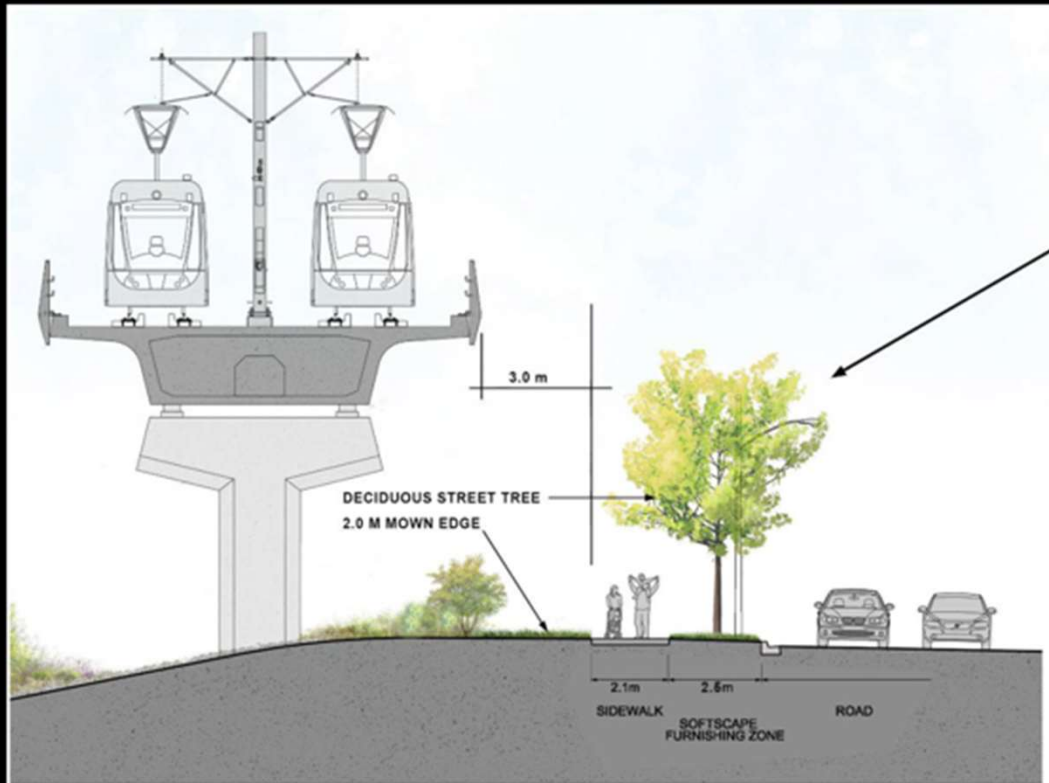


- Shady/Dry to Moist:
- Hardscaping (Beach Stone)
 - Shade-tolerant Ground Covers
 - Shrubs and Small Trees



- Sunny/Dry:
- Shrubs
 - Herbaceous Perennials

Proposed Landscape Restoration - the public boulevard



Boulevard:

- Softscape Furnishing Zone (Min. 1.8 m)
- Deciduous Street Trees
- Concrete Sidewalk
- Shrubs and Small Trees



Landscape Restoration - Humber River



Aerial view of the Humber River

Landscape Restoration - Eglinton Flats



Aerial view of Eglinton Flats

Landscape Restoration - Fergy Brown and Pearen Park



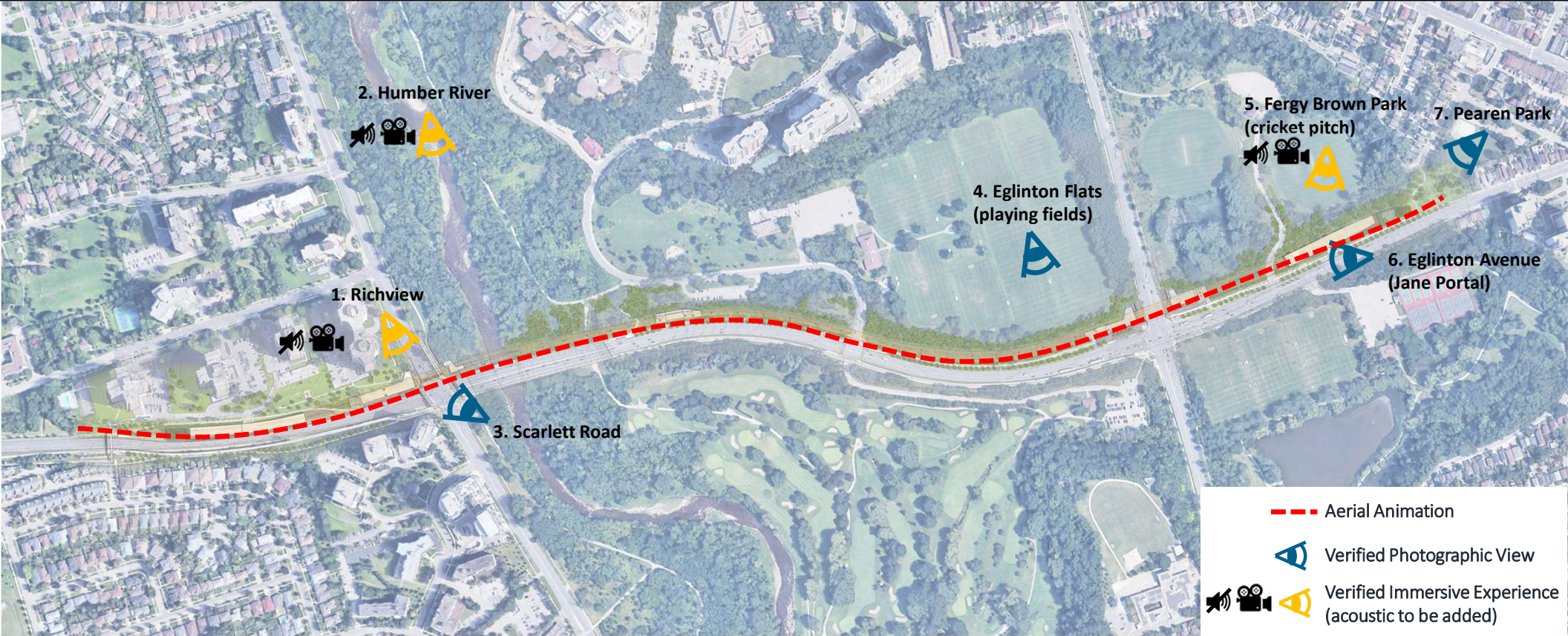
Aerial view of Fergy Brown Park and Pearen Park

Proposed Restoration Plan - Elevated Guideway

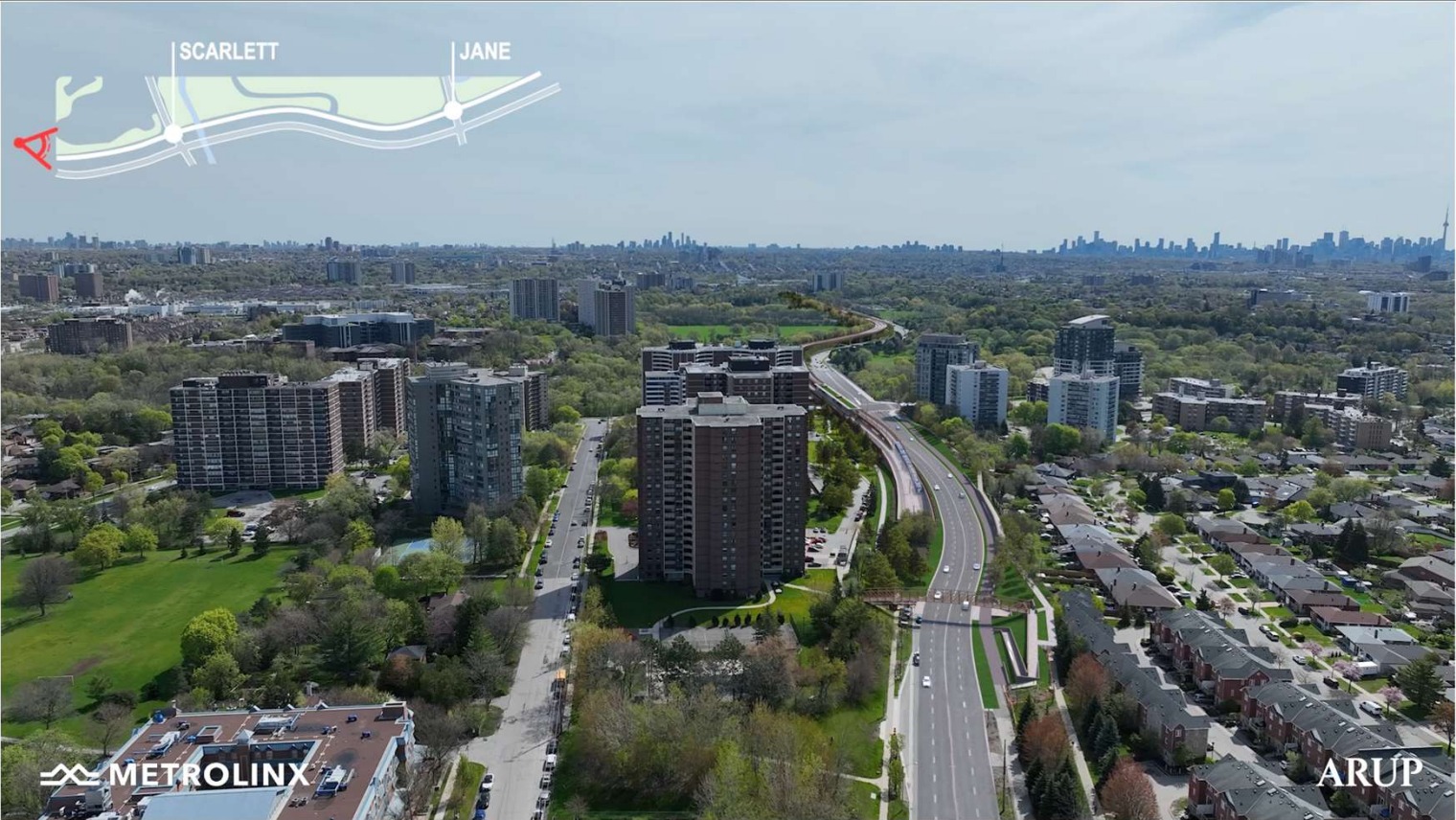


Experience the Eglinton Crosstown West Extension (ECWE)

Experience the ECWE

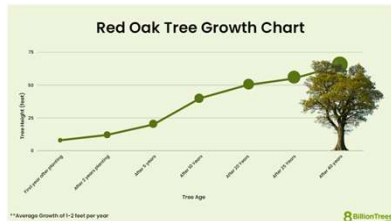


Experience the ECWE - Aerial animation



Experience the ECWE - Restoration over time

Quercus rubra $y_{30} = 60\text{ft}$
(northern red oak) $Y_5 = 10\text{ft}$



mature 3D model sample



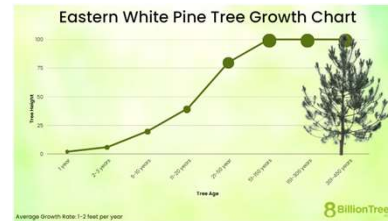
young 3D model sample



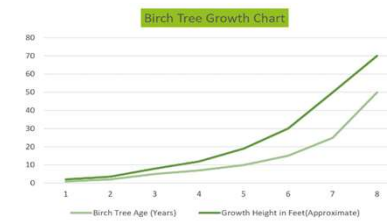
Acer rubrum $y_{30} = 50\text{ft}$
(red maple) $Y_5 = 8\text{ft}$



Pinus strobus $y_{30} = 60\text{ft}$
(eastern white pine) $Y_5 = 10\text{ft}$



Betula papyrifera $y_{30} = 50-70\text{ft}$
(white birch) $Y_5 = 10\text{ft}$



Experience the ECWE - Restoration over time



Eglinton Flats (view from the road) - baseline photograph

Experience the ECWE - Restoration over time



Eglinton Flats (view from the road) - 5 years post construction

Experience the ECWE - Restoration over time



Eglinton Flats (view from the road) - 30 years post construction

Experience the ECWE - Restoration over time



Pearen Park - baseline photograph

Experience the ECWE - Restoration over time



Pearen Park - 5 years post construction

Experience the ECWE - Restoration over time



Pearen Park - 30 years post construction

Experience the ECWE - Restoration over time



Eglinton Flats (park view) - baseline photograph

Experience the ECWE - Restoration over time



Eglinton Flats (park view) - 5 years post construction

Experience the ECWE - Restoration over time



Eglinton Flats (park view) - 30 years post construction

Experience the ECWE - Scarlett Station



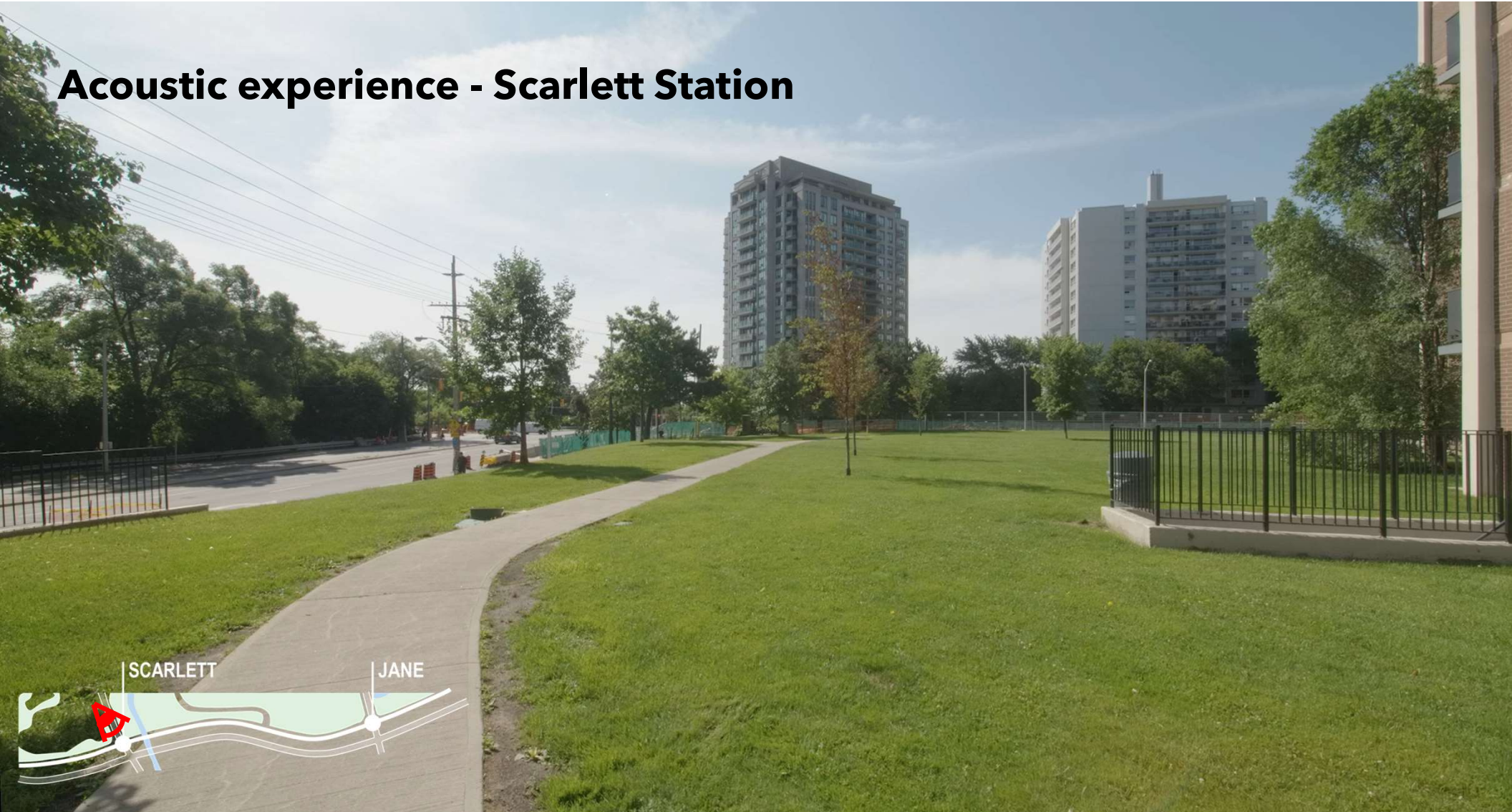
Scarlett Road (looking north) - baseline photograph

Experience the ECWE - Scarlett Station



Scarlett Road (looking north) - 30 years post construction

Acoustic experience - Scarlett Station



Scarlett Road (looking south) - 30 years post construction

Acoustic experience - Fergy Brown Park



Fergy Brown Park (cricket pitch) - 5 & 30 years post construction

What's next?

Late 2023	Early 2024
<p>Construction:</p> <ul style="list-style-type: none">• Tree removals• Mobilization to Jane portal• Cycle Track along Eglinton Avenue <p>Open House:</p> <ul style="list-style-type: none">• Renforth to Scarlett tunnelling and construction update <p>Community Engagement:</p> <ul style="list-style-type: none">• Ongoing pop-ups and outreach to build project awareness	<p>Construction:</p> <ul style="list-style-type: none">• Construction of Jane portal<ul style="list-style-type: none">○ Grading & Piling○ Excavation○ Concrete works <p>Open House:</p> <ul style="list-style-type: none">• Restoration Plan detailed design introduction• More immersive tools at additional locations for community to experience

Panel Discussion



Aman Gill
Community
Engagement
Manager,
Metrolinx



Dave Restivo
Lead Arborist,
Dillon
Consulting



**Micheál
Killeen**
Technical
Design
Manager, Arup



Peter Smith
Lead
Landscape
Architect,
DTAH



Abbas Ali
Manager,
ECWE
Sponsor
Office,
Metrolinx



Gretel Green
Restoration
Environmental
Programs and
Assessment,
Metrolinx



**Tennyson
Snelling**
Environmental
Project
Manager,
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**Deanne
Mighton**
Design
Manager,
ECWE,
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To submit your questions: visit www.metrolinx.com/ecwe_events and use the Slido Q+A tab at the bottom of the page

Thank you



**Visit us at the
Community Office**

326 Scarlett Road

Tuesdays and
Thursdays,
10 a.m. - 5 p.m. or by
appointment

Want to know more?

Visit: [@EglintonWestEXT](https://metrolinx.com/EglintonWest)

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