



Eglinton Crosstown West Extension Advanced Tunnel Community Liaison Committee (CLC) Meeting #1

Agenda

1. Land Acknowledgement
2. Safety Moment
3. Introduction to the team
4. CLC Expectations
5. Project Overview
6. Advanced Tunnel 1 Scope
7. Project Timelines
8. Public Engagement
9. Tree Removals + Compensation
10. Construction Update
11. Questions

Land Acknowledgement

Let us take a moment to acknowledge 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 colonization 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 rights of Indigenous communities, Nations and Peoples.

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

Safety Moment

As school doors open, traffic gets a little heavier on our streets and back-to-school means sharing the road with little pedestrians!

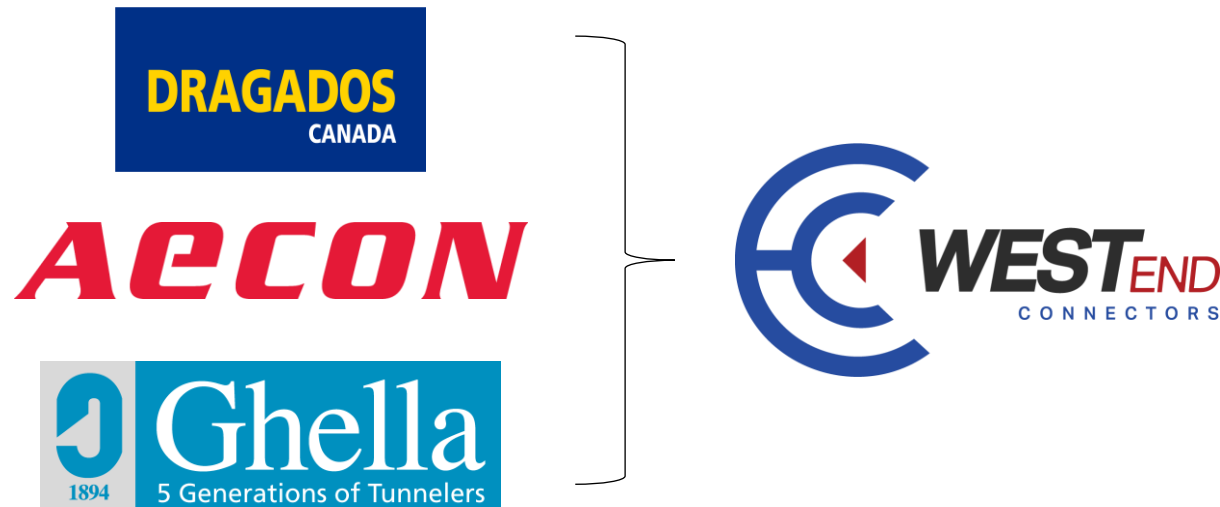
Help everyone stay safe this school year by:

- Observing school zone speeds
- Obeying the crossing guard
- Watching out for darting children and staying alert behind the wheel
- Not passing a school bus when the signal lights are flashing



Who are we?

- West End Connectors was awarded the contract to design, build and finance the tunnels for the Eglinton Crosstown West Extension in May 2021.
- As part of the contract, West End Connectors will be building about six kilometres of tunnels, which will start at the tunnel launch site at Renforth Drive and continue to just west of Scarlett Avenue, where the tunnel boring machines will exit the tunnels.
- West End Connectors Construction (WECC) is a construction joint venture made up of three companies:



Introducing the West End Connectors Project Team



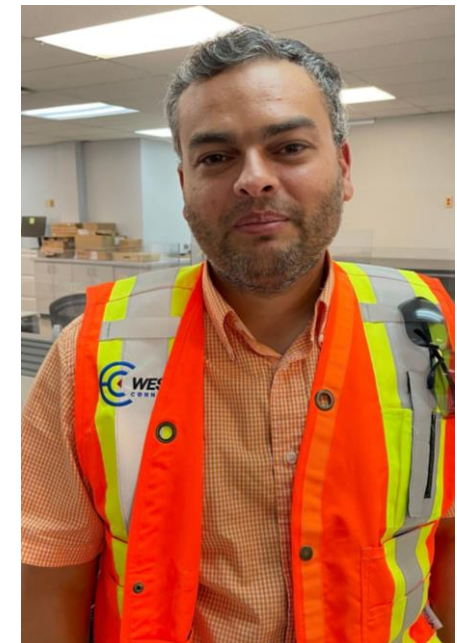
Fernando Triana
Project Director



Stephanie Chow
Communications &
Public Engagement
Lead



Hayat Muhammad
Traffic Management



Yuri Andrade
Construction Manager

Introducing the Metrolinx Team



Aman Gill
Manager, Community
Engagement and
Communications



Gurjeet Kaur
Specialist,
Community
Engagement and
Issues



Nasir Qureshi
Senior Project Manager

CLC Members

- Residents
- Property management groups
- Representation from condo boards
- Representation from community
- Businesses
- City of Toronto – Transit Expansion Office
- City of Toronto – Transportation Services
- Elected Officials

CLC Expectations

Community Liaison Committees (CLCs) will be held quarterly to provide open, two-way communication and sharing of information before and during construction of the ECWE project. A code of conduct will help ensure that discussions are respectful and productive:

- Participate fully and openly in discussions, while also creating an environment where all members are encouraged to contribute and share their views.
- Participate in a respectful manner, including refraining from use of foul language and derogatory comments.
- Keep requested agenda and discussion items within the mandate of the committee.
- Maintain confidentiality of sensitive issues, when requested by participants.
- Represent your community's diverse perspectives and interests.
- Refrain from speaking to the media or engaging on social media regarding their role or any information they obtained as a result of being a member.
- Commit to equity, diversity, overcoming systemic racism and supporting the participation of the whole community regardless of race, gender, class, sexuality, age or ability.





Project Overview

Project overview

The Eglinton Crosstown West Extension will bring the Crosstown LRT further west, creating a continuous rapid transit line along Eglinton Avenue, from the east end of Toronto to Mississauga.

It will improve access to transit for area residents, reduce daily travel times for commuters and also create job opportunities.

Ridership	37,000 daily boardings
Access to transit	50,000 people within walking distance to transit
Access to jobs	31,000 jobs within walking distance to transit
Connections to Transit	<ul style="list-style-type: none">• UP Express and Kitchener GO at Mount Dennis• TTC bus service• Mississauga Transitway and GO bus services at Renforth• Future Crosstown LRT connections from Mount Dennis to Kennedy Station, including GO train and TTC rapid transit

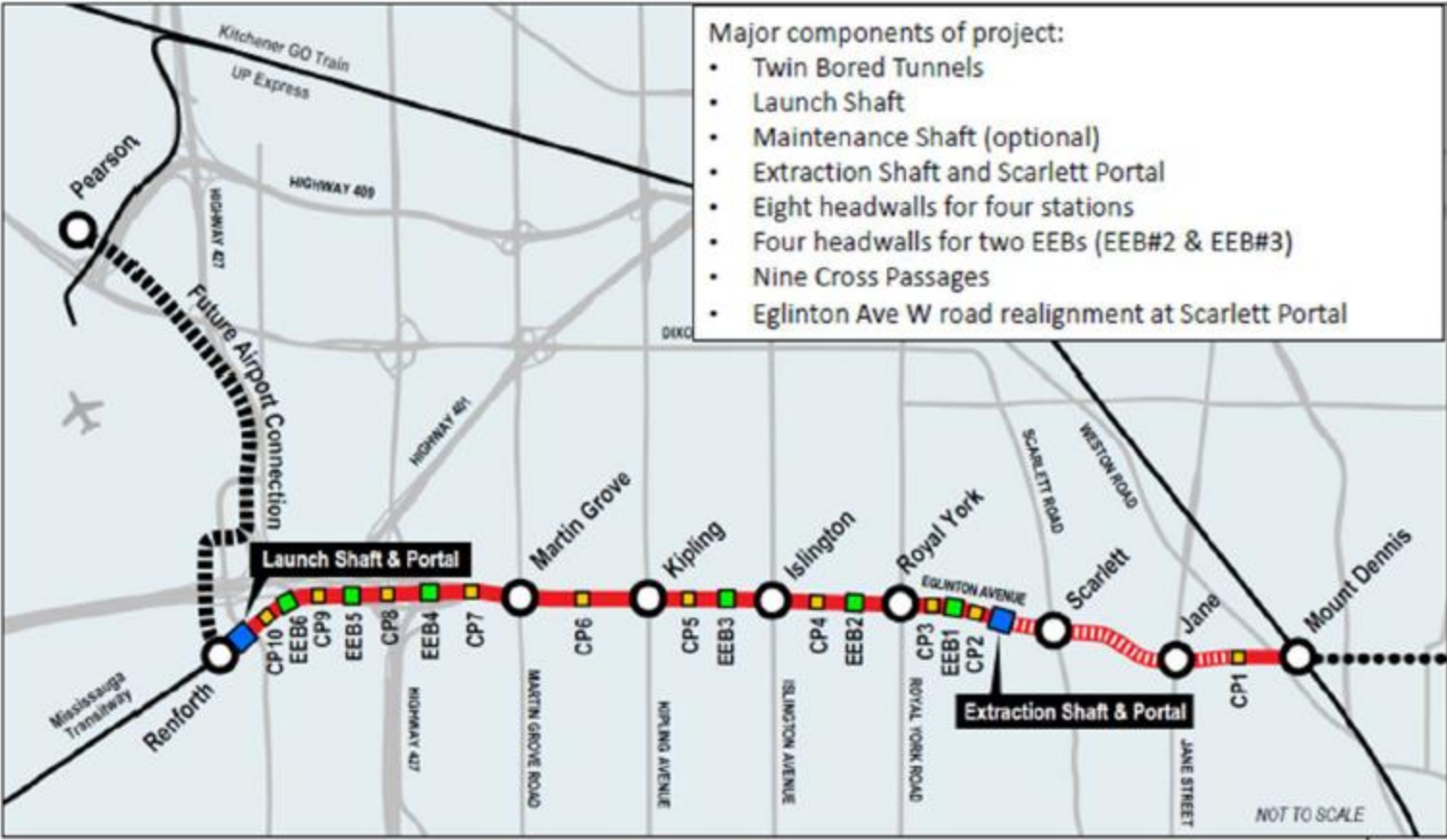
Contract Breakdown - Advance Tunnel 1

Contractor	WestEnd Connectors Construction
Type of Contract	Design-Build-Finance
Client	Infrastructure Ontario
Joint Venture Partners	Aecon, Dragados, Ghella
Issuance of RFP	August 20, 2020
Financial Close	May 20, 2021
Construction Completion	June 2025

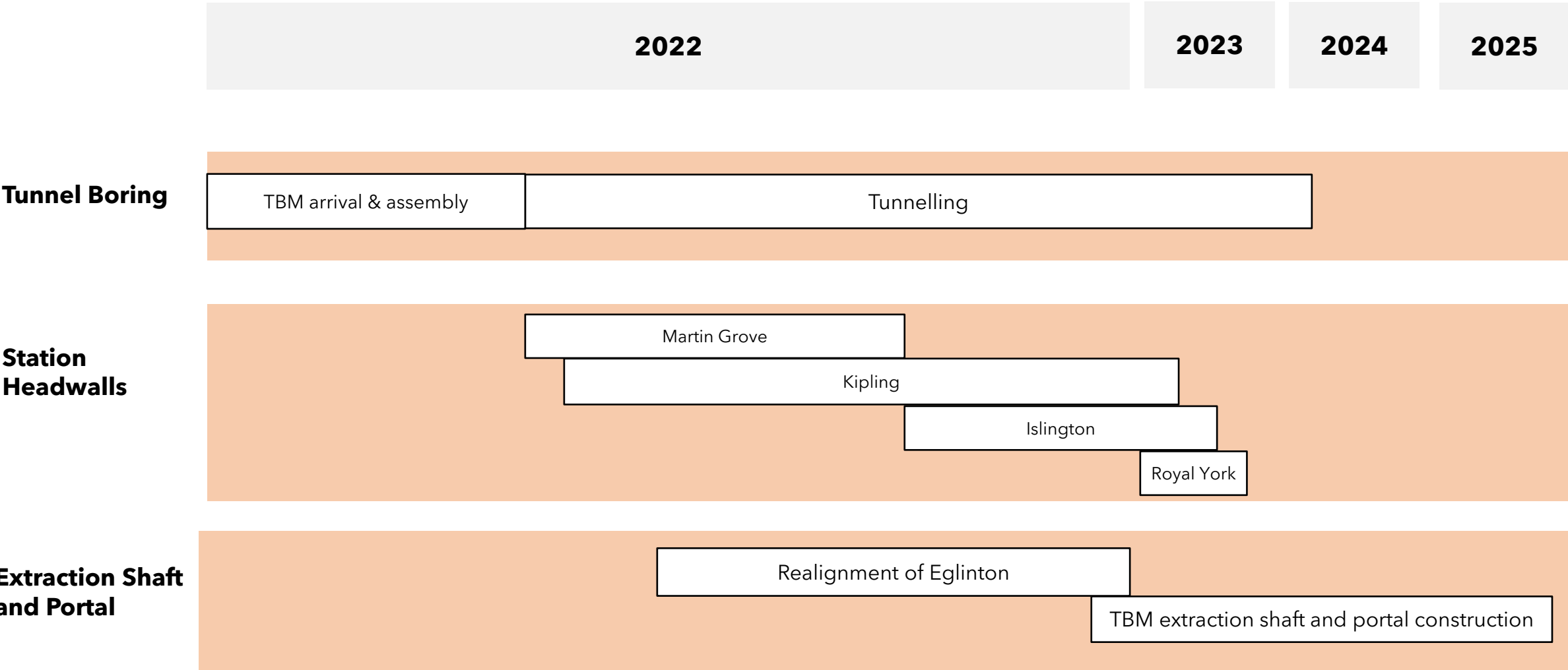


Advanced Tunnel project scope

Tunnel Length	Approximately 6 km
Tunnel Boring Machines	2
Shafts	2 <ul style="list-style-type: none">Launch shaft (Renforth)Extraction Shaft and Portal (Scarlett)
Headwalls	Eight headwalls for four underground stations: <ul style="list-style-type: none">Martin Grove RdKipling AveIslington AveRoyal York Rd
Emergency Exit Buildings	2 <ul style="list-style-type: none">Four headwalls for both:<ul style="list-style-type: none">Wincott DrRussell Dr
Cross Passages	9



Renforth to Scarlett tunnel timeline



Public engagement

- Resident and commuter engagement, pop-up events, and canvassing have been conducted across the Eglinton Avenue West Corridor throughout 2021 and 2022.
- Community members and residents can provide feedback directly to the team and have project questions or concerns answered in person.
- The CLC is another form of public engagement to help bring more voices to discussions about the project.

August 4, 2022: Fontenay Court



October 15, 2021 & June 25, 2022
Richview Park



Upcoming engagement opportunities

Residents and businesses can meet Metrolinx staff and learn more at events this fall.

- **September 2022:**
 - Virtual Open House: WECC Construction Update
 - Canvassing in the Islington area: Lions Gate, Poplar Heights, Hamptonbrooke
 - Pop-Up: 25 Richview Ave & 39 Richview Ave, Wincott Drive area
- **October / November 2022:**
 - Canvassing in the Royal York area: Crestridge Heights, Edenvale Crescent, Swordbill, Humber Valley village
 - Pop-Ups in the Islington and Royal York areas

Dates to be confirmed.



August 21, 2022: Princess Gardens courtyard

Construction Update

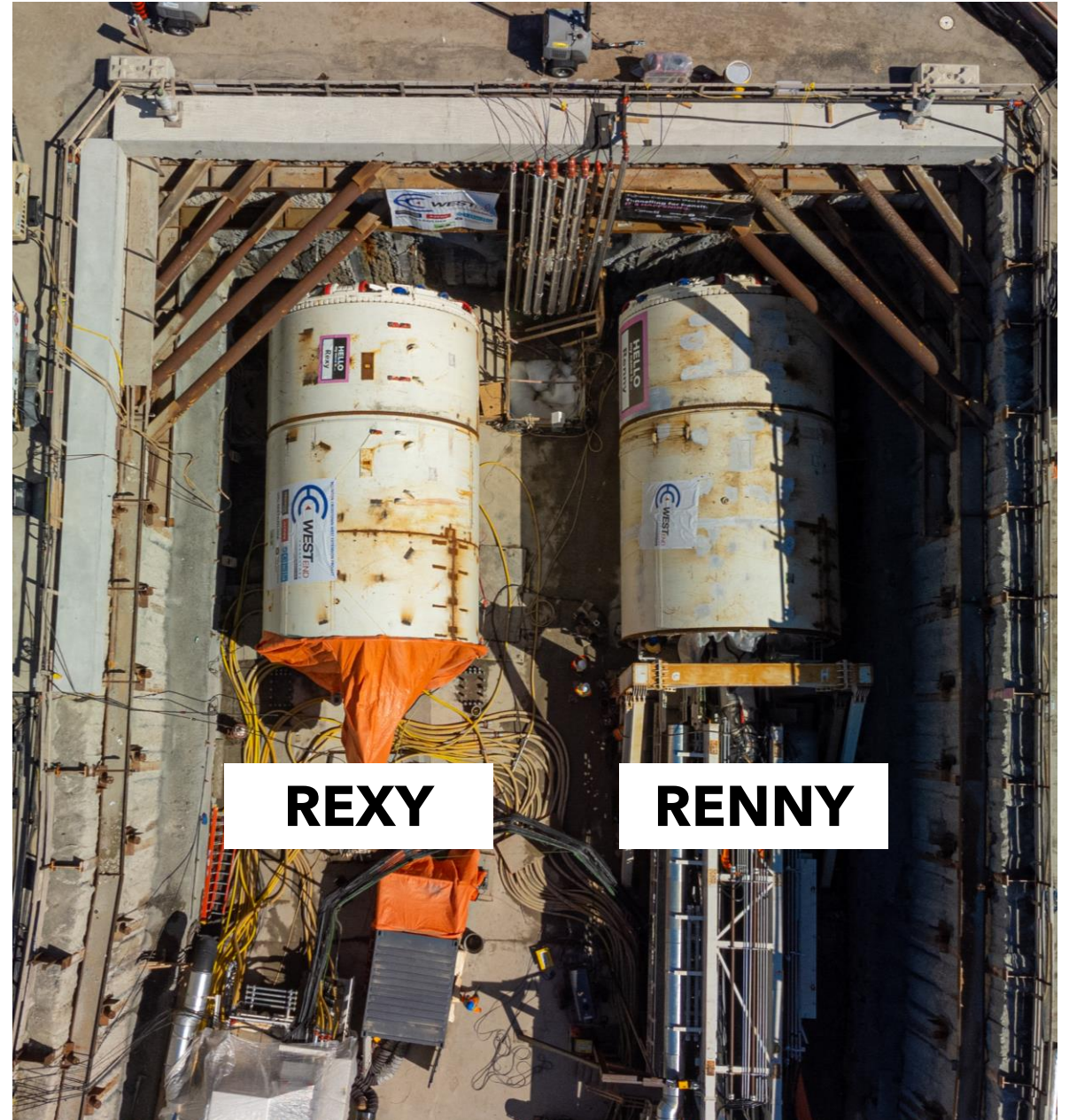


Tunnel boring machines

The construction of new tunnels under Eglinton Avenue West is done by tunnel boring machines (TBMs)

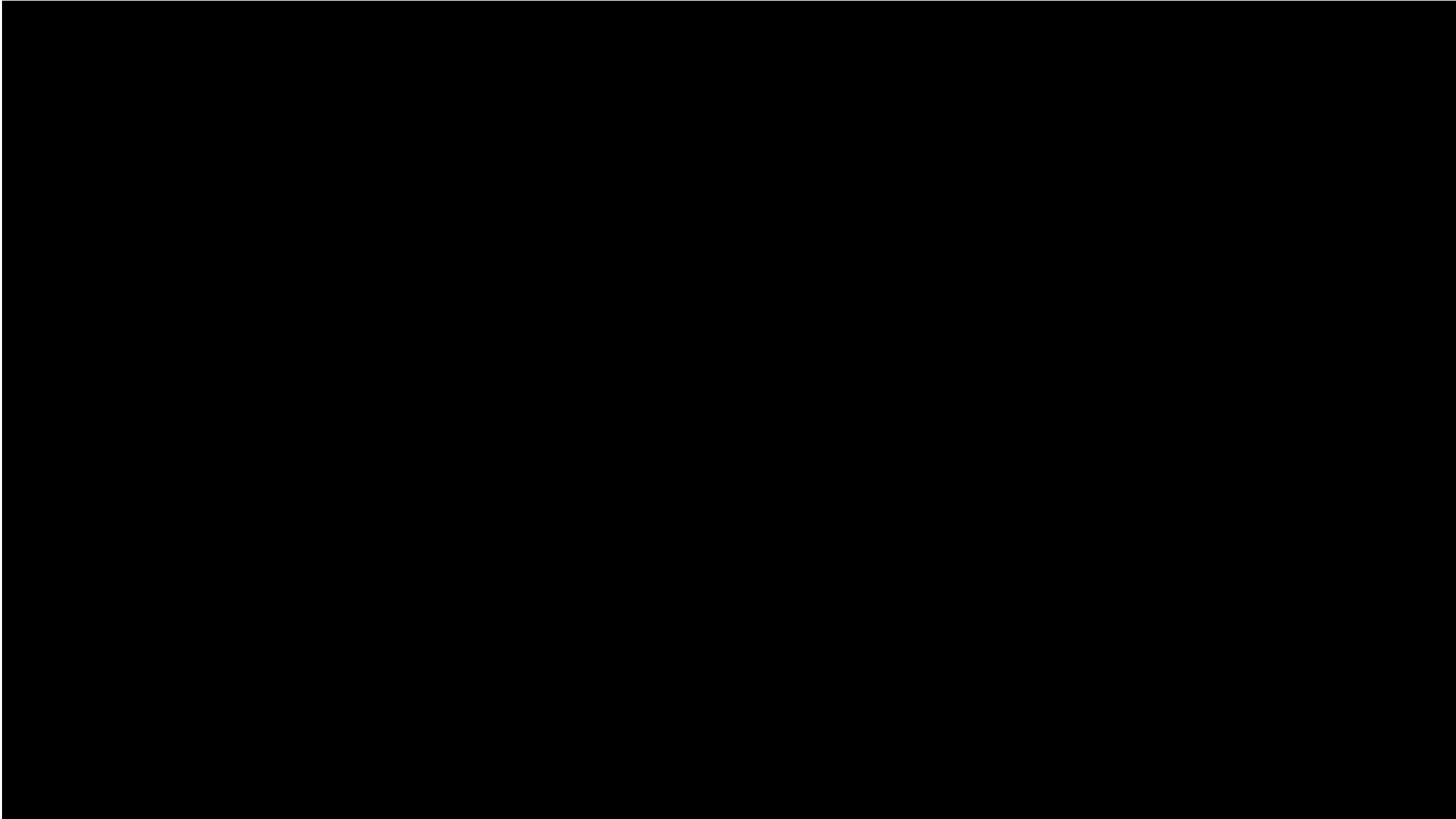
- Two TBMs are digging two side-by-side 6km tunnels (twin-tunnels).
- The TBMs were made in Germany by Herrenknecht, a world leader in manufacturing these machines.
- TBMs are the best tunnelling methodology because they move quickly, safely, and cause the least amount of disruption.
- TBMs operate up to 20m underground.
- Each tunnel will be 5.75 metres internal diameter.
- Each TBM can tunnel up to 75 metres per week.
- Approximately 20 months to tunnel the entire extension.
- 500 cubic metres of earth can be removed each day for a project total of 400k cubic meters.

In January, Metrolinx announced the names of the TBM twins, as voted by the community:



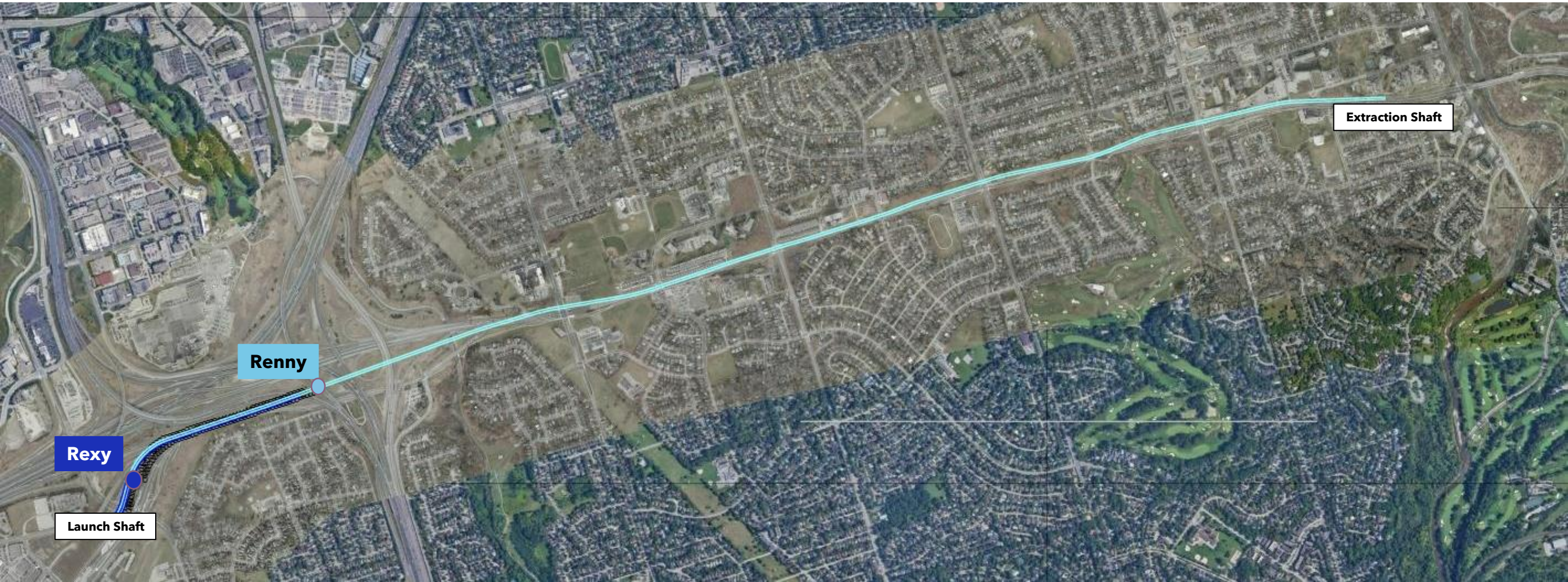
The assembly of “Renny”

- In July 2021, WECC began excavation of the tunnel launch shaft at Renforth and Eglinton Avenue West.
- The TBM sections were delivered and assembled in the launch shaft between December 2021 and April 2022.



Tunnelling

- Renny began excavation on April 11, Rexy started tunnelling on a parallel course on July 25, 2022.
- In April, a construction notice was sent across the entire Eglinton Avenue West project corridor to announce the official start of tunnelling.
- To date, “Renny” has tunnelled approximately 1,000 meters from the launch shaft.



What to expect for tunnelling

- TBMs work beneath Eglinton Avenue West.
- TBMs operate Monday - Friday with some scheduled maintenance days on the weekends.
- The launch shaft area will be an active construction site for the duration of the project.
- Residents and businesses in the area can expect to hear some noise during construction, but disruption will be minimal.
- Lane reductions and pedestrian detours may be required to ensure everyone's safety.
- Further notification will be provided for every lane closure.

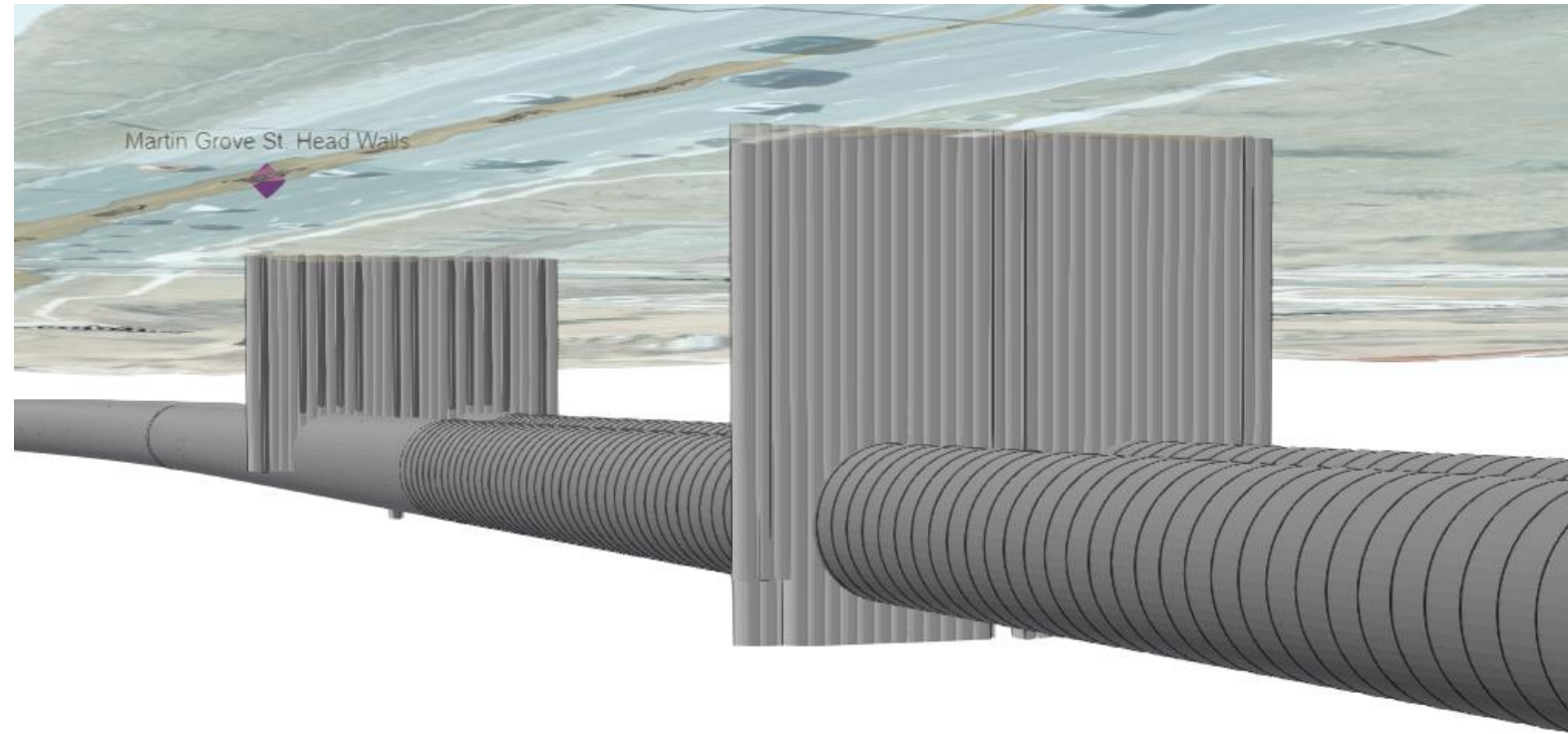


Rexy beginning to tunnel in July 2022

Headwall overview

What are headwalls?

- Headwalls are underground support walls located at the east and west ends of the station location.
- The TBMs bore through the headwalls, therefore crews must build them prior to the TBMs arriving at each site.
- There will be four underground stations (Martin Grove, Kipling, Islington and Royal York) and each will require two headwalls be built.
- There will also be two emergency exit buildings constructed - one between Kipling Ave and Islington Ave, the other between Islington Ave and Royal York Rd.



3D model of two headwalls

Headwall overview

- Small construction crews will be working at locations along Eglinton Avenue West during regular daytime hours.
- Construction on headwalls began in April 2022 and will last until end of 2023.
- Construction notices will be sent to residents and businesses within a 1km radius of each headwall site in advance of each stage of the headwall construction.

Schedule:

Location	Commencement Date	Anticipated End Date
Martin Grove Rd	April 20, 2022	November 2022
Kipling Ave	May 7, 2022	Spring 2023
Emergency Exit Building 3 (Wincott Drive)	End of summer 2022	Spring 2023
Islington Ave	Beginning of fall 2022	Spring 2023
Emergency Exit Building 2 (Russell Drive)	Winter 2022	Summer 2023
Royal York Rd	Winter 2022	Summer 2023

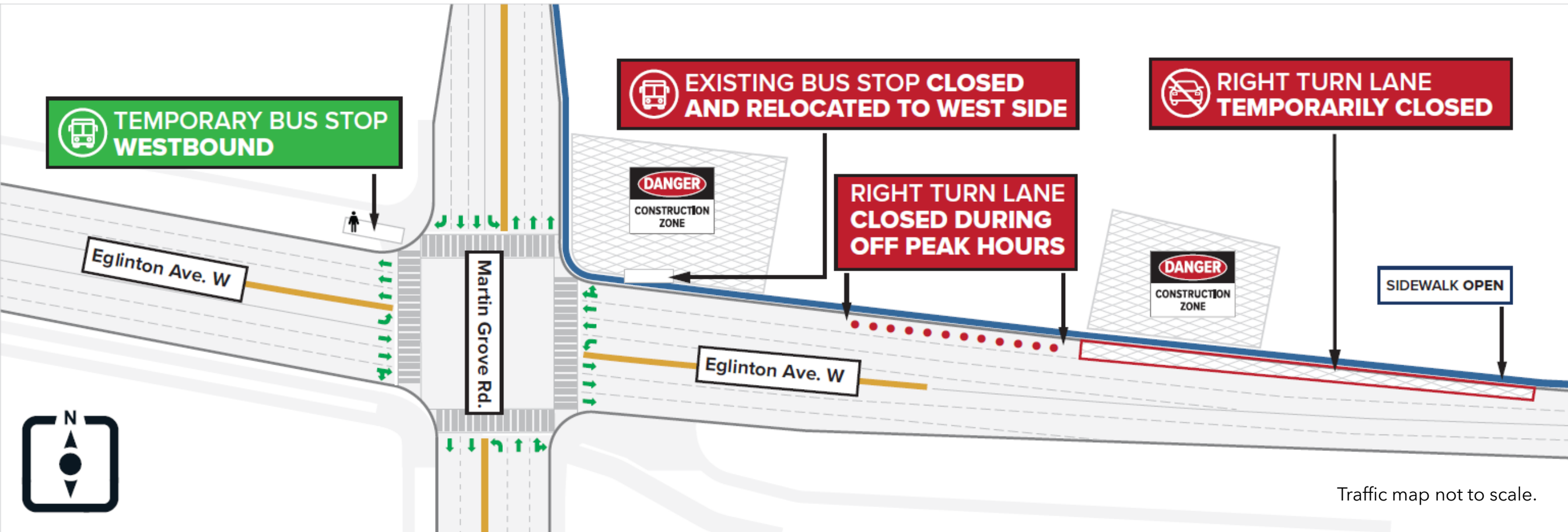
Martin Grove headwall

- Construction began in April 2022 and scheduled to be complete by October 2022.



Martin Grove headwall

- Traffic staging:



- The westbound north lane on Martin Grove temporarily closed during off peak hours. All other lanes remain open.
- Westbound bus stop temporarily relocated to the northwest corner of the intersection.
- All sidewalks remain open.

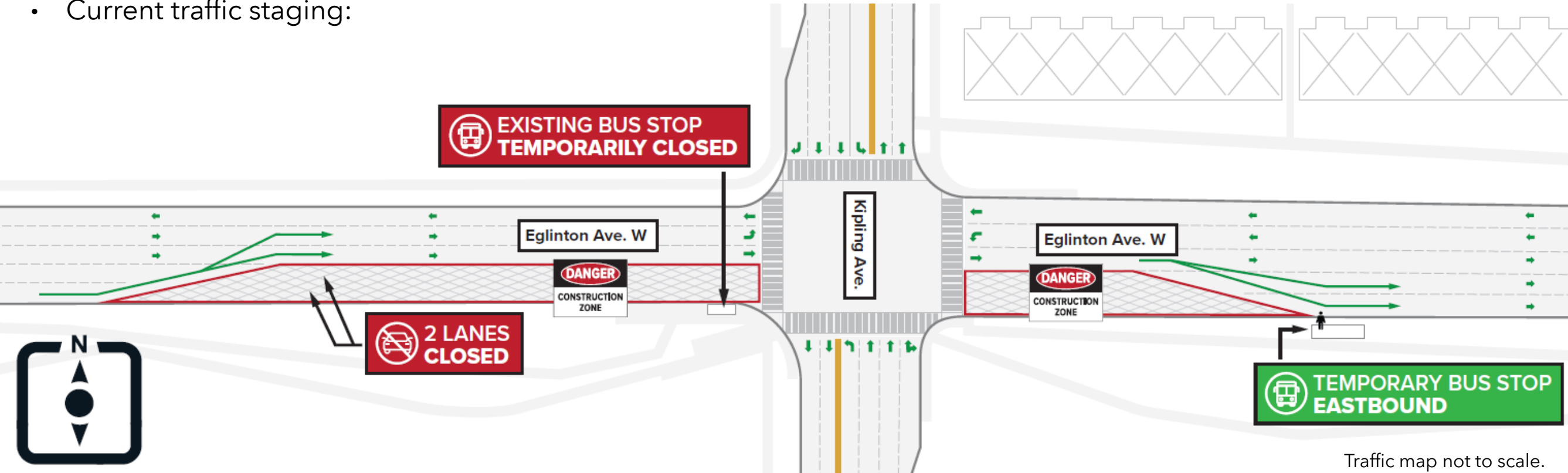
Kipling Ave headwall

- Construction began in May 2022 and scheduled to be complete by spring 2023.



Kipling Ave headwall

- Current traffic staging:



Traffic map not to scale.

- Two lanes temporarily closed. One eastbound and one westbound lane remain open to traffic during construction.
- Traffic able to turn left and right at the intersection.
- The eastbound bus stop temporarily relocated to the east side of the intersection.
- All sidewalks remain open.
- The closed lanes will interchange throughout the construction period, but one eastbound and one westbound lane will always remain open during construction.

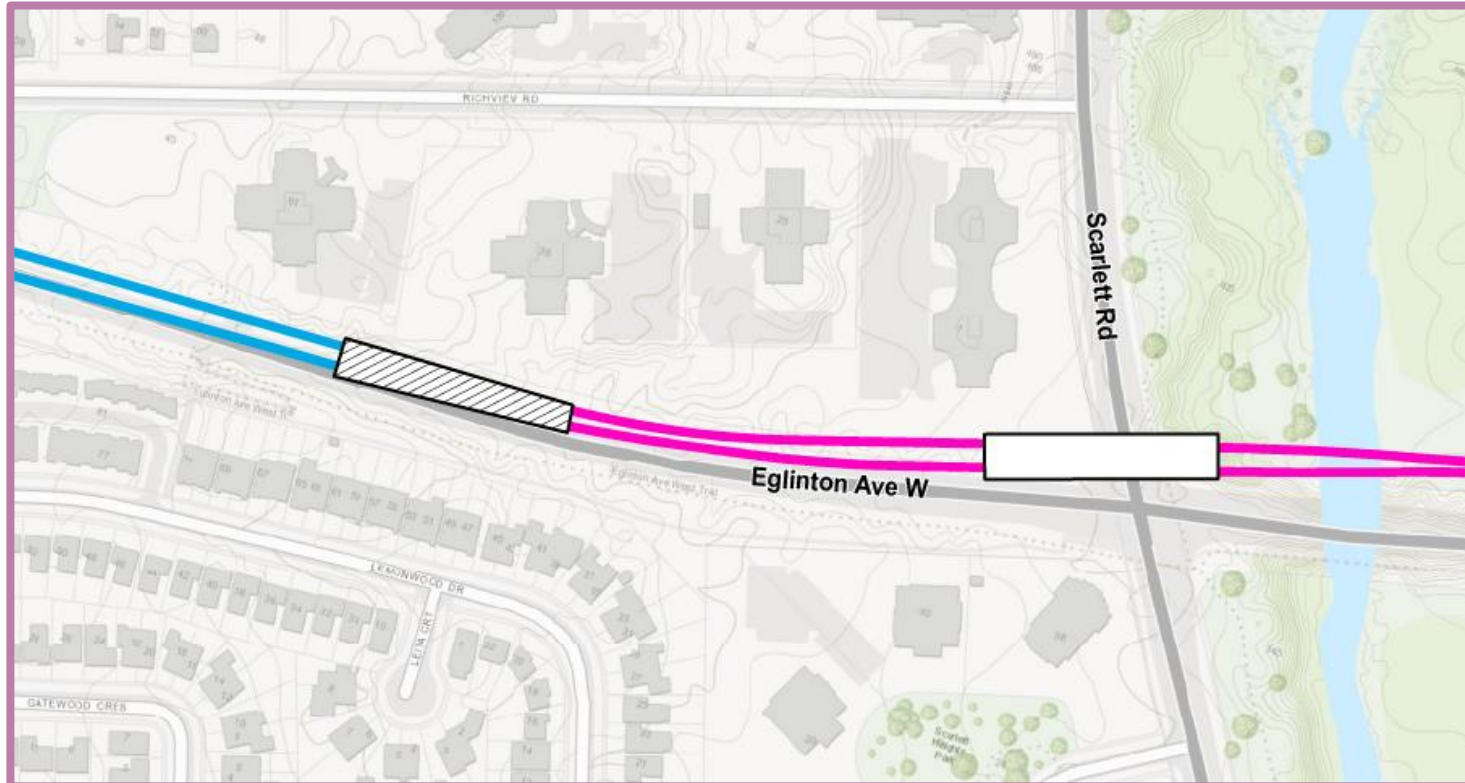
Emergency Exit Building #3 (Wincott Drive)

- Construction began in August 2022 and scheduled to be complete by Spring 2023.



Extraction Shaft and Portal

- The TBMs will finish digging west of Scarlett Rd. where they will be dismantled and removed from the ground through an extraction shaft.
- The shaft is also the portal for where the light rail vehicles transition between the tunnel and the elevated guideway.
- Construction for the extraction shaft/portal will begin in winter 2022. The TBMs will finish tunnelling and will be removed in 2024.



Crosstown LRT east portal (2021)

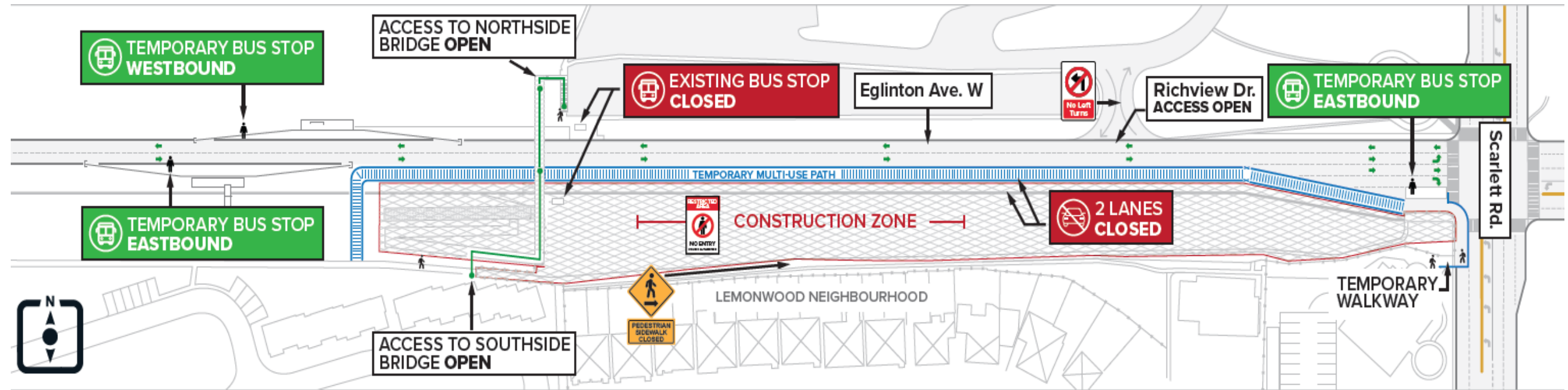
Realignment of Eglinton Ave. W

- To make room for the extraction shaft and portal, Eglinton Ave. W will shift to the south by approximately 10 metres (33 feet) between Scarlett Rd. and the pedestrian bridge.
- Construction for the realignment began in April 2022 and is expected to be completed by the end of the year.
- The secondary driveway on the north side of Eglinton serving 25, 39 and 61 Richview Rd. will remain open during construction for the realignment and extraction shaft/portal.



Road diversions to support the realignment construction

- Current traffic staging:

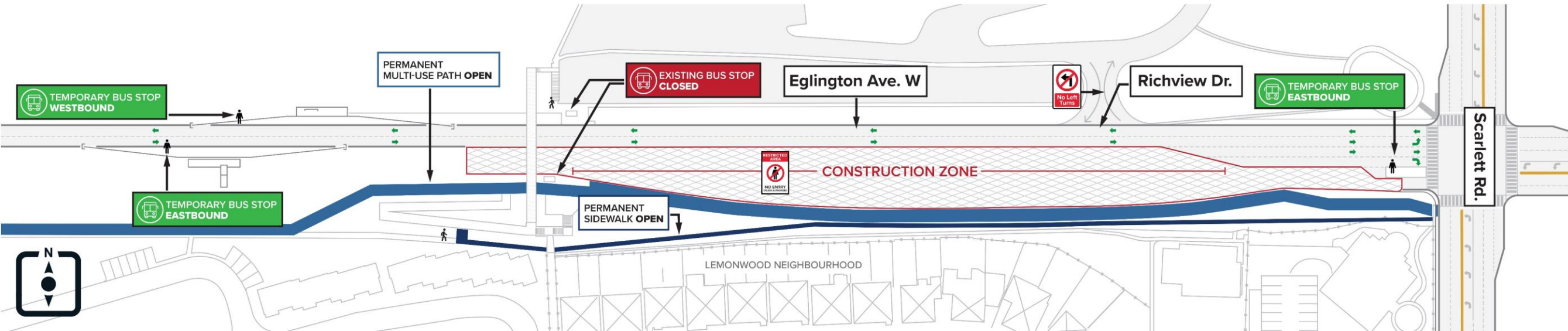


Traffic map not to scale.

- Traffic lanes are reduced to two lanes (one eastbound lane and one westbound lane) along the construction zone.
- Vehicles restricted from turning left in and out of the Richview driveway during construction.
- The eastbound and westbound bus stops are temporarily relocated to approximately 100 feet west of the pedestrian bridge.
- The multi-use path on the south side of Eglinton Ave West is temporarily diverted to north of the construction site.
- The south pedestrian sidewalk is temporarily. Pedestrians can detour to the multi-use path.
- All ramp and pedestrian connections to the bridge are maintained.

Road diversions to support the realignment construction

- New traffic configuration in fall 2022:



Traffic map not to scale.

- Traffic lanes will be reduced to two lanes (one eastbound lane and westbound lane) along construction zone.
- Three bus stops will be temporarily relocated.
- New permanent multi-use path and sidewalk will be opened to public on south side of Eglinton Avenue West
- No left turns in and out of Richview Driveway.

Mitigation Efforts

- Residents can expect to hear noise from equipment, drills, and trucks.
- Mitigations are being put in place to reduce dust, including the use of water sprays and biodegradable dust suppressants.
- We are working as quickly as possible to minimize the impact to the neighborhoods and residences in the Eglinton Avenue area.

Monitors

- Noise and vibration monitors have been installed on the properties of residences, offices and commercial buildings in the vicinity of the extraction shaft construction.
- This equipment helps us measure and minimize noise and vibration throughout the project term to prioritize your safety and well-being.

Vibration Monitor



Noise Monitor



Tree Removals

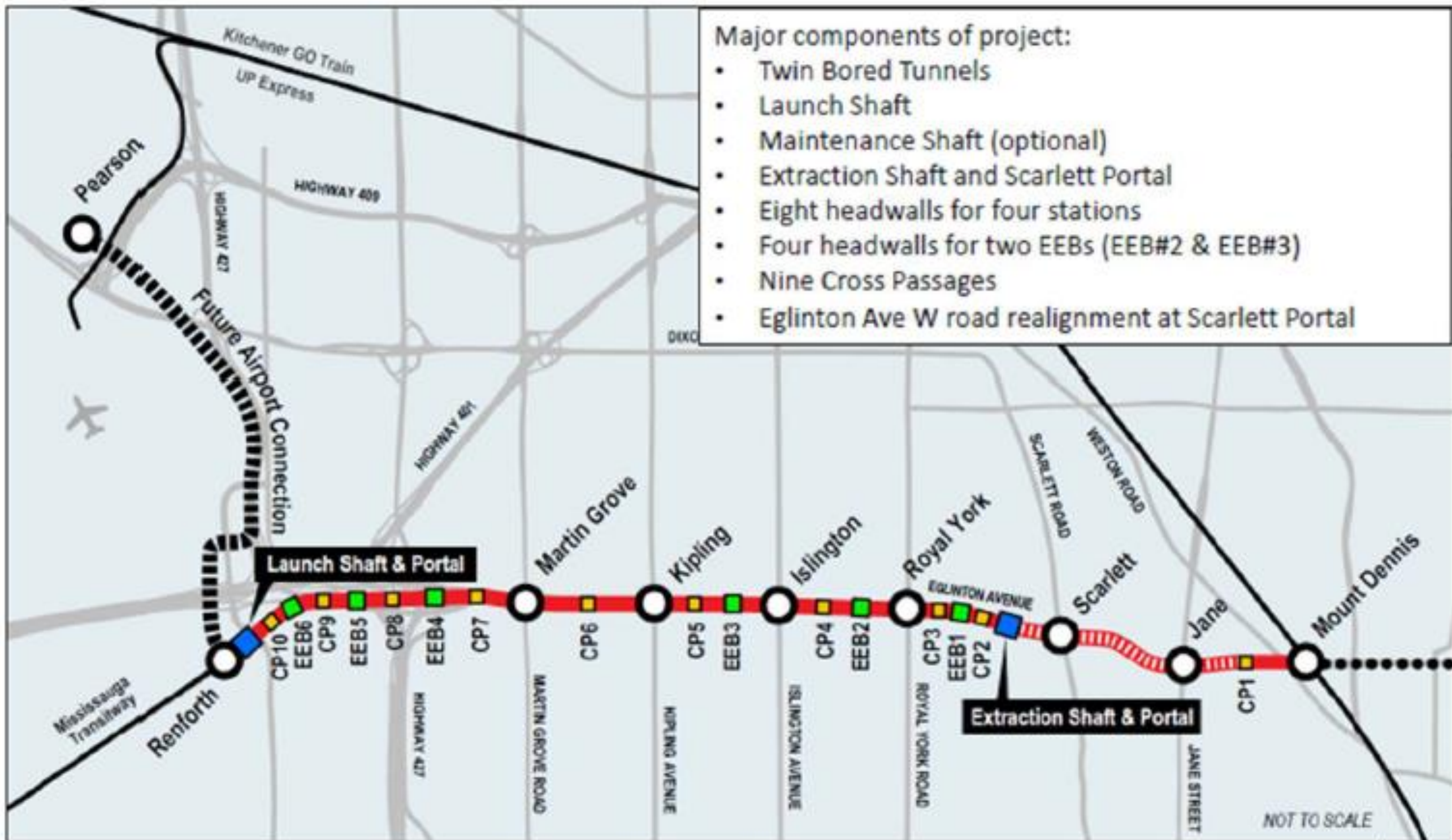
- We strive to keep tree removals to a minimum and only remove trees that are necessary.
- Our goal is always to plant more than we remove, and all tree removals will be compensated in accordance with the Metrolinx Vegetation Guideline and the City of Toronto's permitting process.
- In addition to the compensation required by the City of Toronto for ECWE, Metrolinx has an agreement with the TRCA to plant additional trees along the route as early as we can.
- Advance planting under this agreement began last fall, with 400 trees planted to date.



Fencing is installed around trees near construction sites to provide protection from construction activities.

Questions?

Appendix



Glossary

Design-Build-Finance: a single contract is awarded for the design, construction, and full or partial financing of a facility or project.

Headwalls: underground support walls located at the east and west ends of the station location.

Tunnel boring machine (TBM): a machine used to excavate tunnels with a circular cross section through a variety of soil and rock strata.