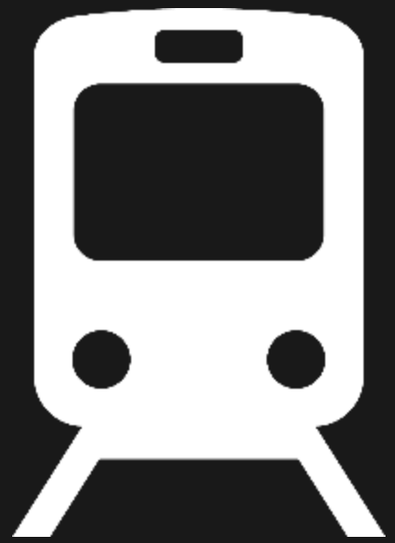


Eglinton Crosstown West Extension Elevated Guideway and East Tunnel

Community Liaison Committee (CLC) Meeting #1

Agenda

1. Welcome:
- Land Acknowledgement
- Safety Moment
- Introductions
- CLC Code of Conduct and roles

2. Project Overview
- Elevated guideway
- East tunnel
- Project timelines

3. Construction Updates
- Ongoing and upcoming works

4. Construction Mitigations

5. Discussion/Next CLC

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 – tick bites

Prevent tick bites while enjoying the outdoors

- Ticks can be found in wooded areas and areas with tall grasses and bushes.
- Wear light coloured clothing so that it's easier to spot ticks
- Wear long pants and long sleeves
- Apply insect repellent that works against ticks
- Check yourself, children, and pets for ticks after being outdoors.
- Remove any ticks immediately using fine-tipped tweezers to grasp the tick as close to your skin as possible without crushing it.
- A photo of a tick can be submitted to etick.ca for free identification within 48 hours.

Introducing the Aecon Project Team

Varni Tayalan
Communications and Public Engagement Lead

Thomas Zolis
Construction Manager

Yves Phillipe
Assistant Superintendent

Introducing the Strabag Team

Noelle Ebraemi
Community Engagement Lead

Pedro Nogaro
Design Build Director

Jenna Floyd
Community Engagement Coordinator

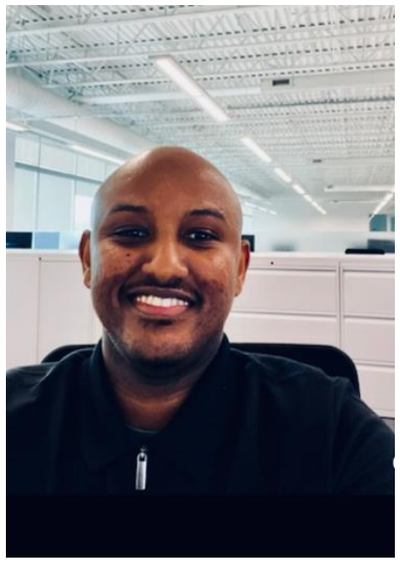
Introducing the Metrolinx Team

Aman Gill
Community Engagement

Wilfred Adapoe
Community Engagement

Chelsea Neugebauer
Community Engagement

Chathurika Mahagamulla Gamage
Project Manager – Elevated Guideway



Djilani Abdi
Project Manager – Advance Tunnel Contract 2 (ATC2)

Introducing the Technical Advisory Team

Karla Kolli
Community Engagement Lead, Dillon Consulting

Daniel Hoang
Community Engagement Specialist, Dillon Consulting

Construction Liaison Committees (CLC)

Construction Liaison Committees (CLCs) provide open, two-way communication and sharing of information during the construction of the Eglinton Crosstown West Extension project. The CLC will focus on the impacts, issues and areas of concern for resolution related to the Eglinton Crosstown West Extension construction within the neighbourhoods surrounding the elevated section and the east tunnel. The full Terms of Reference will be shared with the CLC via email.

- The CLC will meet regularly as construction activities get underway
- CLC frequency is flexible, depending on schedules/availability and critical construction work
- Metrolinx will work with stakeholders to develop meeting agendas
- Meetings will last 60–90 minutes, depending on the agenda
- Metrolinx to chair the CLC with support from the project contractors
- Project contractor will participate and lead the construction updates
- Action items/issues/complaints to be logged for resolution

Construction Liaison Committee (CLC)

Community representatives

- Elected officials
- Community groups/residents
- Residents' groups/associations
- Tenant representatives
- BIAs
- Business owners

City of Toronto

TORONTO

Project team members

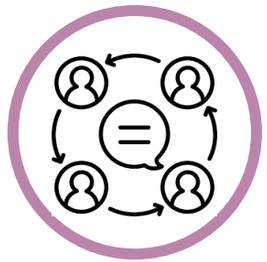
- Metrolinx—representatives from Subways Sponsors Office, Design Division, Community Engagement, Project Teams and Contractor/Project Co.

CLC Code of Conduct

Participate fully, openly, and transparently in discussions, while also creating an environment where all members are encouraged to contribute and share their views.

Participate in a respectful manner towards other CLC members by using appropriate language.

Keep requested agenda and discussion items within the **mandate and scope** of the **Construction Liaison Committee.**



Represent their community's diverse perspectives and interests.

Maintain confidentiality of sensitive issues, when requested by participants.

Commit to equity, diversity and inclusion by supporting the participation of the whole community regardless of race, gender, class, sexuality, age or ability.

Who does what?

AECON STRABAG

Responsible for construction delivery, establishing the construction schedule, determining construction plans and the care and control of construction sites.

TORONTO

Contribute subject matter expertise regarding City polices, requirements, permits and procedures.

Ensure key City and community interests are noted and addressed through application design reviews and permits.

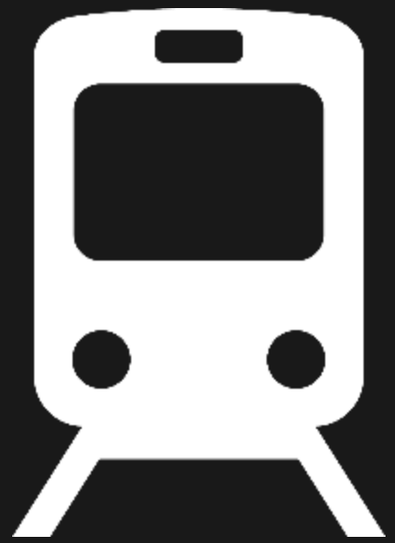
Work with partners to minimize negative impacts on residents and the environment.

Monitor construction sites for safety and adherence to City standards and bylaws.

METROLINX

Overarching accountability for entire project, strategy and content approvals, building relationships and understanding needs of the community.

Oversight of construction contractors to ensure compliance with contractual obligations, including work schedules, adherence to acceptable noise levels, traffic management plans and permit conditions.



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 create job opportunities.

Route length	**Up to 13.9 km** • **9.2 km between Mount Dennis and Renforth Drive** • **4.7 km for the potential link between Renforth Drive and Pearson International Airport**
Ridership	**Up to 69,700 daily rides**
Access to transit	**37.500 more people within walking distance to transit**
Access to jobs	**23,600 jobs within walking distance to transit**
Connections to Transit	**Five** • **2 regional rail services: UP Express and Kitchener GO Train** • **3 bus services – GO Transit, TTC and MiWay buses**

Elevated Guideway Scope

- Aecon was awarded the contract in December 2023 to design and build the 1.5-kilometre segment of the route that will run from just east of Jane Street along the north side of Eglinton Avenue West to west of Scarlett Road before heading underground again.
- The work under this contract will be focused on the structure of the guideway, including piers and foundations, and connections to the tunnel portals that will bring the line underground at either end of the guideway.

Elevated Guideway Construction Stages

Stage 1	Construction of piers	Piers are the vertical structures that will support the elevated guideway. They will be built by drilling caissons -- watertight retaining structures -- into the ground. Once the caissons are in place and reinforced, the holes will be filled with concrete. The elevated guideway will feature both single and double piers.	 Source : www.civildigital.com
Stage 2	Construction of ramps	Once the piers are built, the next stage involves constructing the ramps that will transition the route of the Eglinton Crosstown West Extension between the above-ground and underground segments of the line. These ramps will be designed to ensure a smooth and efficient connection between the tunnelled sections and the elevated guideway.	 Humber College portal at Finch West LRT project, Toronto

Elevated guideway construction stages

Stage 3	Construction of the deck	The deck is the structure that will span between each of the piers, providing the surface on which transit vehicles will travel. The deck will be constructed from sturdy, durable reinforced concrete.	 Source: www.ulmaconstruction.com
Stage 4	Deck construction completed	Once the deck is complete, the stage will be set for installation of the rails and systems that will support extended Eglinton Crosstown LRT service. This phase of construction will begin after a future partner is brought on board.	 Elevated guideway once the rails are constructed

Spanning over Humber River

- In order to not enter the Humber river, Aecon will utilize the balanced cantilever bridge construction method.

- Balanced cantilever bridge construction method is used in situations where access is limited, and long span bridges need to be constructed.

- Aecon will use two cantilever bridge travellers to build the bridge from each side of the Humber river and connect at the centre of the river.

Source: www.pery.xom

East tunnel (Advanced Tunnel 2) scope

- Strabag was awarded the contract to design- and build the second underground segment of the Eglinton Crosstown West Extension in February 2024
- The package of work in the second tunnelling contract includes detailed design and construction of a 500-metre tunnel that will connect the existing terminus of the Eglinton Crosstown LRT at Mount Dennis Station to a portal east of Jane Street where the line will run on an elevated guideway, and changes at the station that will accommodate extended Eglinton Crosstown LRT service.
- The contract also includes supplying mining and tunnelling equipment, construction of launch and extraction shafts, modifications at Mount Dennis station to accommodate extended Eglinton Crosstown LRT service, and utility work and road modifications along Eglinton Avenue West to accommodate construction activities.

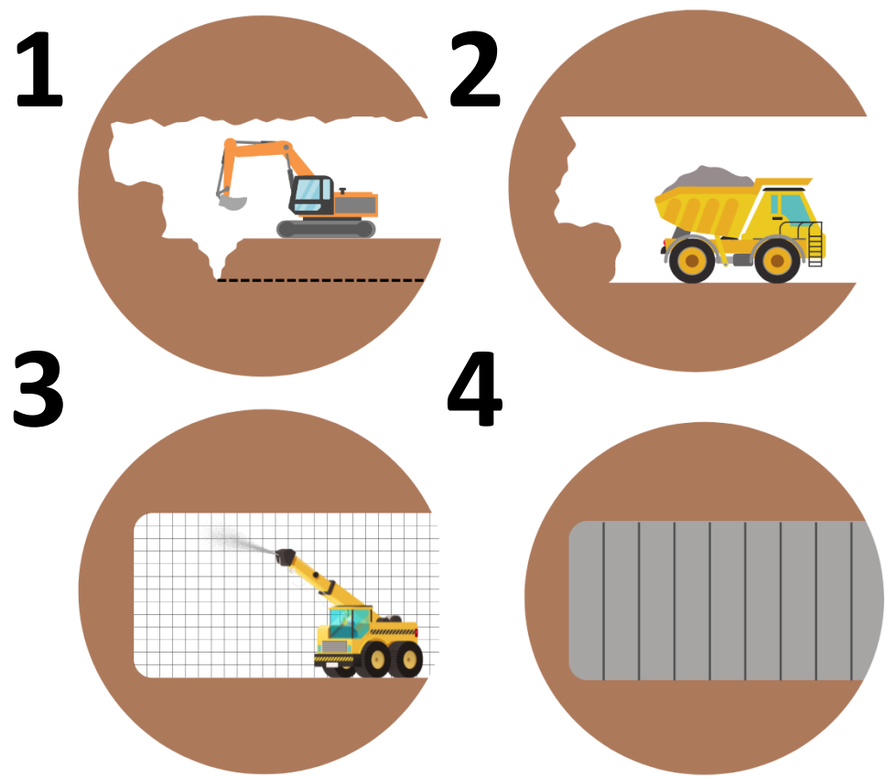
Sequential Excavation Method (SEM)

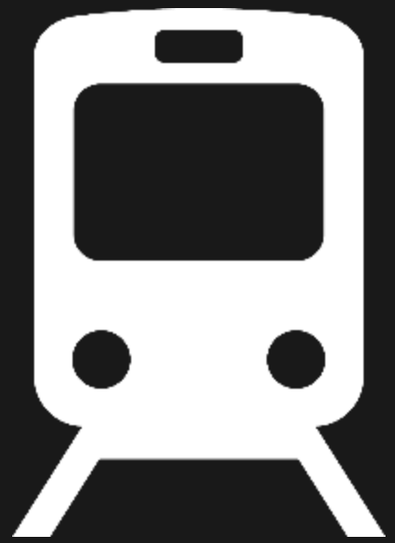
To build the tunnel east of Jane Street to Mount Dennis, STRABAG will be using the Sequential Excavation Method (SEM) to tunnel.

SEM is when the tunnel is dug out into small sections.

Process of the SEM:

1. Excavating: use an excavator to dig out small, specific sections of the tunnel
2. Mucking: remove all the materials that were dug out.
3. Shotcrete: spray concrete against the walls that were dug out.
4. Final lining: cast final lining concrete





Construction Update

Construction breakdown – elevated guideway (Aecon)

Time	Activity	Details & Purpose	What to Expect
Summer	**Subsurface Utility Engineering**	• The SUE process combines civil engineering, surveying, and geophysics. It utilizes several technologies, including vacuum excavation and surface geophysics. • Obtain accurate three-dimensional mapping of existing underground utilities during the preparation works of this elevated guideway project	• Residents who live near the project area can expect to hear noise related to the use of heavy equipment. • One or more lanes along Eglinton Avenue West will be occupied by staff, vehicles, and equipment for a short period of time during work hours. • Access to sidewalks within work areas will be maintained. • Bus stops may be temporarily relocated during the work.
Summer	**Borehole drilling**	• A borehole is a narrow vertical shaft bored into the ground to determine ground stability. • Through borehole drilling, samples of soil and bedrock are collected to determine the soil's physical and chemical properties – this will confirm that the soil and rock can support the foundation of the bridge	• Nearby residents can expect to hear noise related to drilling and the use of heavy equipment. • There may be short-term delays to traffic as crews bring equipment to and from work areas.

Construction breakdown – elevated guideway (Aecon)

Time	Activity	Details & Purpose	What to Expect
Summer	**Fencing**	• Fencing will be installed along the north side of Eglinton Avenue West between Scarlett Road and Fergy Brown Park. • The fence will help ensure that public safety is maintained while work sites are prepared for future construction of the elevated segment of the Eglinton Crosstown West Extension.	• Sections of lanes along Eglinton Avenue West will be temporarily occupied by vehicles and equipment at intermittent times during work hours. • Access to sidewalks within work areas will be maintained.
Fall	**Tree removals**	• 1,300 trees will be removed along Eglinton between Scarlett and the Fergy Brown access road to accommodate construction of the elevated segment of the Eglinton Crosstown West Extension • Metrolinx will plant more trees than we remove as we build more sustainable transit for the community.	• Sidewalks and crosswalks will be closed during this work. • Intermittent temporary lane closures may be required to complete work safely • Detours will be clearly marked with signage and flaggers will be employed as needed to keep vehicles, cyclists and pedestrians moving safely.

Construction breakdown – elevated guideway (Aecon)

Time	Activity	Details & Purpose	What to Expect
Fall	**Site grading and preparation works**	• The work includes grading the land for elevated guideway construction to make it suitable for future works to occur. • The work area will be protected by fencing, which will limit noise and dust for residents and businesses.	• Dump trucks, rollers, excavators, and grading equipment will be used to grade the elevated guideway project lands.
Fall	**Caisson/Foundation work**	• The construction of the caissons is the first step to build the permanent structure of the elevated guideway; the foundation. The ground will be drilled to the bedrock level by using a drill rig, and then a steel cage will be installed followed by concrete placement.	• Drilling noise is expected during the construction of the caisson, but level of noise will comply with the city's by-law regulations. • Sidewalks will be closed along north side of Eglinton avenue west but will be maintained under the Humber river bridge. Dump trucks and delivery trailer trucks will be seen on Eglinton Avenue west. Traffic will be maintained.

Construction breakdown – east tunnel (Strabag)

Time	Activity	Details & Purpose	What to Expect
Summer	**Jane Portal –** Large drilling to support excavation	• Creating the structure for the tunnelling procedure.	• Augers will be brought in to remove soil, allowing the workers to pour concrete into casing and install steel piles inside. This will create a structure for the tunnel. • The community can expect some noise and vibrations.
Summer - Fall	**Mount Dennis –** site preparation	• Preparation of the site for building the shaft	• Fencing, removal works (concrete planters, concrete, small trees, lights, benches), grading, site equipment delivery and utility relocation.
Summer - Fall	**Phase 2 of cycle track construction**	• Completing the second phase of the cycle track which is located on Eglinton Avenue West, between Weston Road and Black Creek Drive.	• Concrete being poured, concrete barrier installation and line painting.

Construction breakdown – east tunnel (Strabag)

Time	Activity	Details & Purpose	What to Expect
Winter - Spring	**Jane Portal –** continued excavation	• Completing the second phase of the Cycle Track which is located on Eglinton Avenue West, between Weston Road and Black Creek Drive.	• Concrete being poured, concrete barrier installation and line painting.
Winter - Spring	**Mount Dennis –** large drilling to support excavation	• Creating the supporting structure for the shaft where the tunnel ends	• The community can expect movement of hauling trucks as excavation progresses.

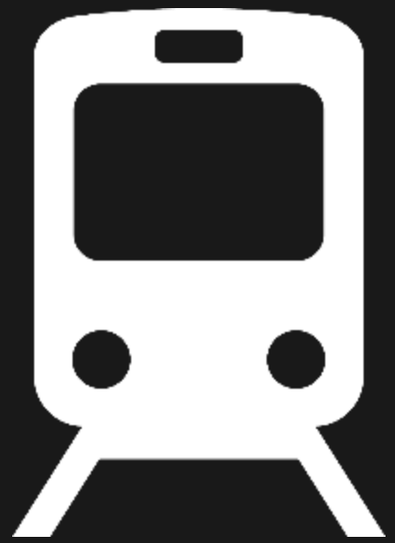
Jane portal and cycle track works

Jane Portal

- Site preparation for Jane portal shaft and related construction work has started.
- This will act as the port of the tunnel as it will travel to Mount Dennis Station.
- The Jane Portal will also connect with the elevated guideway.

Cycle Track

- Cyclists can use the new cycle track (separated bike tracks) on Eglinton Avenue West, between Jane Street and Black Creek Drive
  - Phase 1 of the works between Jane and Weston Rd is completed and operational.
  - Phase 2 of the cycle track is now under construction until October 2024.



Construction Mitigations

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 and 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

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 and 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

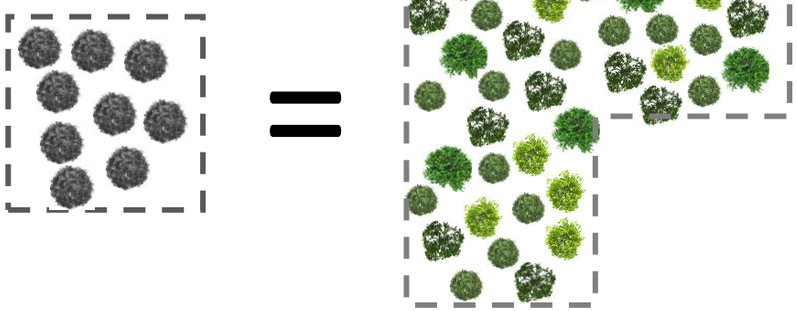
Scan QR code for the Metrolinx Vegetation Guideline

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.

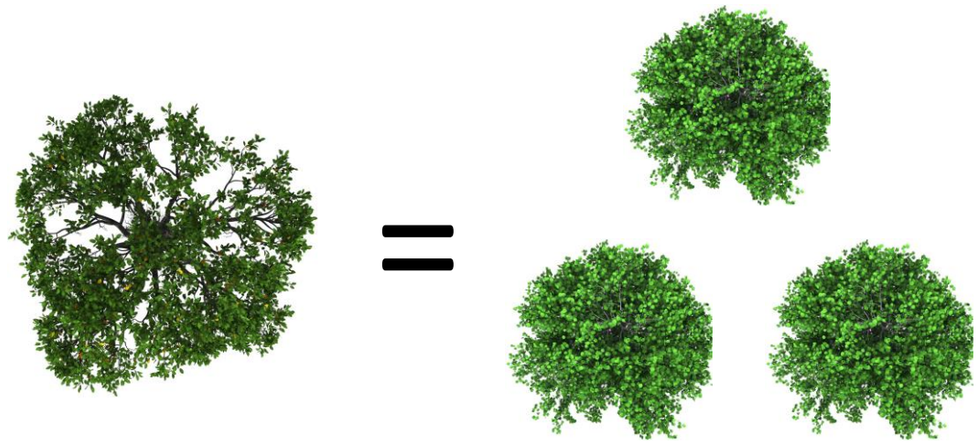
- Take an inventory to identify trees and natural features in the area that will be potentially affected by a project. As well, create a database with detailed tree and natural heritage information, including tree species, condition (e.g., excellent, good, fair, dead), and ownership (City of Toronto, 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 (10,000m^2) 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

Contact us

Metrolinx will keep the community, residents and businesses informed by providing project updates, seeking input and feedback, and addressing questions and concerns effectively and quickly.

Stay connected:

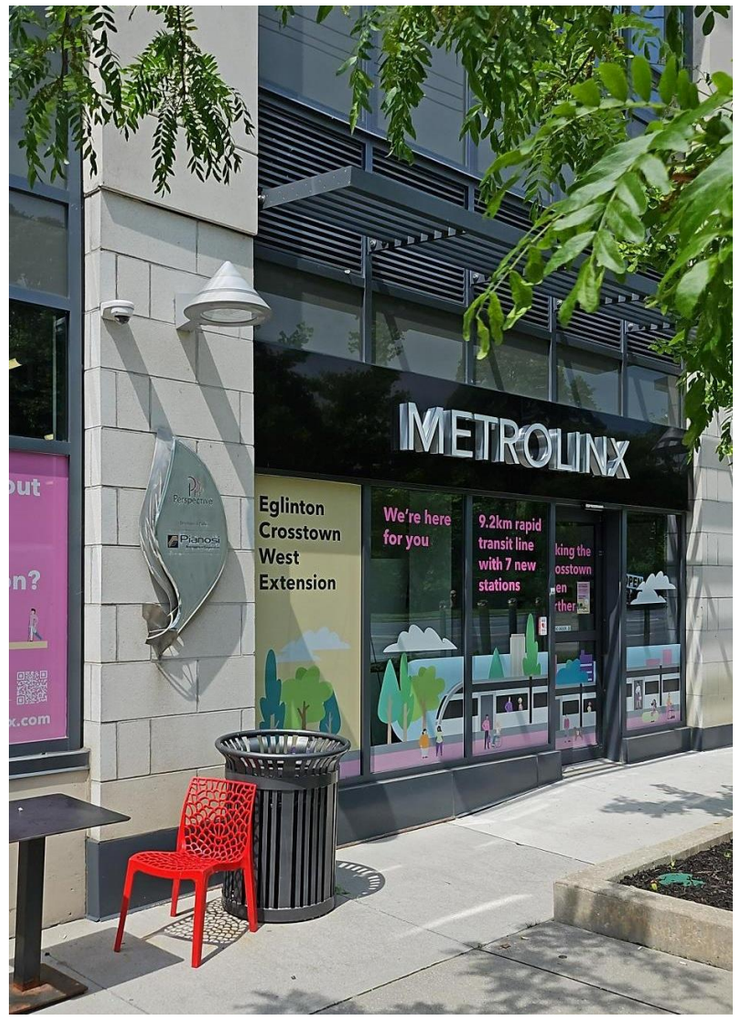
Eglinton Crosstown West Extention e-newsletter @ Metrolinx.com/EglintonWest

Questions or comments:

EglintonWest@metrolinx.com
24/7 call # 416-202-8001

Follow us on social media:

Twitter / Facebook / Instagram @ EglintonWestEXT



Eglinton Crosstown West Extension Community Office
326 Scarlett Road

Questions and Answers

Appendix

Impact Levels

Major Impact

Includes:

- Major intersection work
- Overnight work
- Transit impacts
- Road closures
- Public parking displacement

Medium Impact

Includes:

- Paving
- Long term traffic lane closures
- Work affecting access to private driveways

Minor Impact

Includes:

- Short-term traffic lane closures
- Temporary pedestrian detours