

**ATC2 / EG Community Liaison Committee (CLC)  
MEETING MINUTES**

July 31, 2024  
6:00 PM-8:00 PM

**ATTENDEES:**

Community Representatives

- Bohdan Kowalyk - Resident
- Mike Mattos - Mount Dennis Community Association
- Neiland Brissenden - Mt. Dennis BIA, Stop The Trains in Our Parks
- Rick Ciccarelli - Mount Dennis eco-Neighbourhood Initiative
- Judith Hayes - Mount Dennis Community Association
- Janice Durocher - Resident
- Peter Lance - Resident
- Margaret Quinn - Resident
- David Anderson - Toronto Community Benefits Network

City of Toronto

- Margherita Cosentino - City of Toronto
- Kellie Spence - City of Toronto

Elected Officials

- Geno Orsi - Councillor Frances Nunziata's Office
- Nick Sklar - MPP Kinga Surma's Office

Metrolinx

- Aman Gill - Community Engagement, ECWE
- Chathurika Mahagamulla Gamage - ECWE Project Manager - Elevated Guideway
- Chelsea Neugebauer - Community Engagement, ECWE
- Djilani Abdi - Project Manager - Advance Tunnel Contract 2 (ATC 2)
- Wilfred Adapoe - Community Engagement, ECWE
- Marlene Chaves - Community Engagement, Eglinton Crosstown

Dillon

- Daniel Hoang - Community Engagement Specialist, Dillon Consulting
- Karla Kolli - Community Engagement Lead, Dillon Consulting

Strabag

- Noelle Ebraemi - Community Engagement Lead
- Pedro Nogaro - Design Build Director
- Jenna Floyd - Community Engagement Coordinator

Aecon

- Varni Tayalan - Communications and Public Engagement Lead
- Thomas Zolis - Construction Manager

- Yves Phillipe - Assistant Superintendent

## **OVERVIEW:**

On Wednesday, July 31, **Metrolinx**, in partnership with **Strabag** and **Aecon**, hosted the first Community Liaison Committee meeting for the section of the Eglinton Crosstown West Extension (ECWE) project between Scarlett Road and Mount Dennis Station. The meeting commenced with **Metrolinx** welcoming attendees to the in-person meeting, providing a land acknowledgment, and sharing safety tips with the group.

**Metrolinx** introduced the team and the purpose of the CLC. All those in the room introduced themselves. It was confirmed that this is called the Community Liaison Committee.

A member indicated that Ontario Line project spent time negotiating the Terms of Reference for its CLC and that should have been the basis for this one but is not. **Metrolinx** explained that the CLC terms of reference were based on the one prepared for another ECWE CLC (advanced tunnel 1) but there is a willingness to revisit the terms of reference at a separate meeting. The date and time for this meeting will be communicated to the CLC members prior to the next meeting.

Members expressed the desire for the City of Toronto (CoT), TRCA, and elected officials to participate in the CLC. **Metrolinx** noted that all but the TRCA were invited to this meeting. TRCA will be invited to future meetings.

### Project Overview - Elevated Guideway (EG)

**Aecon** provided an overview of its role in the Elevated Guideway portion of the project and presented the stages of construction:

Stage 1: Construction of the octagonal piers which will be supported by a concrete caisson and topped with a pier cap

Stage 2: Construction of the ramps to connect to underground sections at each end

Stage 3: Deck construction will be done through conventional bridge construction for most of the length; for the Humber River crossing a balance cantilever technique will be used to avoid in-water work

Stage 4: Completion

A member asked whether drilling into the “berm” that supports Eglinton Avenue could create “soft spots” / erosion of the “berm” due to water penetration during drilling. It was confirmed that the concrete caissons are poured immediately after drilling limiting the risk of water entering the drill holes. It was also noted that there will be erosion control measures (e.g., erosion control fences, silt socks) to capture sediment and stop it from migrating.

A member raised a concern that the area has been identified as one of the hottest areas in Toronto (based on a heat map of the city they had seen) and the removal of trees will make it worse. A member questioned what is being done to address the heat impact. **Metrolinx** noted that the focus of this meeting was to hear about the construction from the contractors, and that

tree removal discussions have occurred as part of the Design and Working Group meetings where questions have been addressed.

#### Project Overview – Advanced Tunnel 2 (ATC2)

**Strabag** provided an overview of their role on the Advanced Tunnel 2 portion of the project. This tunnel will be completed using the sequential excavation method which has been used by Strabag on other tunnels in the Greater Toronto Area.

#### Construction Update – Elevated Guideway (EG)

Some members shared frustration regarding the lane closures west of Scarlett. Tunnel work is complete; however, work is ongoing at the Scarlett portal. It is anticipated that the closed lanes will be open in the next few months, but a specific date is not available.

**Aecon** has announced a partnership with Six Nations for trenching and tree cutting. A member asked if Six Nations is on site. Aecon noted that the person retained is not full-time on the project but has been to the site.

The timing of fencing was discussed, and the community requested that the area be left unfenced for as long as possible. **Aecon** indicated that it has held off fencing the area but need to secure the area with fencing soon so that they can start bringing in equipment. It was noted that there is a notice coming out about fencing that is scheduled for August 12th and that the timing of tree removals is still being finalized.

It was confirmed that ENAGB (a local Indigenous youth agency) and the Turtle Island Carers of Fire (TICOF) will have access to the path under the Humber bridge during construction as the path that both use to access lands will remain open including under the Eglinton Ave bridge.

Some members of the CLC requested that the notes record the ongoing concern regarding the EG. Members of the Mount Dennis Community Association and Stop the Trains in Our Parks have an ongoing “dispute” with **Metrolinx** and the City, and they would like to see the EG moved closer to the road to reduce the number of trees to be removed.

It was confirmed by **Metrolinx** that **Aecon** was given the current alignment to construct and will not be considering alternate alignment options.

The CLC members were informed/reminded by Geno Orsi executive assistant of Councillor Nunziata that there was a [past motion](#) put to the City requesting the EG be moved, and this motion was not passed. A report was completed by the City of Toronto Transit Expansion Division in (February, 2024) concluding that moving the alignment closer to the boulevard is not possible due to City of Toronto requirements. [2024.IE11.4 - Metrolinx Eglinton Crosstown West Extension Elevated Guideway - Response to the Member Motion MM13.3](#)

A member raised the concern that 1,300 trees are being removed in an area of the city that they said has been identified as one of the hottest communities (highest heat risks) in the city. Removing trees also removes protection from flooding for the Rockcliffe Smyth community downstream. They advocated for finding ways to bring trees back into the Mount Dennis community as much as possible for the health and safety of the neighbourhood. It was further

noted that there are lots of houses without air conditioning. **Metrolinx** noted that it is working with TRCA and the City to find places to plant trees as close as possible to the construction site.

#### Construction Update - Advanced Tunnel 2

**Strabag** provided an update on anticipated construction through the summer, fall/winter and into next spring. The following questions and comments were raised:

#### Construction Mitigation Overview

**Metrolinx** along with Dillon presented materials on construction mitigation. It was noted that a key role for CLC is to provide information on what's working for the community and what is not during construction.

A CLC member commented that the community has worked hard to bring the Humber River back and would like clear and transparent information on what is being done to protect it. It was noted that the salmon run occurs in the spring and fall so the timing to confirm mitigation is a bit urgent.

It was noted by a member that community benefits are part of the funding agreement for this project and should be discussed at the CLC meetings and a representative from the federal elected official's office should be present. Invites were sent to federal elected officials.

#### Future CLC meetings:

Meetings will be held bi-monthly. **Metrolinx** will send out a survey to the CLC members to confirm the best date for future meetings.

Note: the Terms of Reference discussion will occur before the next meeting. A date and time will be shared with CLC members.

Agendas will be forwarded to CLC members at least a day in advance so that CLC members can contribute.

**Metrolinx** will re-contact elected officials, TRCA, and the City to encourage their attendance as noted above.

A walk-through of the site with CLC members was suggested.

#### **QUESTIONS:**

- **How far back from the water the piers will be?**
  - **Metrolinx** responded that this information could be provided in a future meeting.
- **What is the depth of the piers?**
  - **Aecon** explained the piers will be placed on bedrock which is at different depths throughout the project.
- **The photo shown makes it look like the lands around the EG are flat but that is not what is there - will you be re-grading to flatten the area?**

- **Aecon** responded explaining they are not changing the terrain; the location of the piers relative to the existing topography varies throughout the 34 pier sections.
- **What is the distance between support posts to hold the electricity?**
  - **Aecon** clarified that the Stations, Rail and Systems (SRS) contractor would install this part of the work but typically this infrastructure is located at the piers which are about 40 metres apart.
- **Is the Advanced Tunnel 2 above bedrock?**
  - **Strabag** mentioned there are 8 m to the top of the tunnel
- **What's the construction speed of the Advanced Tunnel 2?**
  - **Strabag** explained that approximately 2.4 metres per day for an overall 16 months of excavation then 6 months is required for finalizing.
- **Are you laying any reinforcing deck on the road?**
  - **Strabag** indicated that there will not be anything on the road but there will be a system of support grids and trusses underneath to support during construction.
- **There were some international financing issues with Strabag in the past, has this been cleared?**
  - **Strabag** stated that this issue has been resolved
- **Will both sidewalks be accessible during construction of the elevated guideway?**
  - **Aecon** responded that the north sidewalk between Scarlett and Jane will be closed (except pockets noted below) as per councillor approval. See Item 30, 31 and 32: <https://secure.toronto.ca/council/agenda-item.do?item=2022.EX33.1>
- **Will you have an archaeological advisor for the elevated guideway?**
  - **Aecon** confirmed that the location of the boreholes represents the location where the caissons will be placed, and Archeological assessment work was completed previously.
- **Will more lanes be closed? The Weston community experienced significant traffic issues in the past and would like to make sure these are not repeated?**
  - **Aecon** assured that there will always be one lane open at a minimum in each direction. The works presented today are activities of short duration and are not expected to have a significant impact. It was noted that the Scarlett portal area west of Scarlett is not within the **Aecon** contract right now.
- **What type of fence will be used for the elevated guideway construction site? Will it control dust and what will be put in place to mitigate dust (will a truck wash be used) and will you monitor/enforce?**
  - **Aecon** explained that the fence is a metal fence around the full construction area. It will be covered in some areas with has mesh banner that will minimize dust blowing. **Aecon** has submitted a sediment control plan to Metrolinx for review and mud mats are included.
- **Our taxes paid for the Mount Dennis Station plaza and now our taxes are being used to rip it out for the ECWE. Why was it built when it was known that it had to be removed?**
  - A response to this question was unavailable at the meeting.
- **Will construction notices be delivered to all affected postal codes?**
  - **STRABAG** explained that for Major-impact activities residents within a 500-meter radius of the construction activities will be notified.
- **Q. Has community art been considered for the project hoarding?**

- **Metrolinx - Strabag** Explained that for the tunnel there is a portion of the hoarding reserved and there are ongoing discussions on options. For EG the opportunity for community art on hoarding is being discussed by **Aecon**.
- **Q. What level of “green” construction equipment will you use?**
  - **Aecon** stated they are making every effort to utilize equipment with tier 4 compliant engines which greatly reduces the concentration of contaminants of concern contained within the exhaust from diesel combustion engines.

#### **ACTION ITEMS:**

- **Metrolinx** to host a separate virtual meeting regarding the Terms of Reference before the next CLC meeting; all will be invited to participate if desired. The Ontario Line Terms of Reference will be sent out for reference.
- **Metrolinx** to follow up with the City of Toronto (CoT), TRCA, and elected officials to participate in the CLC regarding the next meeting and let them know that their presence has been requested by members.
- **Metrolinx** to provide the CLC with an overview of the discussions that have been held regarding tree removals.
- **Metrolinx - AECON** to provide a map showing the location of the piers relative to the existing topography.
- **AECON** to provide a specific distance of the piers from the water.
- **Metrolinx** to notify ENAGB and Turtle Island Carers of Fire before borehole drilling.
- **AECON** to share the specific sediment and dust control measures for the green construction equipment once **Metrolinx** has reviewed the plan.
- **Metrolinx** to share specifics on community notices and distribution radius in the next meeting.
- **Metrolinx - AECON** to share information about how many bat habitat boxes have been used and their effectiveness at a future meeting.
- **Metrolinx** to provide further information on when the closed lanes of traffic will be open at Scarlett and Eglinton.
- **Metrolinx** to suggest that the Six Nations representative speak with ENAGB and Turtle Island Carers of Fire and to let Six Nations know that the Mount Dennis community members are happy to speak with them.
- **Metrolinx** to provide CLC members with the past City of Toronto motion report requesting the EG be moved. Please see [2024.IE11.4 - Metrolinx Eglinton Crosstown West Extension Elevated Guideway - Response to the Member Motion MM13.3](#)
- **Metrolinx** to table the changes being made to Mount Dennis station at a future CLC meeting.
- **Metrolinx** to share what methods of investigation were used in the archeological assessment for EG done by **Metrolinx** before **Aecon** was on-boarded.
- **Metrolinx -AECON** to provide at future meetings information on how the Humber River will be protected including:
  - Information on the advice given by The Fisheries and Oceans Canada (DFO) Increased monitoring information – how will sediment be monitored and how often?
  - What advice has been received and what is being put in place to mitigate impacts on salmon and trout runs?
  - What is the effect of vibrations on the trout as there are concerns that vibrations will spook them?

- Distance the piers are from the river and how debris will be kept out of the river.
- Information on opportunities re: timing of construction activities relative to the fish runs to minimize impact.
- Inventory of the 1,300 trees as well as a map of where trees have been planted to date?