



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

AGENDA

1. Land Acknowledgement
2. Safety Moment
3. CLC Expectations
4. Project Schedule
5. Public Engagement
6. Tunnel Update
7. Surface Construction Update
8. Monitoring
9. Tree Removals + Compensation
10. 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

Construction for the Eglinton Crosstown West Extension (ECWE) project has expanded over the spring and summer of 2023, 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 in safety to play.

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.

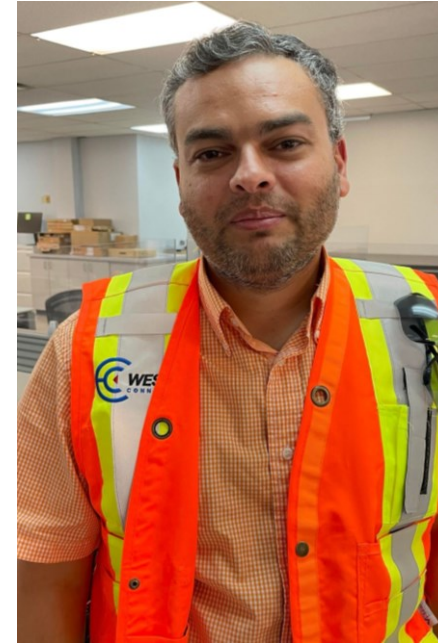
Introducing the WestEnd Connectors project team



Fernando Triana
Project Director



John Provenzano
Communications &
Public Engagement
Lead



Yuri Andrade
Construction Manager

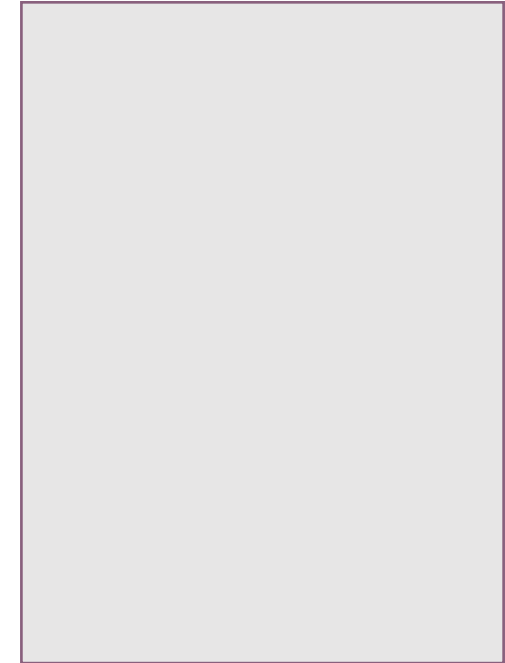
Introducing the Metrolinx project team



Aman Gill
Community Relations
Manager, ECWE



**Chathurika
Mahagamulla Gamage**
Project Manager- ATC1,
ECWE



Ahmad Ali
Project Manager- ATC1,
ECWE

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

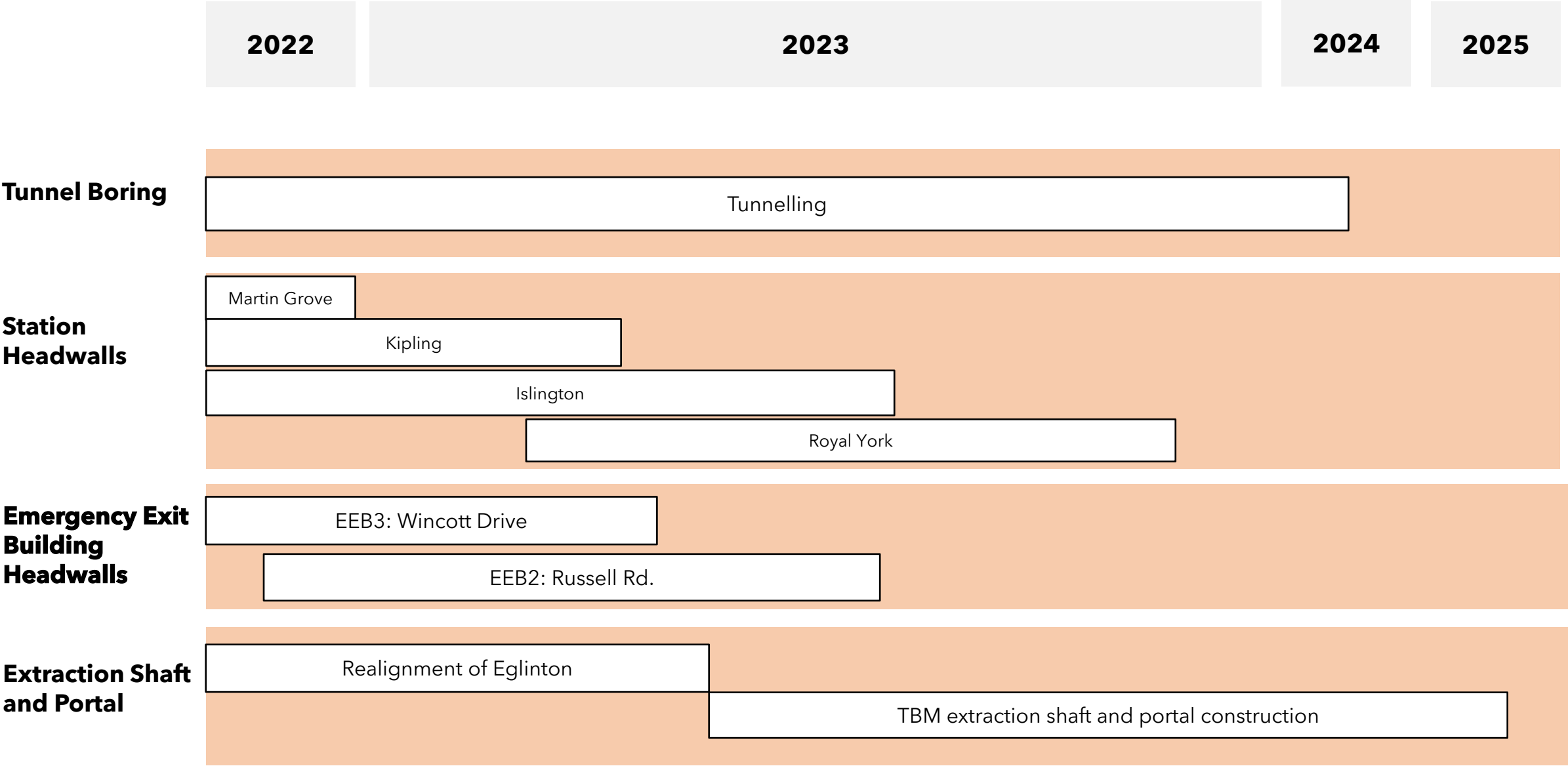
CLC Expectations

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.



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, 2022 and will continue in 2023.
- 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.

In 2022, the ECWE Communications and Public Engagement team:

- Conducted 15 community pop-up events
- Canvassed 805 houses
- Spoke with 700+ community members
- Hosted or participated in 7 open houses and community meetings

Upcoming engagements in Q1 and Q2 of 2023:

- Open House in May 2023: West End Connectors Construction (WECC) Construction Update
- Pop-Ups in the Islington, Royal York, Scarlett areas
- Canvassing in Martin Grove, Renforth, Islington, Royal York, and Scarlett areas



February 8, 2023 - 1403 Royal York Grand



February 15, 2023 - Royal Gate Apartments

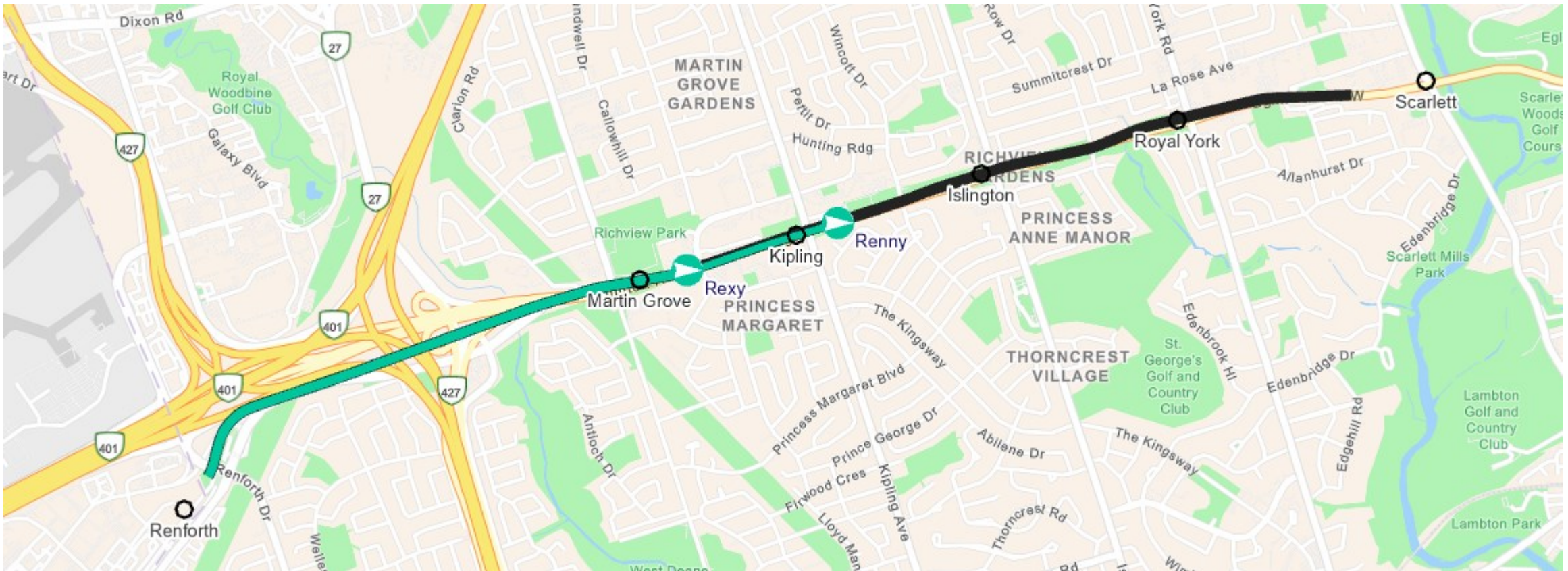


Tunnelling Update

Tunnelling update

Where are Renny and Rexy, the two tunnel boring machines (TBMs) now?

The TBM Tracker can be found on the project website and is updated every Friday.



TBM update

- Renny began excavation on April 11, 2022. Remy started tunnelling on a parallel course on July 25, 2022.
- Renny passed through the first headwall at Martin Grove Rd. in November 2022 and Remy passed through Martin Grove Rd. in March 2023.
- Renny is currently at the Kipling Ave. headwalls.
- Both TBMs will tunnel approximately 6 kilometers along the Eglinton Avenue West Corridor before completing their journey at Scarlett Rd. in early 2024.



What to expect during tunnelling

- TBMs work beneath Eglinton Avenue West and operate Monday - Friday with occasional weekend work.
- The launch shaft area will be an active construction site until the project's completion in 2025.
- Residents and businesses in the area can expect to hear some noise during construction, but disruption will be minimal.
- Additional construction trucks will be present in the area during this work. The trucks/vehicles entering and exiting the site sound similar to the TTC busses and sanitary trucks that frequent the area.



The launch shaft in March 2023

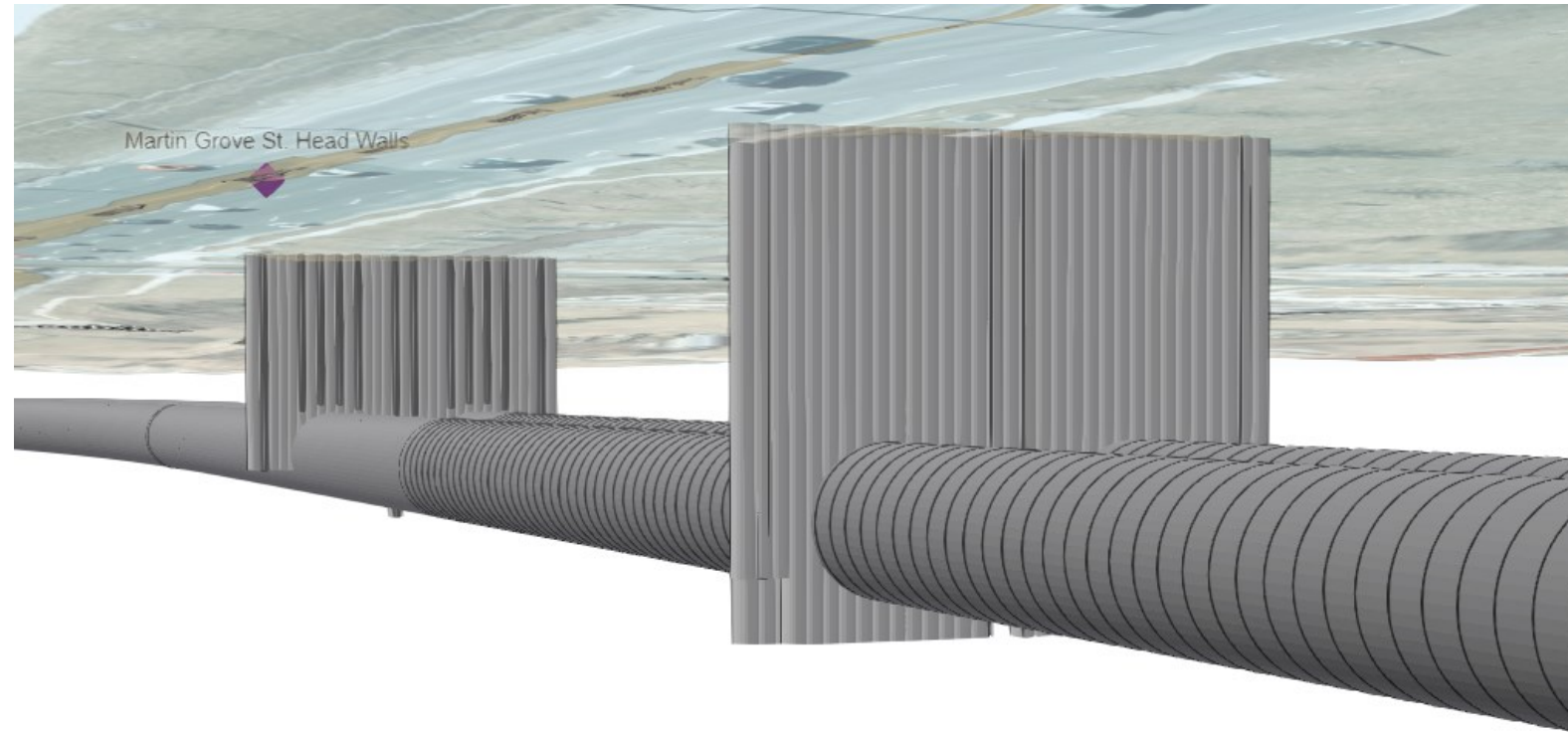


Construction Update

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 headwalls constructed for two emergency exit buildings – one between Kipling Ave. and Islington Ave., the other between Islington Ave and Royal York Rd.



3D model of two headwalls

Martin Grove Rd. headwall

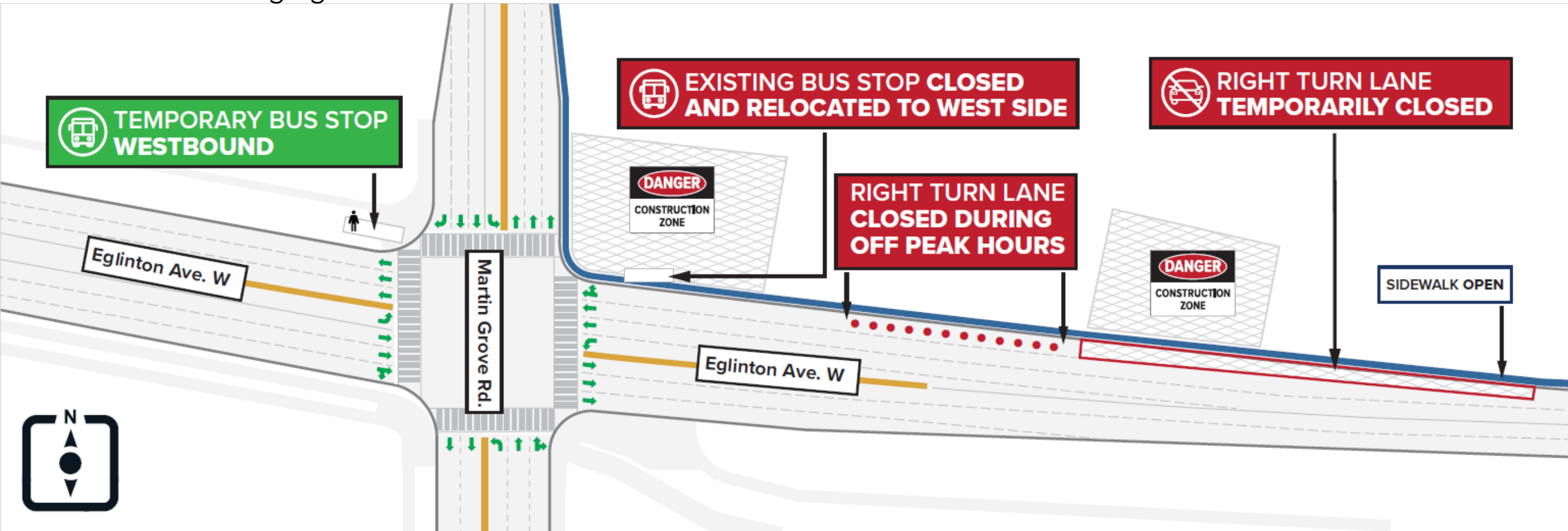
- Construction began in April 2022 and major works were completed by October 2022.
- The first TBM, Renny, reached the Martin Grove headwalls in mid-November 2022.
- Remy passed through in March 2023.



Martin Grove Rd. headwall

Current traffic staging:

Traffic map not to scale.



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

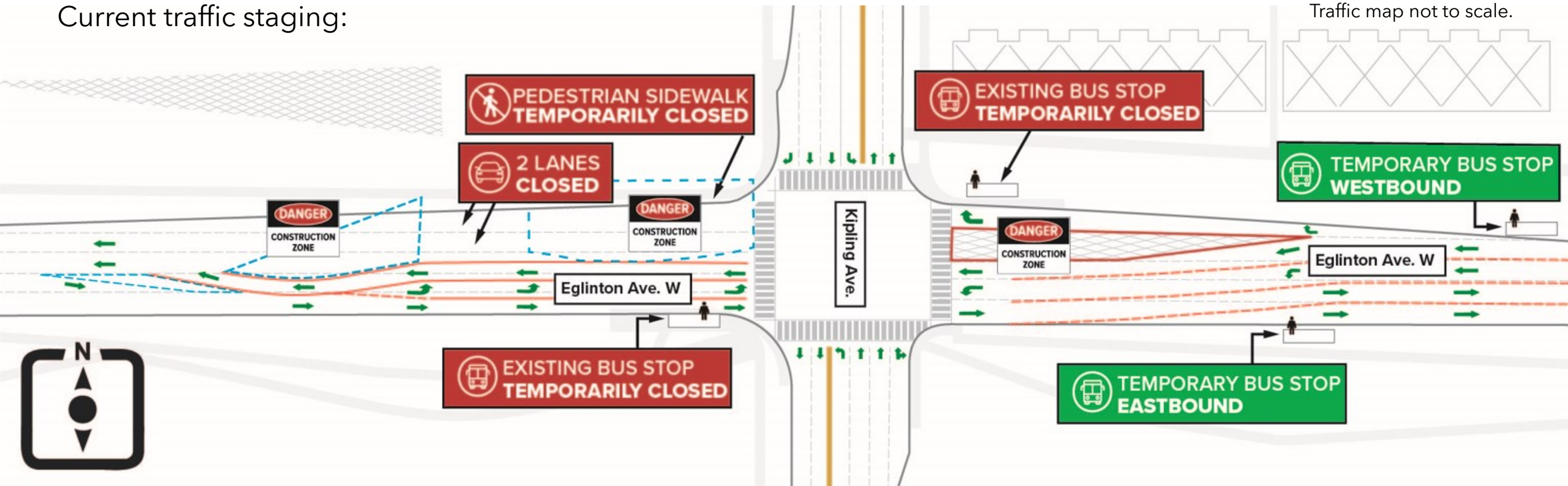
Kipling Ave. headwall

Construction began in May 2022 and is scheduled to be completed by spring 2023.



Kipling Ave. headwall

Current traffic staging:



- Pedestrian sidewalk on the north side is temporarily closed.
- Two temporarily closed lanes to the north of Eglinton Avenue West.
- 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 still temporarily relocated to the east side of the intersection.
- The westbound bus stop temporarily relocated 100m east of the intersection.

Emergency Exit Building #3 (Wincott Drive)

Emergency Exit Buildings are used to evacuate passengers from tunnels in the event of an emergency at track level during operation.

Construction began in August 2022 and piling installation was completed in March 2023.

- Two northmost lanes were closed in November 2022.
- One eastbound and one westbound lane remain open to traffic during construction.



Islington Ave. headwall

Construction began in November 2022 and is scheduled to be completed by spring 2023.

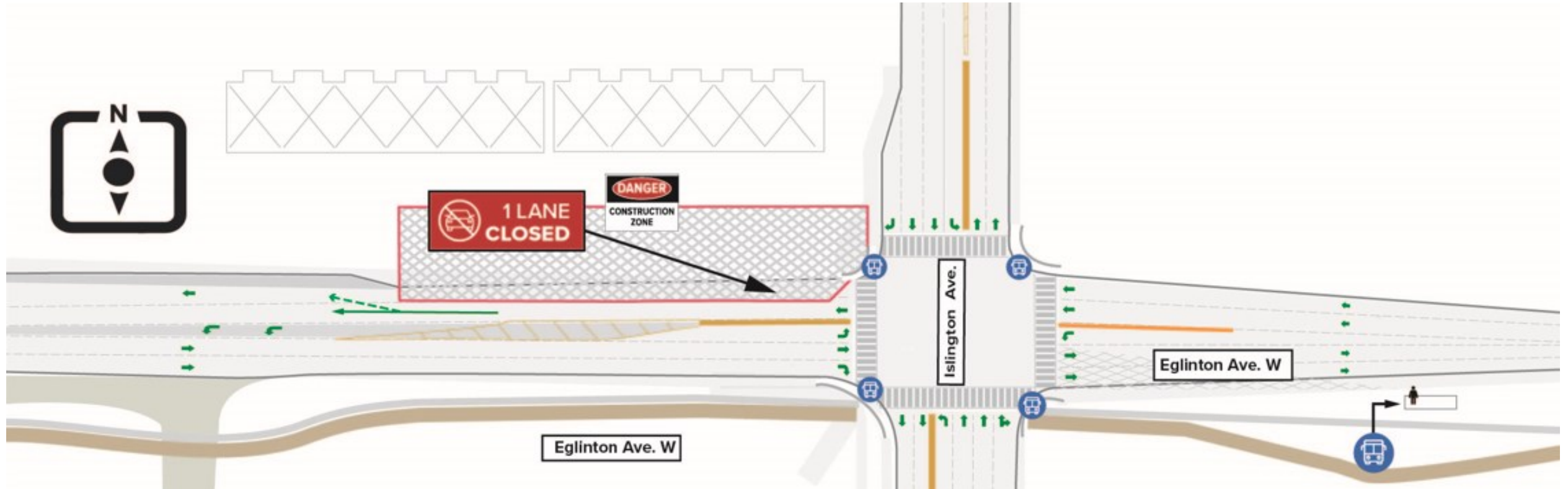
No lane closures were required for the first stages of this construction.



Islington Ave. headwall

Traffic staging as of January 2023:

Traffic map not to scale.



- One westbound lane is temporarily closed. All other lanes remain open to traffic during construction.
- No bus stops are impacted by this work.

Emergency Exit Building #2 (Russell Rd.)

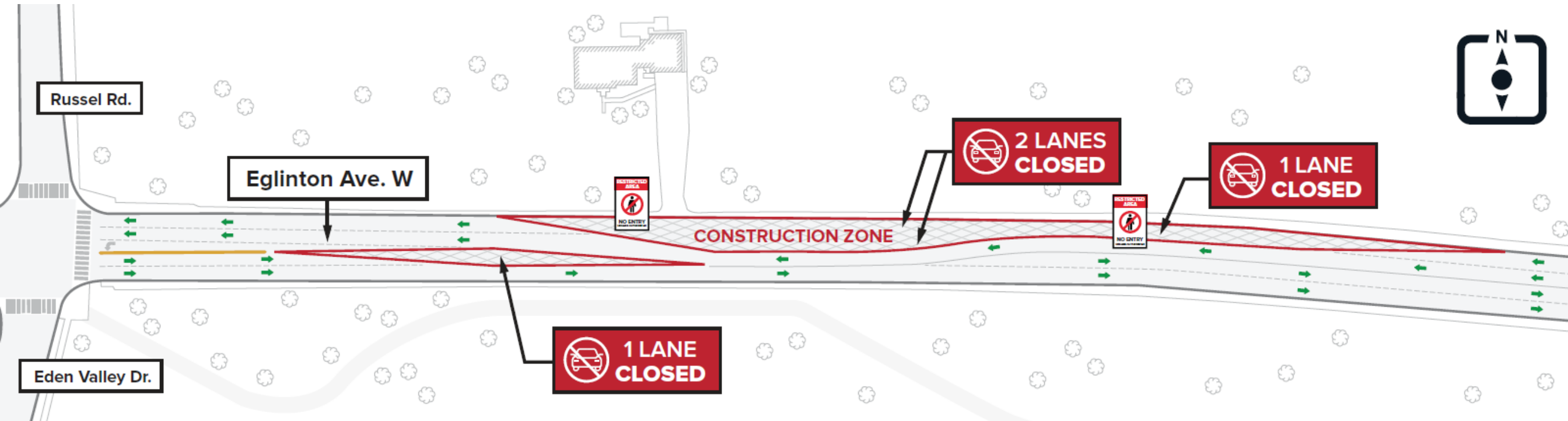
Construction began in November 2022 and is scheduled to be completed by summer 2023.



Emergency Exit Building #2 (Russell Rd.)

Traffic staging in March 2023:

Traffic map not to scale.



- Two north lanes are temporarily closed. One eastbound and one westbound lane remain open to traffic at all times during construction.
- No bus stops are impacted during this work.

Realignment of Eglinton Ave. West at Scarlett Rd.

To make room for the extraction shaft and portal, Eglinton Ave. West shifted 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 was completed in April 2023.



Upcoming construction in 2023:

Extraction shaft: April 2023

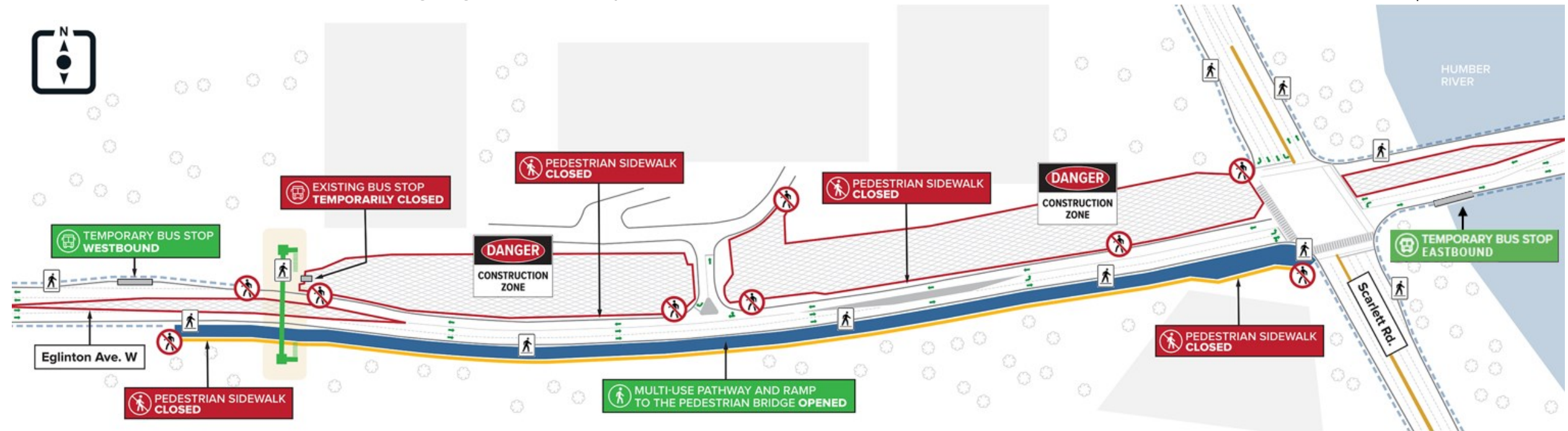
The road realignment has been completed, and crews reopened the south side of Eglinton Ave. West and flipped the work zone to the north side to continue working full-time on the extraction shaft (the portal used to remove the tunnel boring machines).

This work will require different traffic stages throughout 2023. More details will be provided closer to those dates.



Road diversions to support the extraction shaft construction

New work zone and traffic staging for Mid-April 2023 – Summer 2023:



- The work zone on the south side of Eglinton Ave. West, including the multi-use path, is open to the public.
- Three lanes are open to traffic: one westbound and two eastbound.
- The two eastbound lanes merge into one through and right-turn lane at the southeast corner of the Scarlett Road and Eglinton Avenue West intersection. The left turning movement at Scarlett Road and Eglinton Avenue West intersection continues to have a dedicated lane.
- The sidewalk on the north side of Eglinton Ave. West is temporarily closed between the pedestrian bridge and Scarlett Road.
- The sidewalk on the south side will remain closed during this period. Pedestrians are encouraged to use the multi-use pathway and pedestrian bridge during this stage of construction.

Road diversions to support the extraction shaft construction

New work zone and traffic staging for Summer 2023:

Traffic map not to scale.

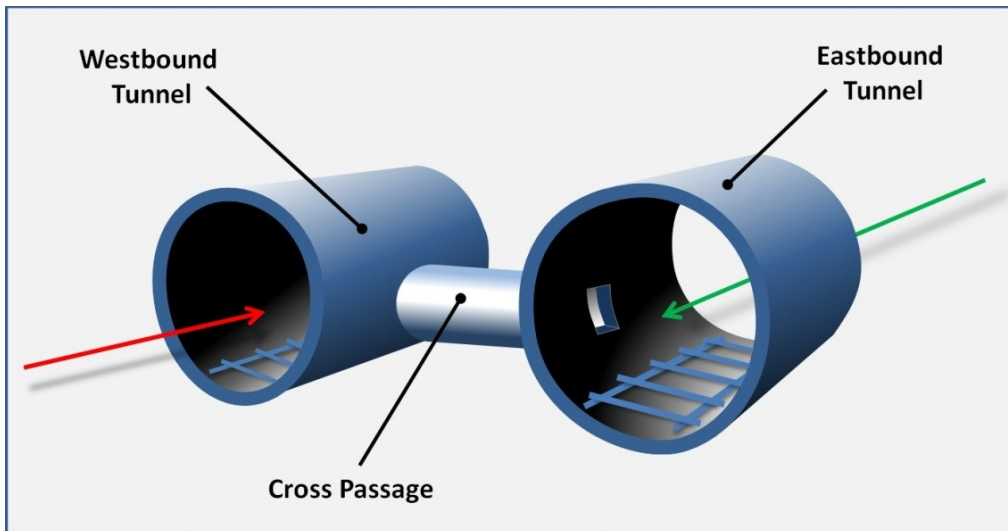
- The work zone on the south side of Eglinton Ave. West, including the multi-use path and pedestrian sidewalk, will be open to the public.
- Work north of Eglinton Ave. West will continue, the work zone will include east of the Richview driveway.
- Three traffic lanes will be open to traffic: one westbound and two eastbound.
- The north sidewalk west of the Scarlett Rd. and Eglinton Ave. West intersection will be temporarily closed.
- Bus stop #73 at the northwest corner of the intersection will be temporarily relocated 90m north.
- Pedestrians are encouraged to use the south sidewalk and pedestrian bridge during this stage of construction.

Cross passages: construction begins in summer 2023

A cross passage is a small passageway built to connect the eastbound and westbound tunnels for maintenance and/or emergency purposes.

Crews will build these cross passages within the newly built tunnels after the tunnel boring machines have completed their work.

This project will have 9 cross passages along the Eglinton Ave. West corridor. This work is scheduled to begin by summer 2023.



What to expect during construction work?

- The allowable working hours for surface construction are between 7:00 a.m. and 11:00 p.m.
- WECC typically works Monday to Friday, however, occasional weekend work is required.
- Residents can expect to hear noise from construction equipment, drills, excavators and trucks.
- Lane reductions and pedestrian detours will be required to ensure everyone's safety. Further notification will be provided for every lane closure.
- 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 Ave. area.
- If you have any concerns, we are here to listen. Contact our 24/7 hotline: **416-202-8001**

Monitoring

- Noise, air and vibration monitors have been installed on the properties of residences, offices and commercial buildings in the vicinity of the construction.
- This equipment helps us measure and minimize noise and vibration throughout the project term to prioritize your safety and well-being.
- The project team will continually monitor the noise, air and vibration throughout the project term.
- There may be opportunities to add more monitors. Contact us to learn more: 416-202-8001

This is not a camera!

This is a total station, an automatic monitoring system that reads slope measurements and surface movements at specific points. As the TBMs tunnel across Eglinton Avenue West, the project team can read the data collected by these instruments to see if they have caused any surface or ground impacts as they pass.



Noise monitor



Air quality monitor



Vibration 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

Cross Passages: a short tunnel that connects 2 parallel tunnels.

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

Emergency Exit Buildings: used to evacuate passengers from tunnels in the event of an emergency at track level during operation.

Extraction Shaft: where the boring machines are dismantled and removed from the ground after completing the tunnel.

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

Launch Shaft: deep excavation areas that provide access points for TBMs.

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