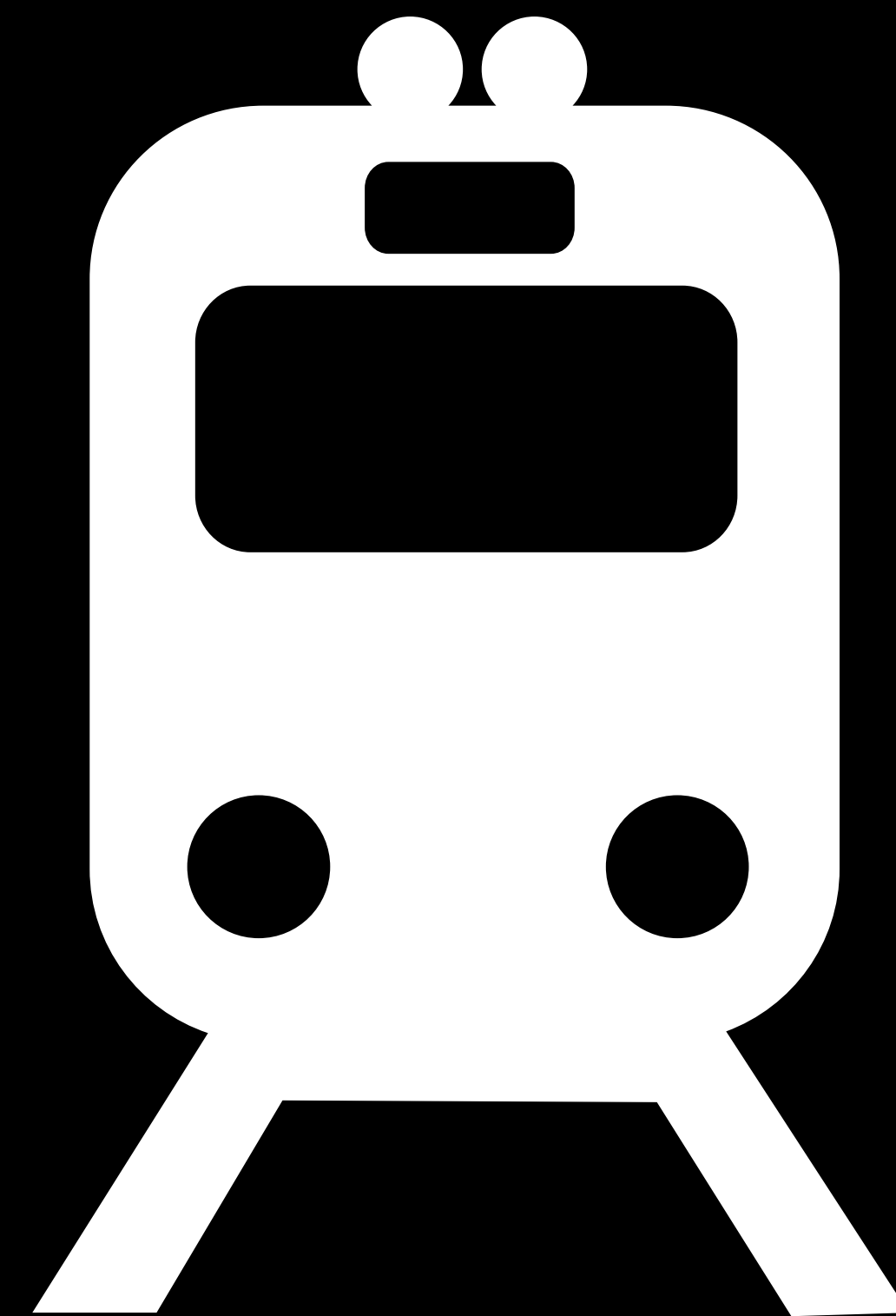


WELCOME



**Eglinton Crosstown West Extension
Information Session**

Why We Are Here

An Environmental Project Report (EPR) for this transit project was completed in 2010 between Kennedy Road and Pearson International Airport along the Eglinton Avenue West corridor. In 2012, Metrolinx became the sole proponent for the Project and initiated an EPR Addendum for changes to the approved project between Keele Street to Jane Street, as well as the Maintenance and Storage Facility at Black Creek. Assessment of these changes to the 2010 EPR was documented in the 2013 EPR Addendum.

In 2019, the Government of Ontario announced an extension for Eglinton Crosstown between Mount Dennis Station and Renforth Drive. Metrolinx is currently completing an EPR Addendum to address changes to existing environmental conditions, vertical and horizontal alignments, and stations from what was assessed in the 2010 EPR.

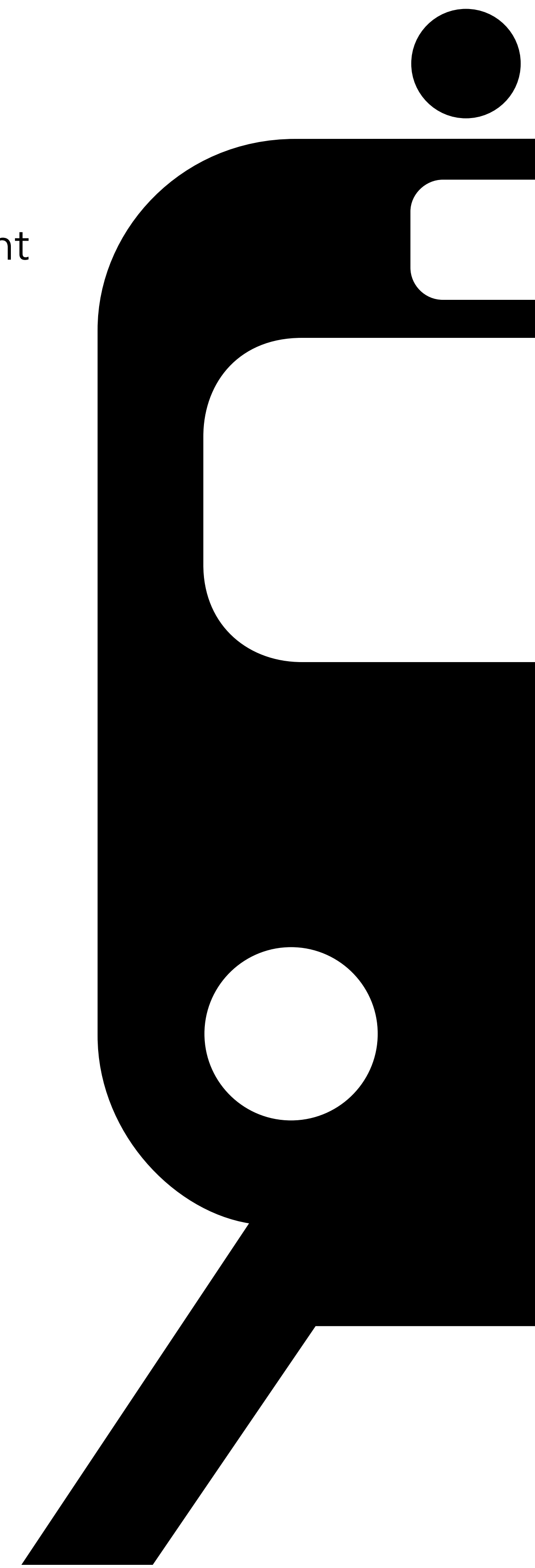
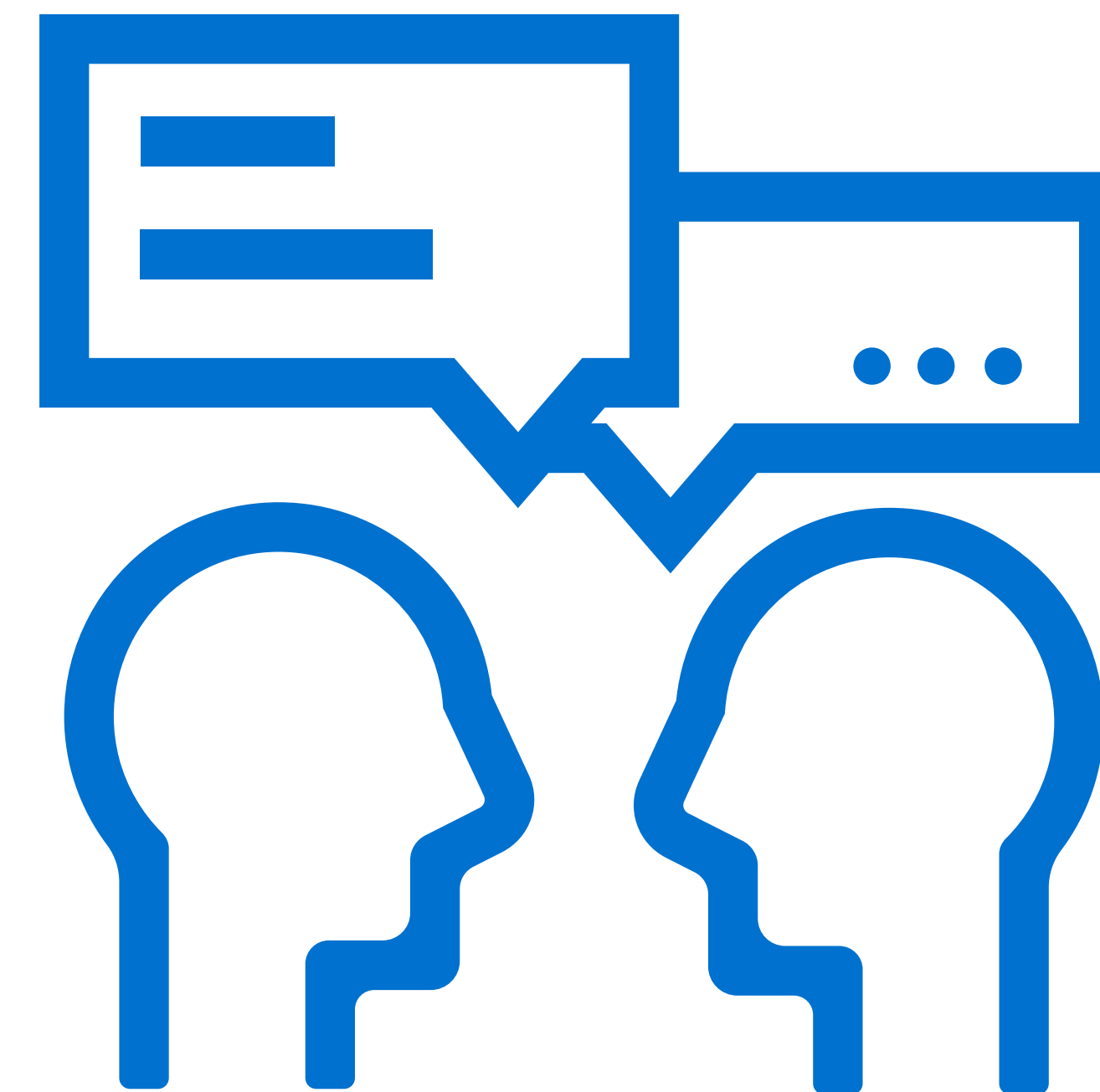
The EPR Addendum will contain the following information:

- a description of planned changes;
- assessment and evaluation of any potential impacts the changes may have on the environment and public;
- description of the proposed mitigation measures to address potential impacts; and
- a statement of opinion on the significance of the proposed changes.

The EPR Addendum will be available for public review in Spring 2020.

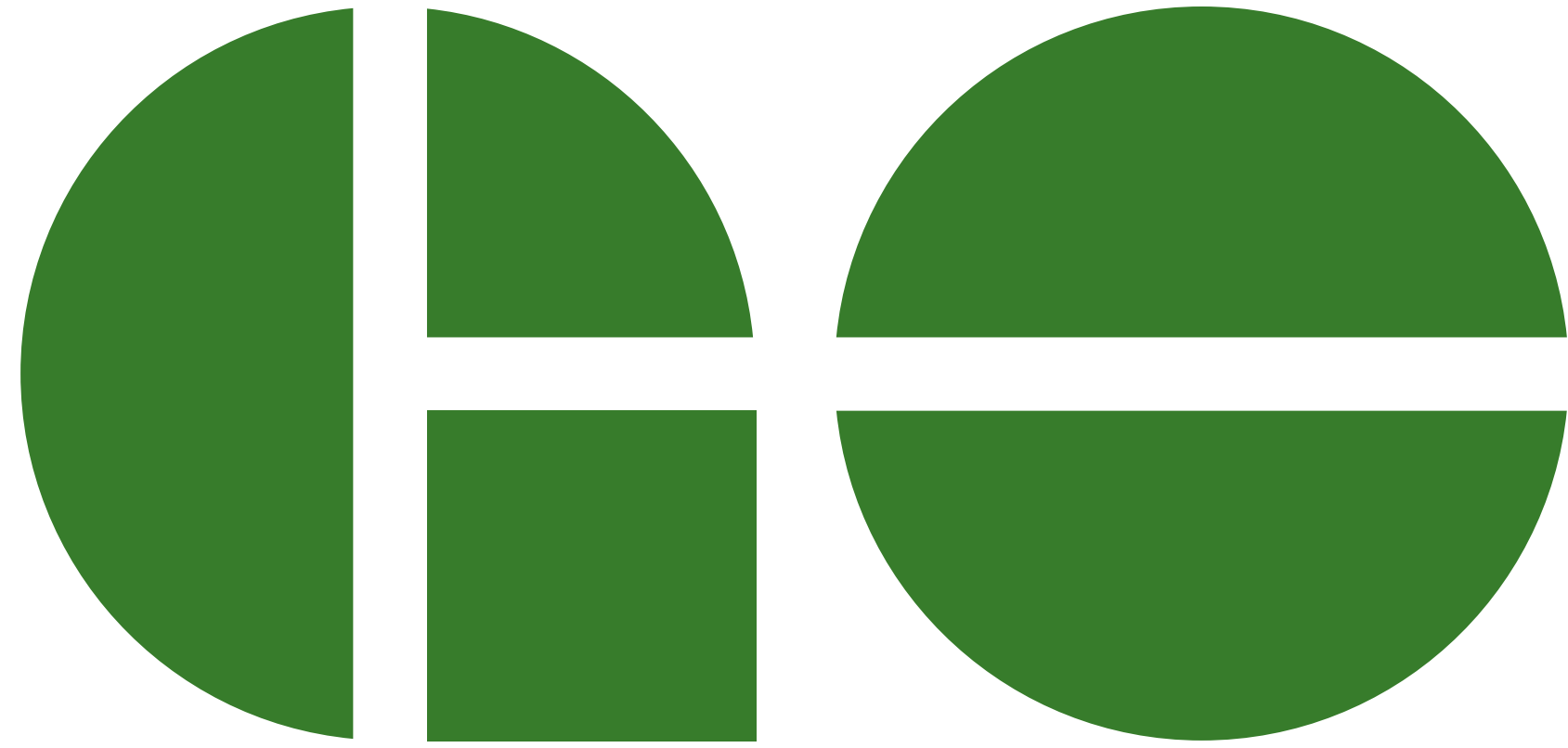
Have your say! We're here to:

- introduce the Eglinton Crosstown West Extension;
- provide background information and details on studies underway; and
- gather feedback from the community.



Who is Metrolinx?

Our Services



- GO serves a population of more than seven million across more than 11,000 square kilometres stretching from Hamilton and Kitchener-Waterloo in the west to Newcastle and Peterborough in the east, and from Orangeville and Beaverton in the north to Niagara Falls in the south.
- GO has been in operation since 1967, and now accommodates more than 81 million customer journeys a year.
- PRESTO is the smart card fare payment system seamlessly connecting 11 transit agencies across the Greater Toronto and Hamilton Area (GTHA) and Ottawa.
- PRESTO replaces the need for tickets, tokens, passes or cash.
- PRESTO currently has over 2 million PRESTO cards in use.
- UP Express connects the country's two busiest transportation hubs, Toronto Pearson International Airport and Union Station in downtown Toronto, offering a 25-minute journey from end to end, with trains departing every 15 minutes.

What is the Eglinton Crosstown West Extension?

The Eglinton Crosstown West Extension will extend the under-construction Eglinton Crosstown LRT from the existing Mount Dennis Station to Renforth Drive. Operating mainly underground, this line will bring more rapid transit to Etobicoke and Mississauga to make it easier for people to get where they need to be. We're also working with the Greater Toronto Airport Authority to explore a connection to Pearson International Airport, opening up even more travel possibilities for airport customers and workers.

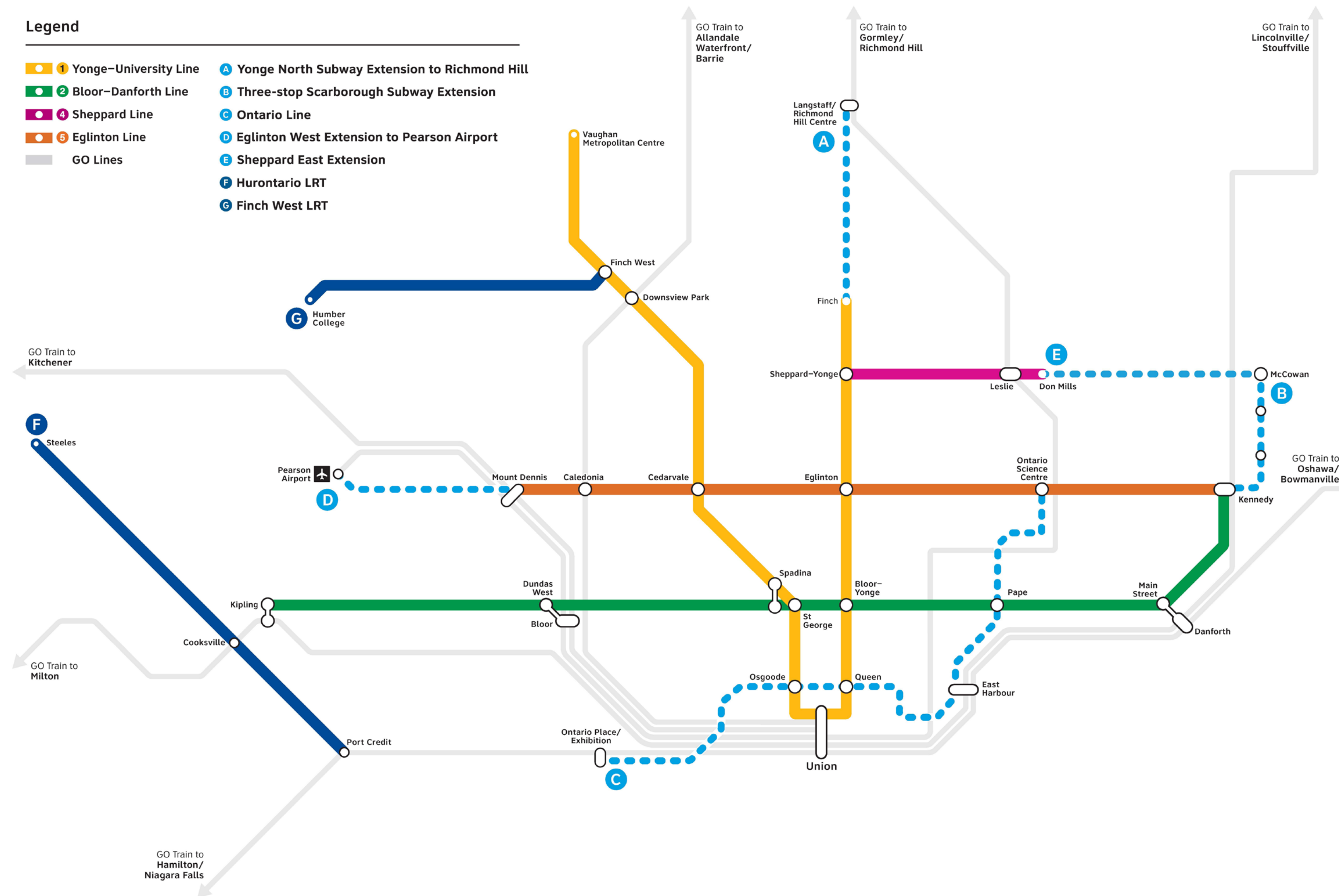
Number of proposed stations	Seven (7) from Jane Street to Renforth Drive. The number of stations on the planned connection to Pearson Airport is to be determined.	
Connections to existing transit	Mississauga Transitway Bus Rapid Transit (BRT)	at Renforth Station
	Toronto Transit Commission (TTC) Bus Routes	at all station locations
	GO Transit Bus	at Renforth Station
	GO Transit Kitchener Line	at Mount Dennis Station
	UP Express	at Mount Dennis Station
Approximate number of route kilometres	9.2 km (up to 4.7 km for planned Pearson connection)	
Ridership	37,000 weekday daily boardings *	
Access to transit	50,000 people within walking distance to transit *	
Access to jobs	31,000 jobs within walking distance to transit *	

* Source: Eglinton Crosstown West Extension Initial Business Case, February 2020



Ontario's New Subway Transit Plan for the GTHA

The Province and Metrolinx are building new and better ways to move you around the region.



Benefits of the Eglinton Crosstown West Extension

The Eglinton Crosstown West Extension contributes to the Frequent Rapid Transit Network, connecting Urban Growth Centres and key Mobility Hubs.

Regional Transportation Plan (RTP) 2041

Strong connections

Complete travel experiences

Sustainable and healthy communities

Eglinton Crosstown West Extension's Strategic Outcomes

Improving the present GTHA rapid transit network to connect more people to more jobs and services, and to make their lives better through reduced auto dependency and more efficient transit

Providing a hassle-free, accessible, reliable and comfortable door-to-door travel experience that improves transit use attractiveness for the served residents and businesses

Promoting higher quality of life to the served residents and businesses through more sustainable mobility and land use options that support healthier communities and more prosperous economy

Eglinton Crosstown LRT Construction Update

- Majority of surface section stops are currently under construction with completion by the end of 2020 (Mount Dennis, Keele Station, Caledonia Station and Science Centre Station).
- Mining at Avenue Station is anticipated to be completed this summer.
- Vehicle testing to start between Mount Dennis Station and Caledonia Station.
- Track installation reached 50% completion in January 2020. By the end of 2020, track will be installed in most of the underground stations.

COVID19 Impact: Work continues as Crosstown construction deemed an essential service, but Metrolinx will continue to monitor for impacts to delivery timeline.



This view shows the mining at Laird Station, with completed sections of floors and roof archway.

Source: Metrolinx.com

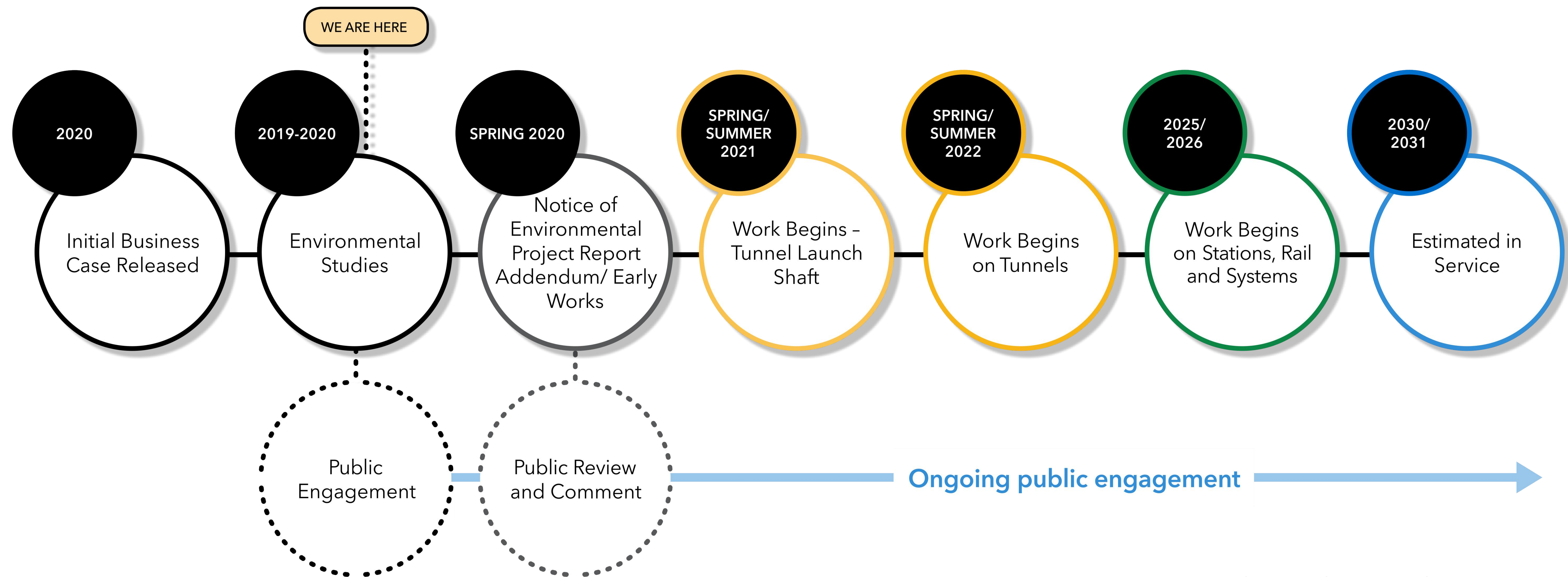


This view is looking under the Kennedy and Eglinton intersection, with formwork in place for more concrete pours.

Source: Metrolinx.com

What's Next?

Having released the Initial Business Case (IBC) for the project in February 2020, planning for the project continues, including further refining the design and engineering work, and seeking environmental approvals.



Timelines subject to change

Connect More People to More Places in Less Time

The Eglinton Crosstown West Extension Initial Business Case (IBC) found that the Project could:

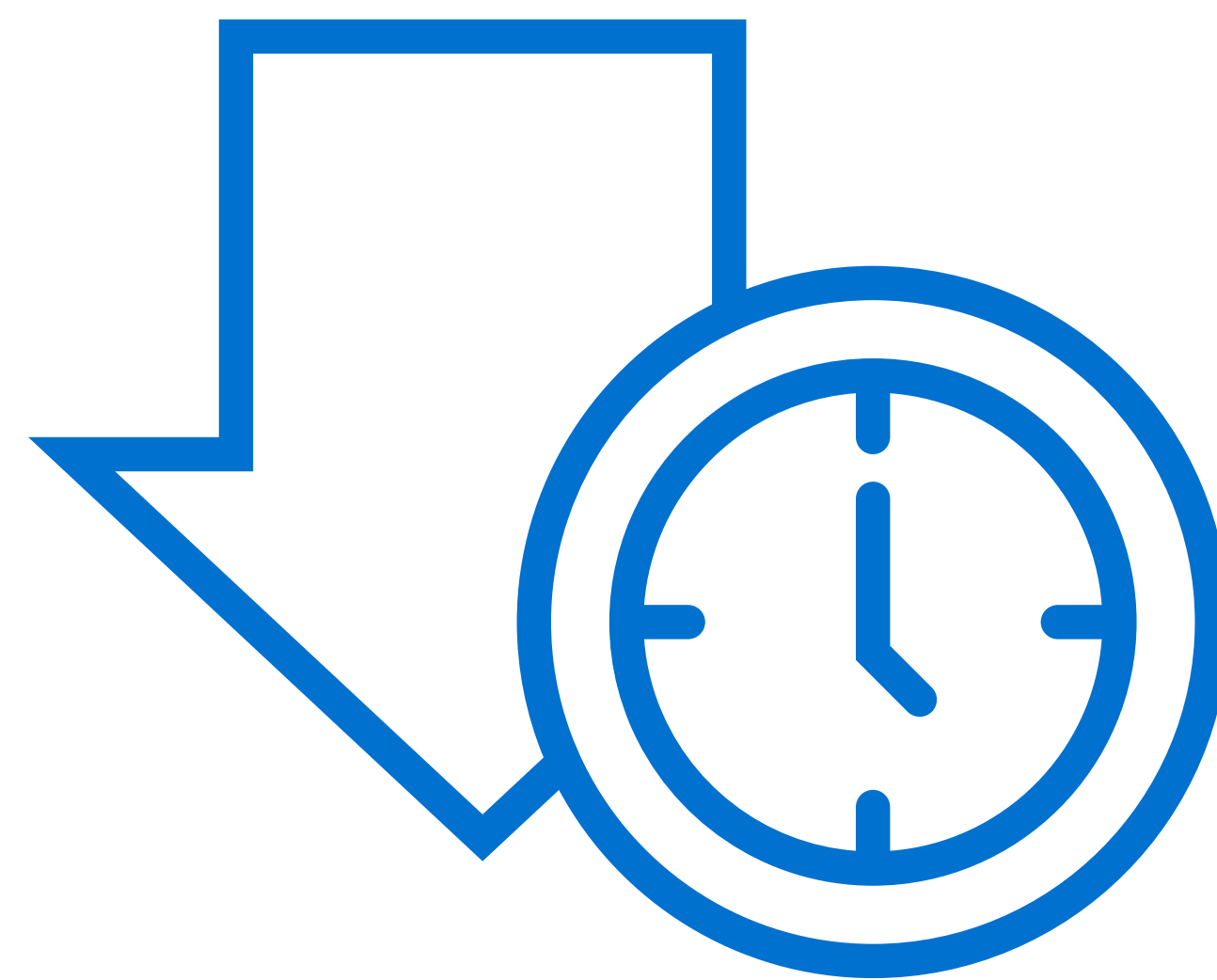
Attract 37,000 weekday boardings and add 18% more jobs accessible by transit in 45 minutes along the corridor.



37,000

weekday corridor boardings

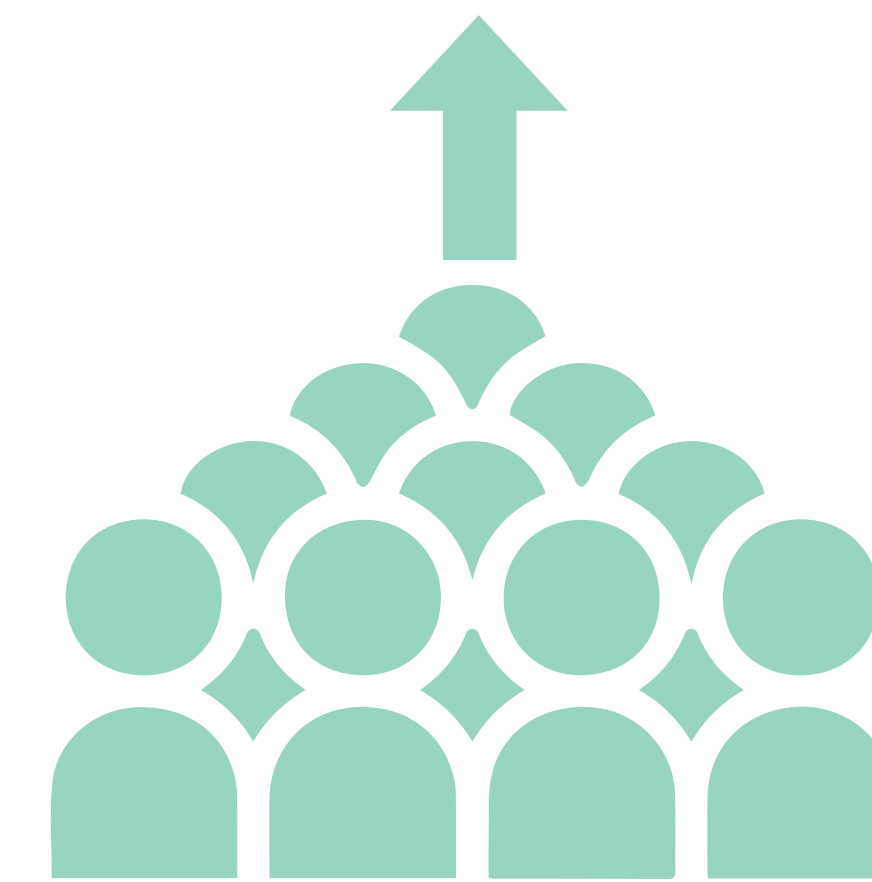
With Midtown Toronto - Downtown Mississauga transit options, trips will be 14 minutes faster.



14

minutes faster between Midtown Toronto and Downtown Mississauga

The Eglinton Crosstown West Extension will bridge the gap between the Mississauga Transitway to the under-construction Eglinton Crosstown LRT making transit more appealing for people in Mississauga and Toronto and increasing weekday boardings by 23% on both of these lines.



23%

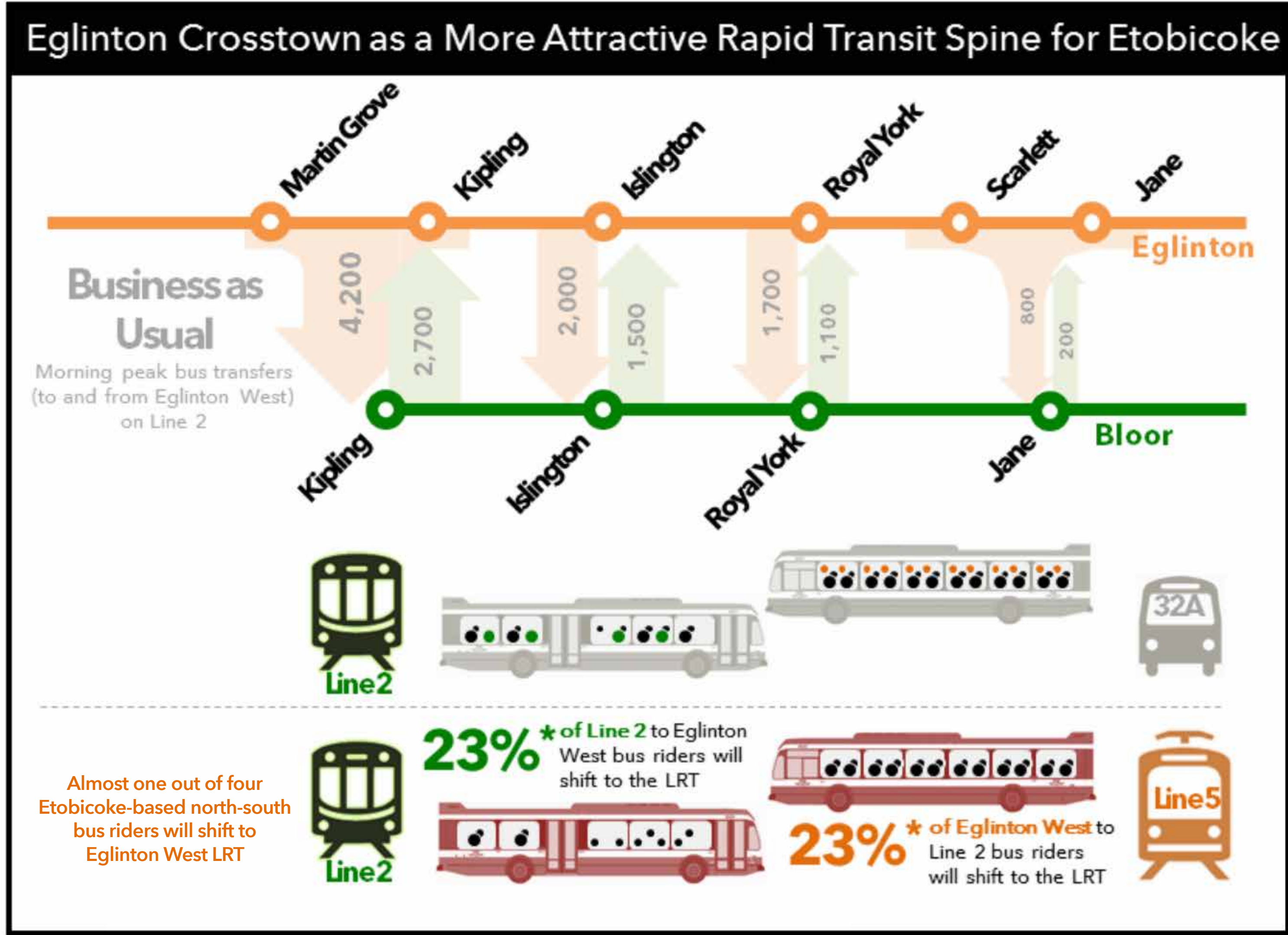
increase in weekday boardings on connecting transit

Source: Eglinton Crosstown West Extension Initial Business Case, February 2020

Attractive Rapid Transit Spine

The Eglinton Crosstown West Extension will expand connections and increase accessibility to the rapid transit network. The Eglinton Crosstown West Extension will see 23% increase in weekday boardings on connecting transit.

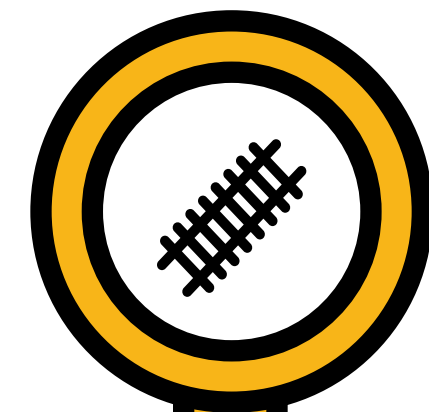
Etobicoke-based and Etobicoke-bound Line 2 subway users will benefit from the extension, as a substantial share of southbound Etobicoke bus riders and Eglinton Avenue West-bound bus riders (who would normally transfer to and from Line 2's Kipling, Islington, Royal York and Jane Subway Stations during the morning peak under the Business as Usual scenario) will shift to the Eglinton Crosstown West Extension, bypassing the Bloor-Eglinton bus and Kipling-Jane subway segments altogether.



Source: Eglinton Crosstown West Extension Initial Business Case, February 2020

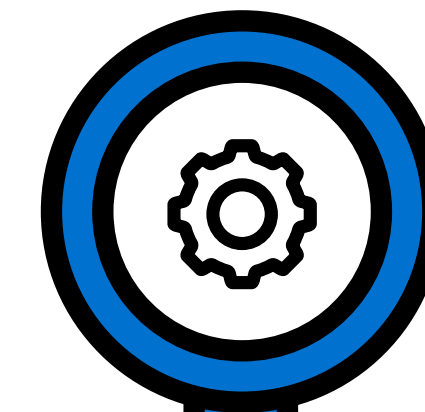
Assessment of Design Changes

The EPR Addendum will assess the following design changes:



Alignment

- Alignment will run mostly underground along Eglinton Avenue West from Renforth Station to Mount Dennis Station.
- Tunneled alignment between western portal at Renforth Drive and Eglinton Avenue West to eastern portal west of Scarlett Road.
- Western portal, as well as launch shaft, will be located approximately at Renforth Drive and Eglinton Avenue West.
- Eastern portal will be west of Scarlett Road.
- Project will be elevated between west of Scarlett Road and east of Jane Street with new bridge across the Humber River for the guideway. It will continue underground and connect to Mount Dennis Station.



Station & Ancillary Features

- A total of 7 new stations between Renforth Drive and Mount Dennis Station.
- Scarlett and Jane Stations will be elevated.
- Martin Grove, Kipling, Islington and Royal York Stations will be below grade and include associated at-grade ancillary features (e.g. entrance building(s) and vent shafts).
- New terminal station at Renforth will be at-grade.

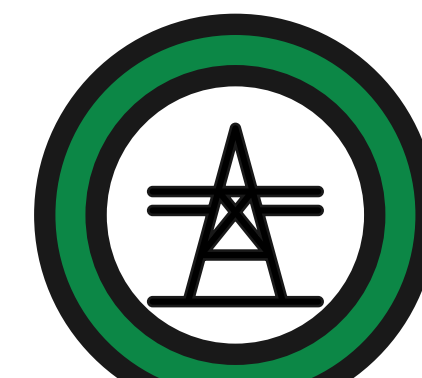
Assessment of Design Changes

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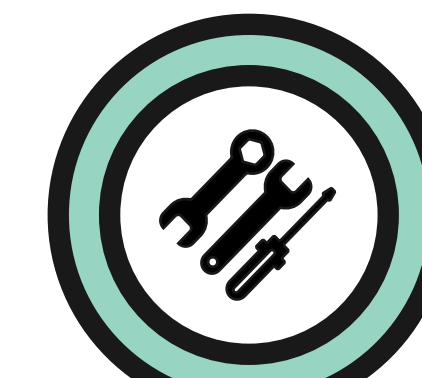
Emergency Exit Buildings (EEBs)

- Six new emergency exit buildings are located along the underground portion.



Traction Power Substations

- 7 locations along alignment



Construction

- Tunnel boring machine (TBM) launch shaft adjacent to Renforth Station.
- Extraction shaft construction approximately 500 m west of Scarlett Road. This will include a portal where the guideway is elevated towards the east.
- Cut and cover construction at all underground stations.

What is cut-and-cover?

Cut-and-cover is a method of construction for tunnels. It means that excavation is performed then covered with wooden decking while crews continue digging underneath. Once complete, the surface is returned to its original state.

Eglinton Crosstown West Extension Location Concepts



View looking West along Eglinton Avenue at Scarlett Road.

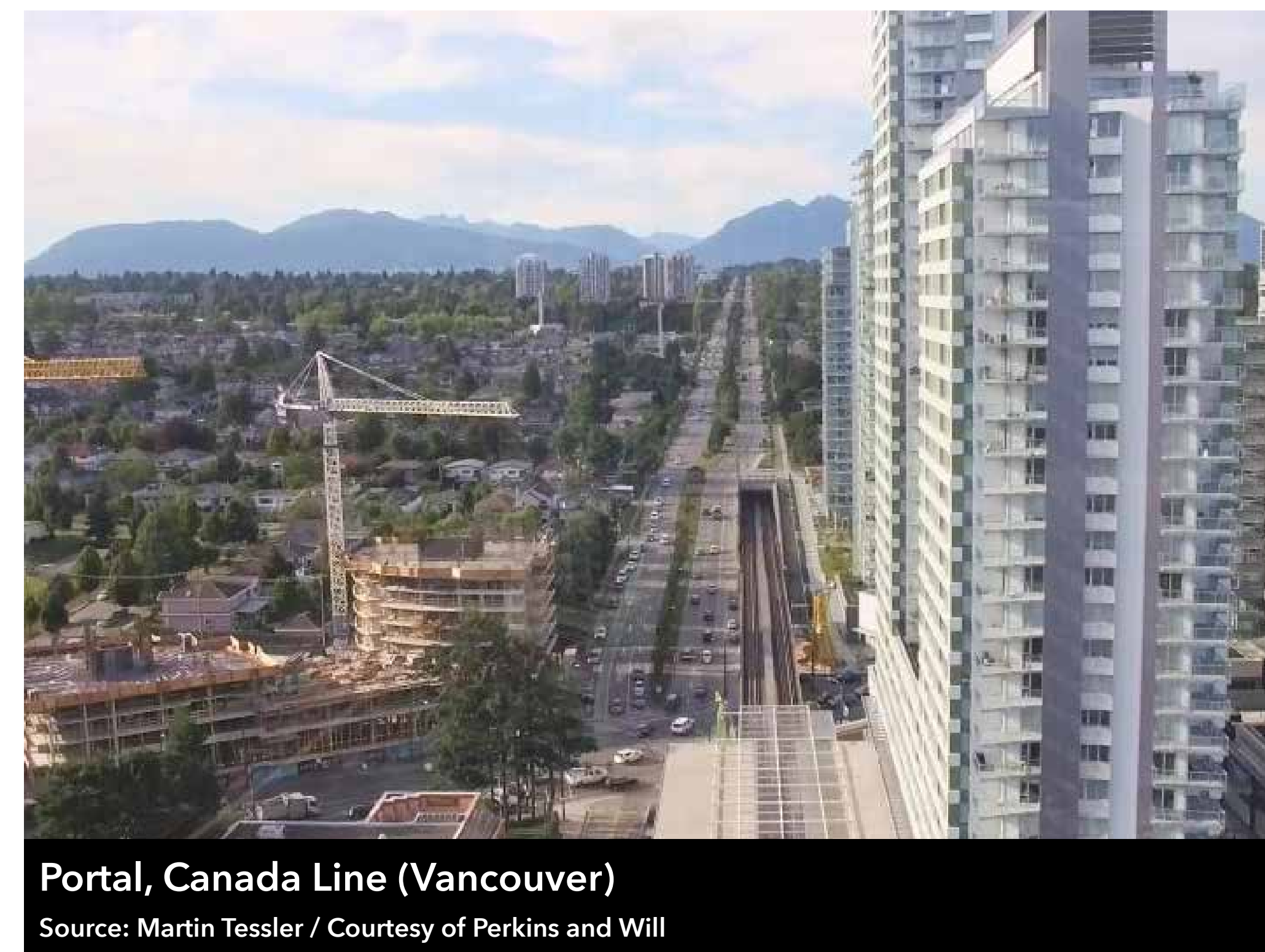
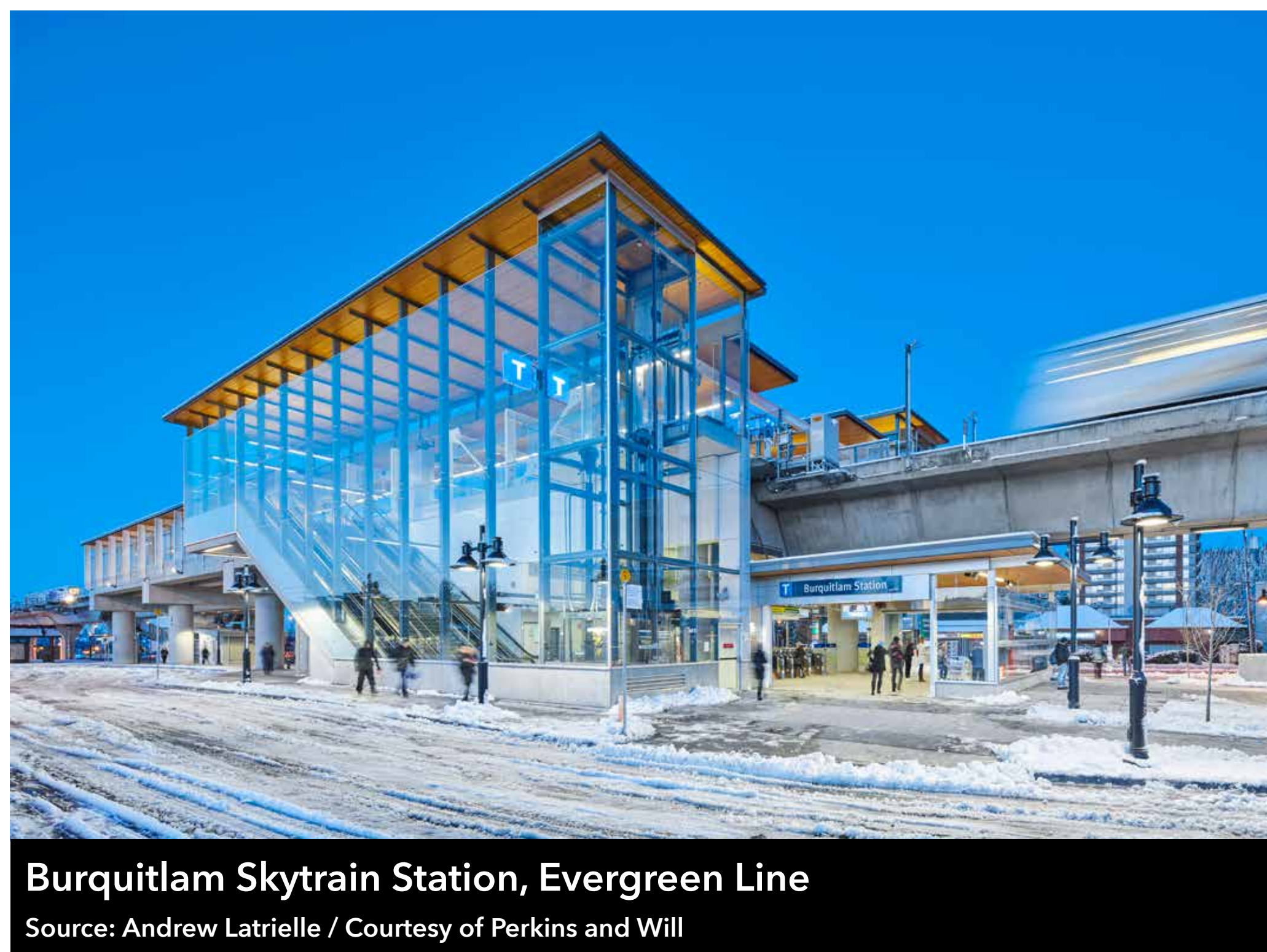
(preliminary, subject to change)



View looking East along Eglinton Avenue at Scarlett Road.

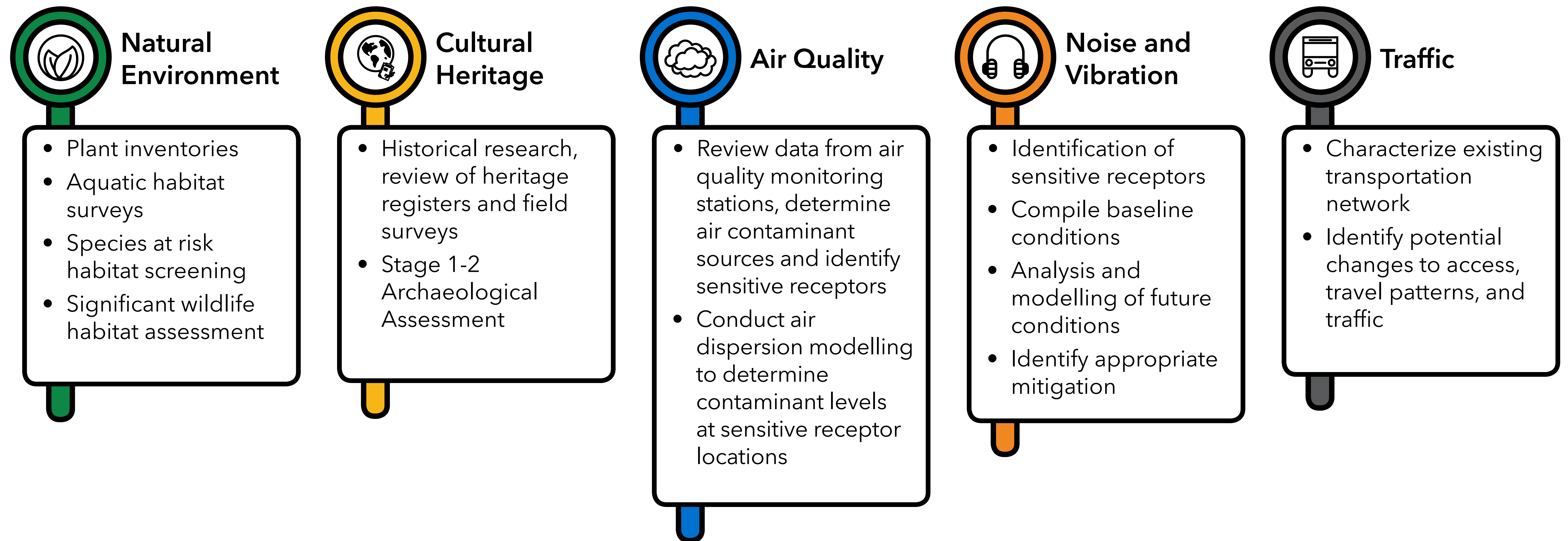
(preliminary, subject to change)

Elevated Alignment Concept Examples

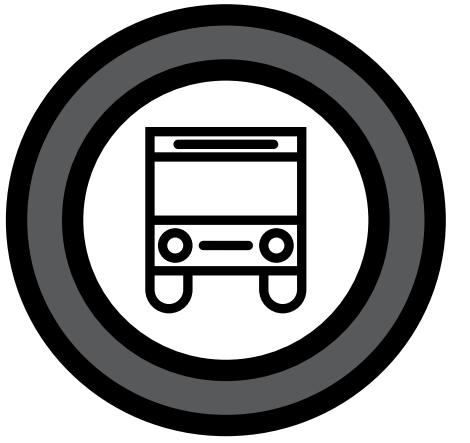


Environmental Studies Underway

We are completing environmental studies to establish baseline conditions, complete impact assessments and develop mitigation measures to address design changes from the 2010 Environmental Project Report (EPR). These studies build off previous studies completed for the 2010 EPR.



Traffic



A review of qualitative impacts to automobiles, transit service, pedestrians and cyclists resulting from construction and operations of the Eglinton Crosstown West Extension has been conducted.

Traffic Studies

Construction

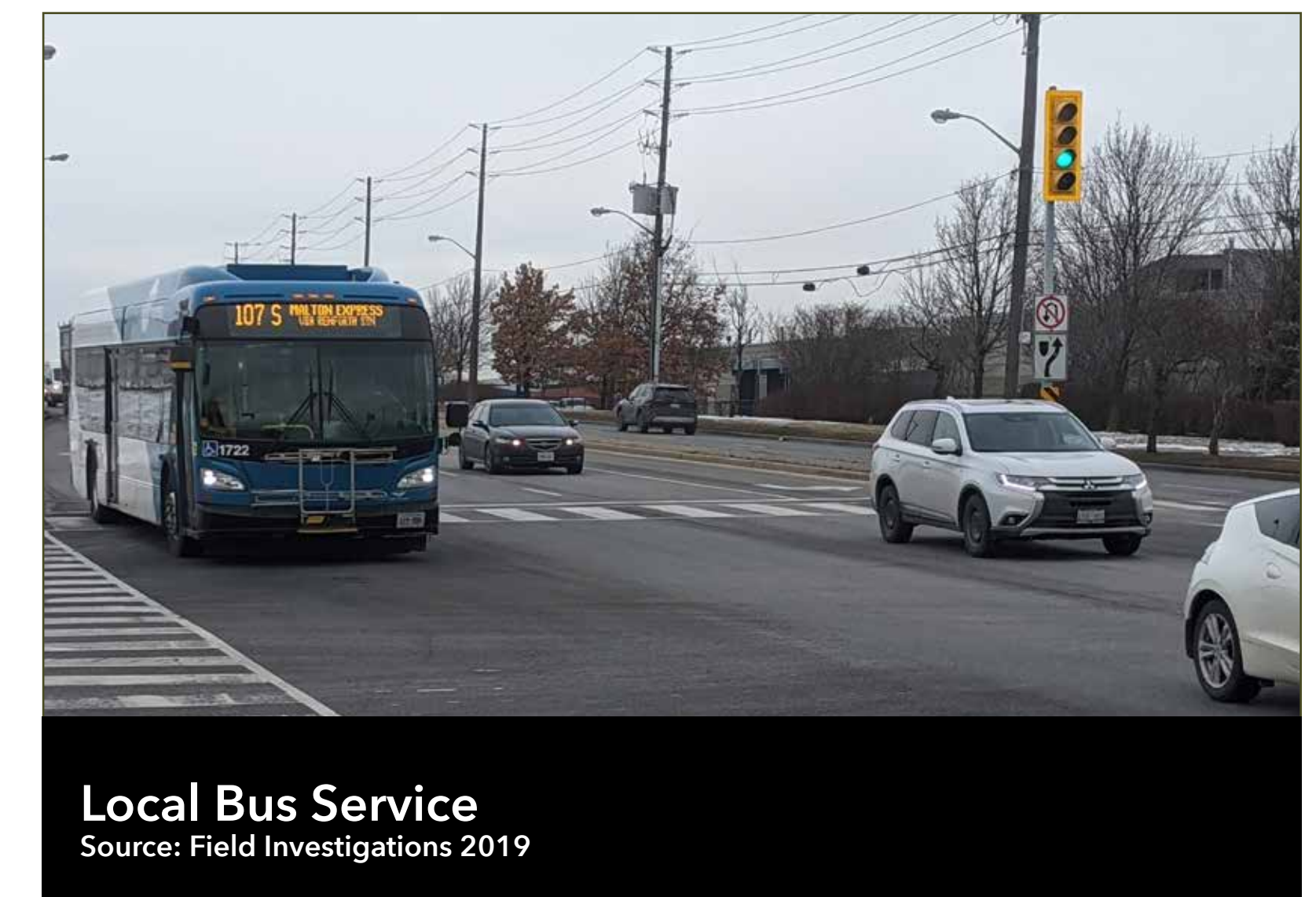
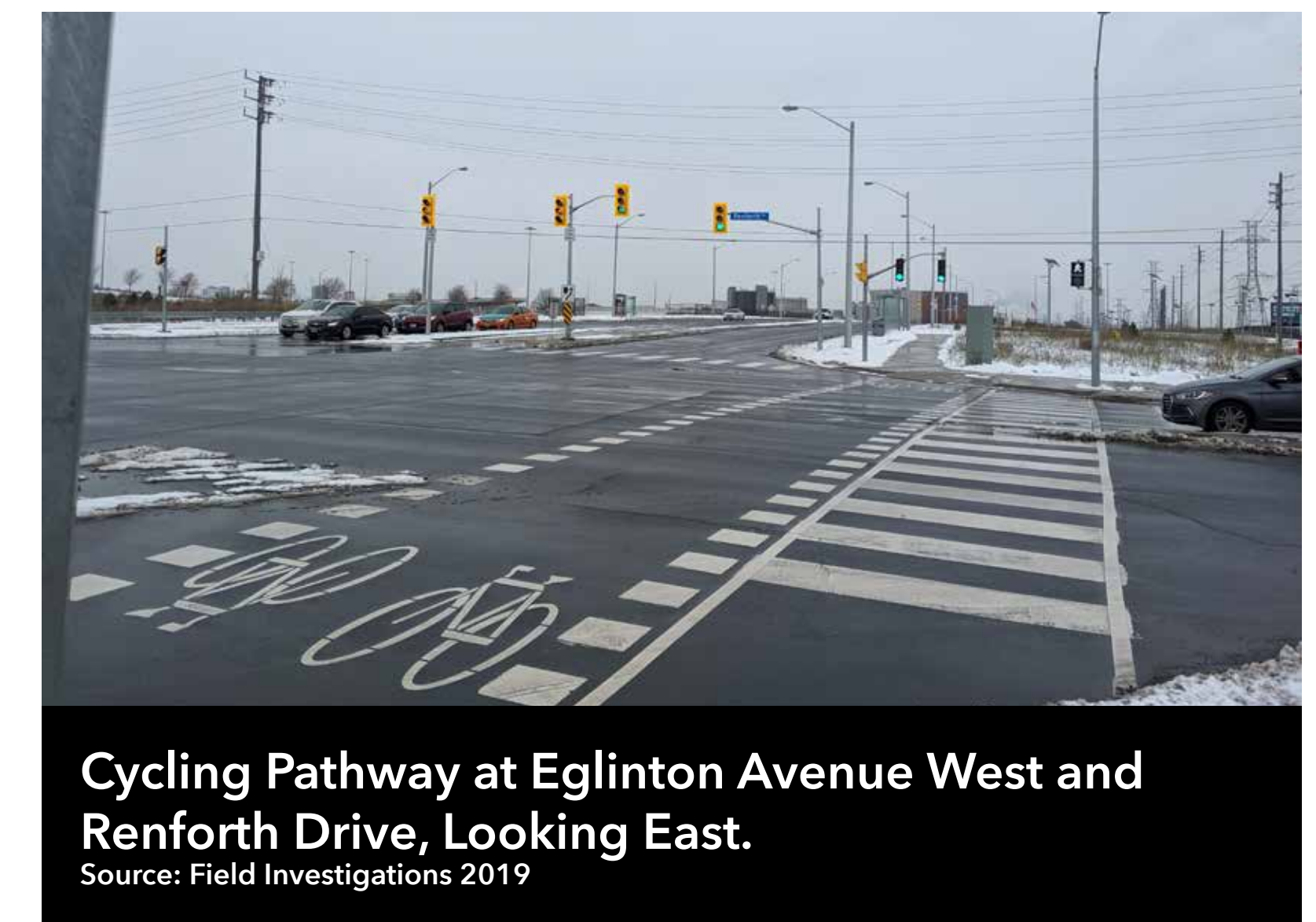
- #### Potential Impacts
- Partial road closures and presence of heavy construction vehicles on roadways resulting in reduction of road capacity and potential delays
 - Impacts to pedestrian and cycling access during and after construction activities
 - Impacts to existing bus stops during construction activities

- #### Examples of Mitigation Measures & Further Studies
- Development of a construction traffic management plan which will maintain as many lanes as possible and limit turn restrictions
 - When temporary closures are required to pedestrian and cycling facilities, provide safe and accessible detour routes
 - Maintain connectivity along the existing east-west pathway along Eglinton Avenue West, north-south pathway along Scarlett Road and all other pedestrian and cycling facilities during and post-construction
 - Maintain access to existing TTC and other bus services during construction activities by temporary re-locating bus stops as required

Operations

- #### Potential Impacts
- Increased transit service may impact traffic operations at adjacent intersections and surrounding roadways
 - Impacts to pedestrians / cyclists are expected to be minimal

- #### Examples of Mitigation Measures & Further Studies
- Implementation of traffic staging plans and modifications to existing signal timings
 - Implementation of appropriate signage and advanced notifications



Noise and Vibration



A noise and vibration assessment is being completed for the Eglinton Crosstown West Extension to evaluate construction and operational noise and vibration associated with the project.

Noise and Vibration Studies

Construction

Potential Impacts

- Noise and vibration from construction activities including tunnel boring and truck movements

Examples of Mitigation Measures & Further Studies

- Metrolinx will develop and implement a construction Noise and Vibration Management Plan that includes a process to address public complaints in a timely manner
- Preconstruction inspections and/or continuous vibration monitoring for buildings particularly close to construction sites

Operations

Potential Impacts

- Noise from Eglinton Crosstown West Extension surface operations is predicted to meet guideline limits at all noise sensitive locations

Examples of Mitigation Measures & Further Studies

- Specific mitigation measures will be selected during the next phase of design, and may include:
 - Continuously welded rail, resiliently supported rail ties, high-resilience fasteners and floating slabs
 - Designing subway stationary facilities (e.g., traction power substations) such that noise and vibration are minimized
 - Optimal maintenance, timely monitoring and inspections of railway tracks and trains, track continuity



Noise logger capturing ambient noise

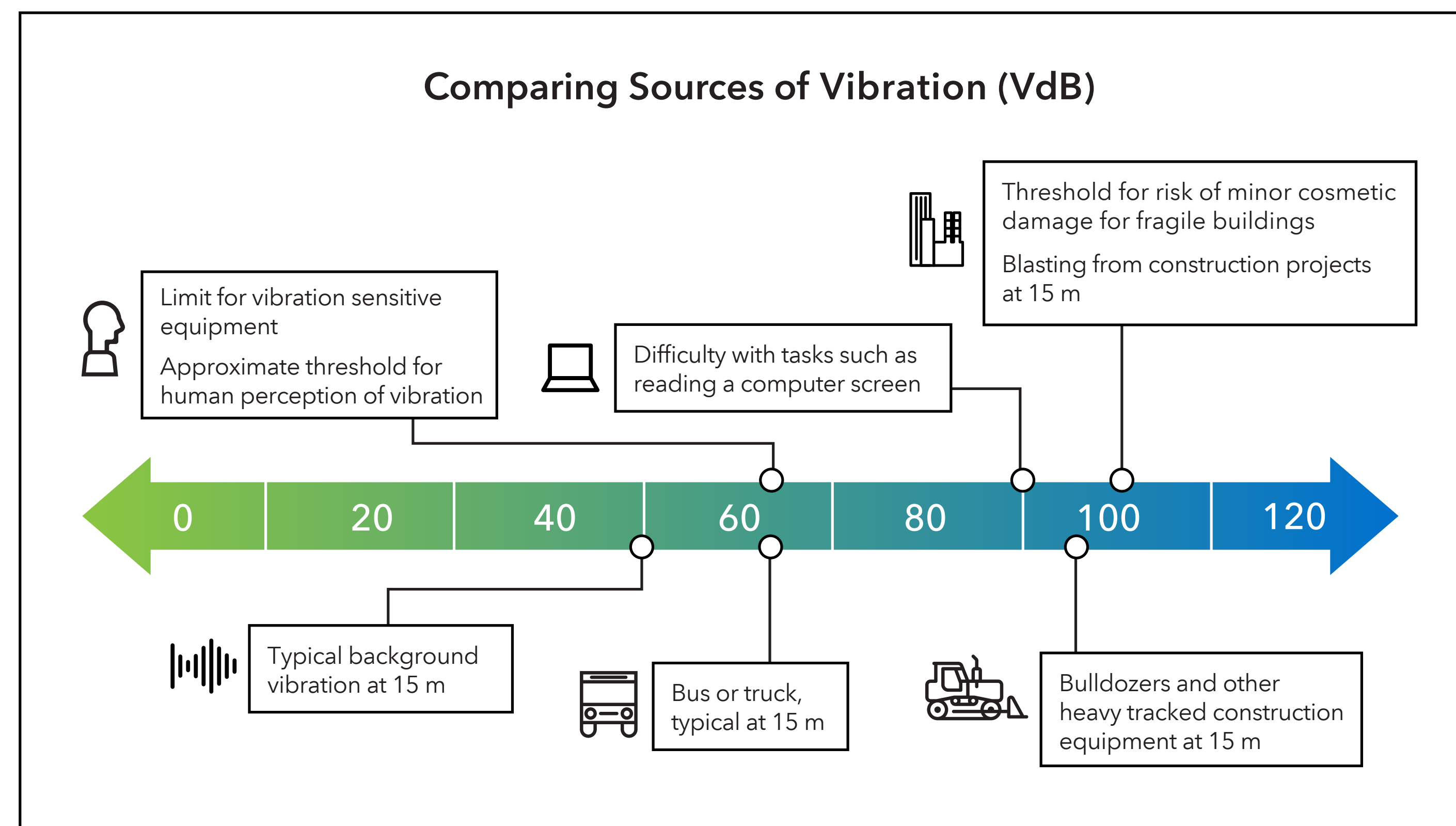
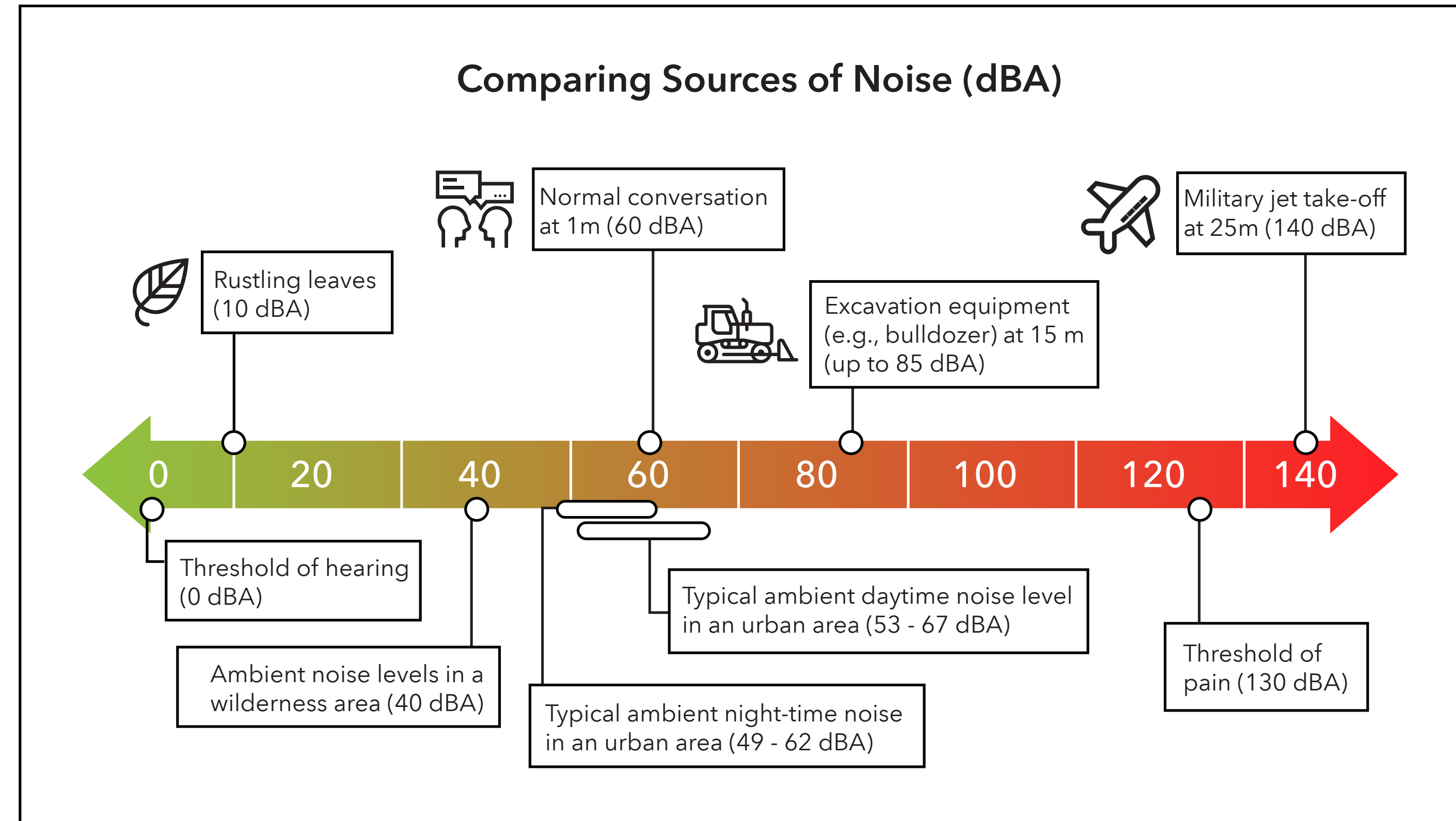
Source: Field Investigations 2019

Noise and Vibration

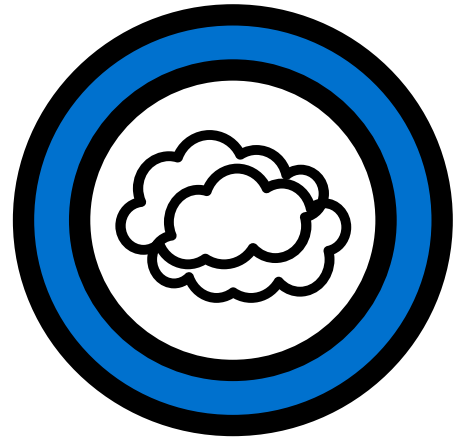


Metrolinx is committed to minimizing and managing the effects of noise and vibration on its neighbours. Metrolinx's Subway Program noise and vibration management approach will follow:

- Ontario Ministry of Environment and Energy/ GO Transit Draft Protocol for Noise and Vibration Assessment Guide (MOEE/GO Transit, 1995)
- Ontario Ministry of Environment and Energy/ Toronto Transit Commission Protocol for Noise and Vibration Assessment (MOEE/TTC, 1993)




Air Quality



An air quality assessment is being conducted to determine the potential for air quality impacts from the project.

The assessment was based on recommendations within the Ministry of Transportation's Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects, 2019.

Air Quality Assessment


 **Construction**

Potential Impacts

- During construction, potential for temporary dust, nitrogen oxides (NO_x) and VOC emissions

Examples of Mitigation Measures

- A detailed Construction Air Quality Management Plan will be developed and implemented to minimize potential impacts to air quality
- Best management practices will be implemented during construction to minimize potential impacts to air quality

 **Operation**

Potential Impacts

- Results indicate that effects on air quality are expected to be negligible when compared to existing conditions

Examples of Mitigation Measures

- Consider implementation of multi-use path connections to increase the number of passengers that are walking or cycling to access the new GO Station at Mount Dennis

Cultural Heritage



Metrolinx is assessing potential impacts to cultural heritage resources in accordance with the *Ontario Heritage Act*.



Heritage Resources

Potential Impacts

- The Bank of Nova Scotia building at 1151 Weston Road may potentially be directly impacted
- Four additional cultural heritage resources may be potentially directly impacted through landscape impacts and/or minor alterations
- Three cultural heritage resources may be indirectly impacted through vibrations during construction

Examples of Mitigation Measures and Further Studies

- Avoidance by implementing setbacks, where possible
- Preparation of additional heritage reporting, including Cultural Heritage Evaluation Reports, Heritage Impact Assessments and Strategic Conservation Plans as necessary to evaluate properties for cultural heritage value or interest and determine recommendations for future protection



Mary Reid House, 4200 Eglinton Avenue West, Part IV Designated may be potentially impacted directly, including potential impacts to heritage attributes and a stone wall on the property and may be potentially impacted indirectly through vibrations during construction.

Source: Field Investigations 2019



Richview Collegiate Institute, 1738 Islington Ave, Potential Cultural Heritage Resource, no potential impacts anticipated.

Source: Field Investigations 2019

Natural Environment

Field studies (2019-2020) included: fish and fish habitat, vegetation and wildlife.

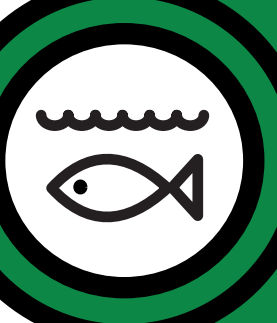
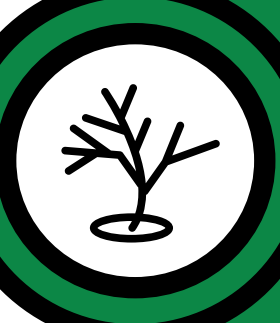

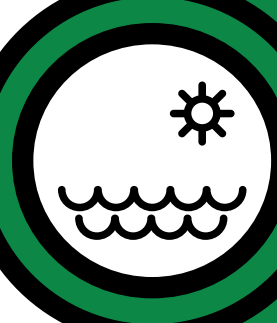


Humber River, viewed from Eglinton Avenue bridge looking upstream (North)

Source: Field Investigations 2019



Natural Environment Studies

 Fish and Fish Habitat	 Vegetation	 Wildlife and Species at Risk	 Waterbodies
<p>Potential Impacts</p> <p>Disturbance or displacement of fish and fish habitat</p>	<p>Potential Impacts</p> <p>Removal of vegetation and trees</p>	<p>Potential Impacts</p> <p>Disturbance or displacement of wildlife</p>	<p>Potential Impacts</p> <p>Erosion and downstream transport of sediment</p>
<p>Examples of Mitigation Measures</p> <ul style="list-style-type: none"> Activities will be designed and planned to minimize loss or disturbance to riparian vegetation and aquatic habitat Timing restrictions and sediment controls will be included for any in-water works 	<p>Examples of Mitigation Measures</p> <ul style="list-style-type: none"> Removals will be kept to a minimum and limited to within the construction footprint Temporarily disturbed areas will be re-vegetated Compensation will be provided for removals, if required, and permitting/approvals will be obtained 	<p>Examples of Mitigation Measures</p> <ul style="list-style-type: none"> If wildlife is encountered, measures will be implemented to avoid impacts or interference with the species and its habitat Species-specific mitigation measures will be implemented based on surveys undertaken prior to construction, and ongoing consultation with the Ministry of the Environment, Conservation and Parks (MECP) 	<p>Examples of Mitigation Measures</p> <ul style="list-style-type: none"> Impacts to existing drainage system and watercourses will be managed using best management practices Spatial buffers around the construction zone will be established to minimize potential impacts

Share your feedback!

- What is most important to you about this project?
- What would you like to hear more about?
- How would you like to hear from us?
- Is there anything we missed?

Please let us know if you have additional thoughts or concerns about the Eglinton Crosstown West Extension.



Thank you!

We appreciate the time you have taken to learn more about our plans and value your opinions.

Stay involved with the Eglinton Crosstown West Extension.

Join our mailing list. Please provide your email or mailing address at EglintonWest@metrolinx.com.

- Email us at EglintonWest@metrolinx.com
- Call us at [416-782-8118](tel:416-782-8118)
- Visit our website: www.metrolinx.com/eglintonwest
- Participate online: www.metrolinxengage.com