

Smalls' Creek Key Asks:

1. ENSURE THE PLANS FOR TRACK EXPANSION ARE DESIGNED IN A FIRST CLASS MANNER TO PROTECT OUR GREENSPACE AND PRIORITIZE THE ENVIRONMENT

- A. Require Metrolinx conduct a peer review with an external and independent engineering firm and other experts (chosen with and based on criteria agreed-upon with community stakeholders) to compare the proposed Metrolinx plan with the alternative options proposed by the community.**

PROPOSED ALTERNATIVE OPTIONS:

(i) Buried Bridge Option - install the track at track level using a secant pile wall installed from track level with tie-backs

(ii) Structural Arch Option - support 4th track with combination of retaining wall and on-grade Arch supports to provide space on embankment to retain some of the significant native trees and/or allow space for replanting of a younger native big trees.

(iii) Lower Wall / Terraced planting bed - concrete T-wall with additional limestone (greenwall, living or similar) wall to allow for larger trees to be replanted along the extent of Small's Creek and conceal the retaining wall (and act as a habitat for smaller wildlife)

Ensure the selected design is pre-agreed with the community and includes (i) a rejuvenated boardwalk circuit in Small's Creek, and (ii) a pedestrian and wildlife connection between Small's Creek and Williamson Ravine:

(i) Rejuvenated Boardwalk

- Ensure the plans include a new boardwalk to connect both sets of stairs in Small's Creek (including seating areas where people can stop and let others pass)
- Ensure the plans include a new boardwalk and lookout deck to Williamson Ravine walking paths
- Include educational and wayfinding signage as part of rejuvenated boardwalk (e.g. including the history of the ravines, information about native species of flora and fauna, images of birds and wildlife that use the ravines, and lost rivers information)
- Ensure the plans will reinforce and enhance the safety of the existing retaining wall at the north side of Small's Creek

(ii) Pedestrian and wildlife connection between Small's Creek and Williamson Ravine

- Ensure the plans include a pedestrian and wildlife connection between the ravines, which will increase forest habitat by ravine and landscape

connectivity, improve public safety and limit unauthorized crossing at track level (and decrease animal death on the tracks)

B. Require Metrolinx to adopt a *proactive* ecological stewardship strategy for the Ravines and surroundings area

- Instead of a minimal retro-active restoration strategy, ensure that Metrolinx will proactively prepare the ravines for the selected Engineering solutions
- Ensure that the stewardship strategy will:
 - Reforest the future forest with seeds/ saplings from Smalls Creek / Williamson (and prioritize funding the collection and growth of native seeds from Smalls Creek)
 - Transplant small/medium native trees from Smalls Creek back into Smalls Creek
 - TRCA to hold and care for these transplanted trees
 - Include a *10 year commitment* to ensure the stewardship strategy is upheld (and/or provide TRCA with the funding to undertake the stewardship)
- Instead of a commitment to 2000 replacement trees, Metrolinx to dedicate an equivalent amount of funding to (a) purchase *local genotype (source identified) tree stock* and the community will propose/review ideal size, species, origin and locations, and (b) invest those funds in the ravine and surrounding area in collaboration with community groups and the TRCA

C. Ensure Metrolinx's plans prioritize noise-control

- Sound ecology for human health and biodiversity is necessary to protect our greenspace and wildlife
- All plans should include noise control during construction and detailed plans for noise and vibration mitigation technology embedded in the new track designs

2. CONDUCT UPDATED RIDERSHIP PROJECTIONS TO ENSURE THAT TRACK EXPANSION IS THE CORRECT SOLUTION FOR THE TRUE RIDERSHIP NEEDS OF OUR POST-PANDEMIC WORLD

It seems counterintuitive to commit to massive public expenditures (along with irreparable destruction of a natural ecosystem) without ensuring the project as planned is the right progressive approach.

Additionally, we want to avoid a worst case scenario where early works are completed, but funding for the overall project is pulled after ridership decline impacts budgets resulting in devastation to the ravine space for no reason at all.

3. ENSURE DETAILED CONSTRUCTION PLANS ARE PROACTIVELY PROVIDED TO THE COMMUNITY AND ARE DEVELOPED IN A MANNER THAT PROVIDES A REASONABLE BALANCE OF CONSTRUCTION PERSONNEL SAFETY AND COMMUTER CONVENIENCE

ON THE ONE HAND AND MINIMIZES THE IMPACT OF CONSTRUCTION ON THE RAVINE AND COMMUNITY ON THE OTHER

- Prior to commencement of any construction activities in the ravine, Metrolinx must (i) provide a schedule of construction plans, (ii) have meaningful and genuine consultation with the community to revise those plans as required to minimize the impact of construction on the ravine, and (iii) ensure the plans are designed recognizing that work will be carried out in an environmentally sensitive area.
- Engagement of any contractors shall contractually include a requirement to provide:
 - An Indigenous Monitor / Guardian be engaged for onsite supervision of all work
 - 24/7 site contact and site trailer (with a person of control on site during all work and an emergency number posted where community members can speak to a manager who can impact the crew).
 - Mechanisms are put in place to limit light pollution (e.g. screens to limit lights shining into the ravine and disturbing wildlife)