

Eglinton Crosstown West Extension

Virtual Open House: Station at Kipling-Eglinton

Land acknowledgement

Let us take a moment to acknowledge that we are on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples.

We are all Treaty people. Many of us have come here as settlers and immigrants, in this generation or generations past.

Metrolinx declares its commitment to building meaningful relationships with Indigenous Peoples. We acknowledge the historic and continued impacts of colonialization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on lands covered by 20 Treaties, and that we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration.

Safety moment

Construction for the ECWE project has begun. You will soon be seeing trucks and equipment operating near the Scarlett Avenue and Eglinton Avenue West area in preparation of the extraction shaft work that begins next spring.

- 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.
- Be patient during temporary lane reductions.
- Exercise caution while walking, driving or cycling in the area.



Stay alert while in our construction zone.

There's a lot going on while we build your new transit extension.



CAUTION!

Construction equipment and vehicles passing through.

Introduction to panel



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Metrolinx



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Senior Project
Manager (Stations)
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Kipling-Eglinton station overview agenda

1. What we've heard so far
2. Key considerations and design principles
3. Kipling-Eglinton site context
4. Woodlot overview
5. Kipling-Eglinton station entrance considerations
6. What's next
7. Q&A

What we've heard so far

Over the last several months we have met regularly with the City of Toronto to review the potential Kipling-Eglinton station entrance locations. This work includes reviewing traffic impacts and protection of trees and major utilities in the area. We have also heard from residents, community groups and elected officials about the importance of finding a balanced option that limits impacts to the community while delivering a station that blends in to the surrounding.



**Keep traffic lanes open
at all times**



**Keep the station as small
as possible**



**Minimize construction
impacts and consider
nearby developments**



**Design the station to
blend into the community**



**Protect the woodlot and
boulevard trees**



**Ensure station is fully
accessible for customers of
all ages and abilities**

Key considerations during preliminary design



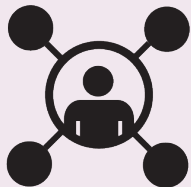
Private Property

Limit impact to homes, businesses and residents during construction and operation of the station



Travel Time & Connectivity

Reduce time to access station and transfer to surface transit by minimizing station depth and locating the entrance near existing stops



Community

Consider how the station will serve as a neighborhood hub for future generations and coordinate with nearby developments to limit overall community impact during construction



Environment

Consider tree canopy and possible mitigations. Also, consider energy use, pollution, and impact to quality of life and public health



Transit and Traffic Impact

Avoid disruptive underground utility relocations requiring road occupancy where possible



Deliverability

Limit construction complexity to reduce risk. Consider the station's construction sequence with the overall construction schedule

Station Design Principles



1. System Reliability, Efficiency & Safety: Prioritize operational reliability, efficiency and safety.



2. Passenger-focused Design: Apply a coherent, user-centred design vision for the whole line and its facilities that is accessible and safe for all transit users, regardless of ability.



3. Public Realm Benefits & Place Making: Use of scale, size/massing and materials, informed by community considerations.



4. Context & Integration: Implement architectural solutions that respond to contextual, local and future conditions and integration.



5. Intuitive Wayfinding: Ensure that people can navigate stations intuitively, by using architectural and spatial elements to help guide passengers in addition to applied signage.

Station elements that influence size and shape



- Elevators
- Barrier-free path of travel
- Point of entry
- Service space
- Stairs and escalators
- Circulation/public space
- Passenger path of travel
- Emergency exit building

Your input matters

Stations will be designed with your input

Our goal is to create station buildings and surrounding areas that are welcoming, functional and fun, designed with customers and broader community use in mind.

At this stage, we need your feedback on how and where customers will access the station at Kipling-Eglinton. We want to understand what is most important for the community as we consider different options for the station entrance location.

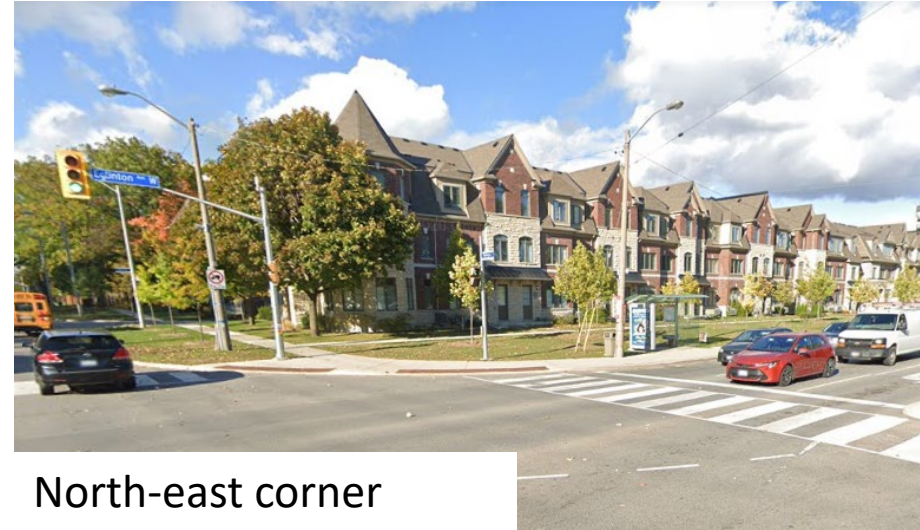
Next steps for station building design

We are in the preliminary design stage for the station buildings. During this stage, we apply key principles and considerations for each station area and develop drawings and renderings for the community to review and provide input on. Engagement on those preliminary station designs begins in 2022.

Kipling-Eglinton site context cont.



North-west corner



North-east corner



South-west corner



South-east corner

Kipling-Eglinton site context

The station box at this location is under the right-of-way. This decision was made in order to reduce impacts to the woodlot and properties as much as possible during each stage of construction.

At all other underground stations (Martin Grove, Islington and Royal York) the station box is on the north side of the road under the boulevard with the station entrance stacked on top.



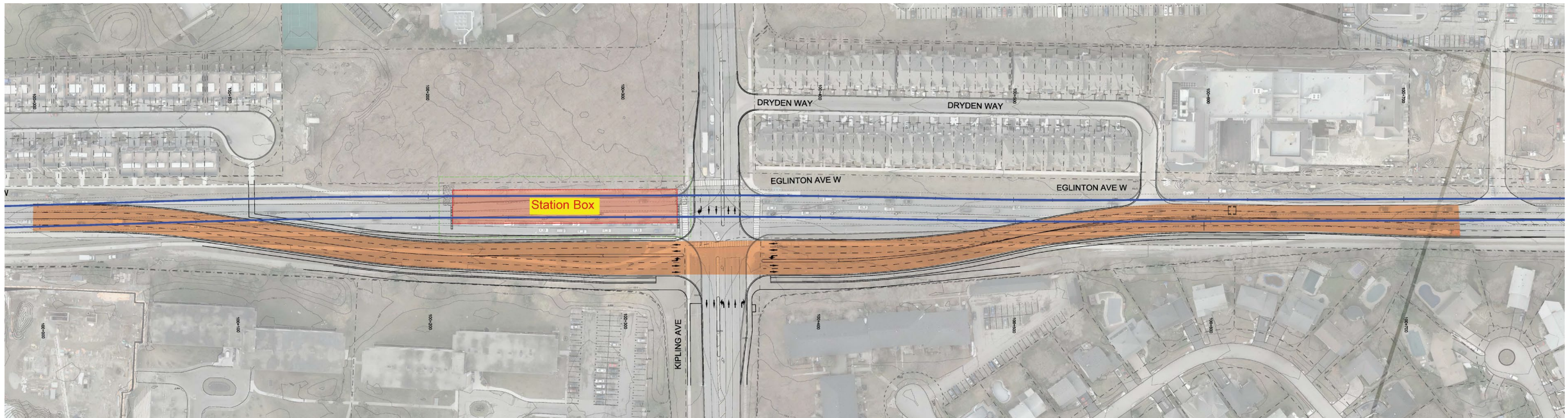
Overview of the woodlot

- The woodlot at Kipling Avenue and Eglinton Ave West pre-dates residential development in the neighbourhood and features mature, locally-rare tree species.
 - The woodlot is an approximately four-acre deciduous forest dominated by sugar maple trees, with other species of trees including oak, ash, pine, beech and elm also present.
 - The only species-at-risk identified was a single butternut tree, located near the south-western boundary of the woodlot
 - It's a potential habitat for wildlife tolerant to urban environments.
- The station box is situated south of the woodlot to minimize impacts.
- The butternut tree is not impacted by current entrance location options.
- There will be compensation for any trees that must be removed, in accordance with the Metrolinx Vegetation Guideline.



Station box construction and road realignment

- Our goal is to minimize tree and traffic impacts as much as possible during each stage of construction.
 - Woodlot trees and boulevard trees on the south side are fully protected during headwall construction (2022).
- The station box is the underground platform area where customers will board the trains.
- Construction of the box is expected to begin in 2024-25 and requires Eglinton Avenue West to temporarily shift to the south by approximately 10m (33 feet) in order to keep two traffic lanes open in each direction. This work will impact south side boulevard trees and approximately 2.5% of the woodlot.
- If traffic lanes are reduced to one lane in each direction the impact on trees is also reduced. We continue to discuss this potential option with the City of Toronto.



Station entrance locations considered

Northwest



Southwest



Hybrid



Northwest station entrance location

- Baseline location assumed in the environmental assessment addendum and the initial business case



Environment and community

- Opportunities to enhance the public realm and woodlot with native trees, new features and community amenities.
- Approximately 20% of woodlot impacted, including 17 significant trees.

Transit and traffic impact

- Consistent with the other underground stations, which are all on the north side boulevard, outside the right of way.

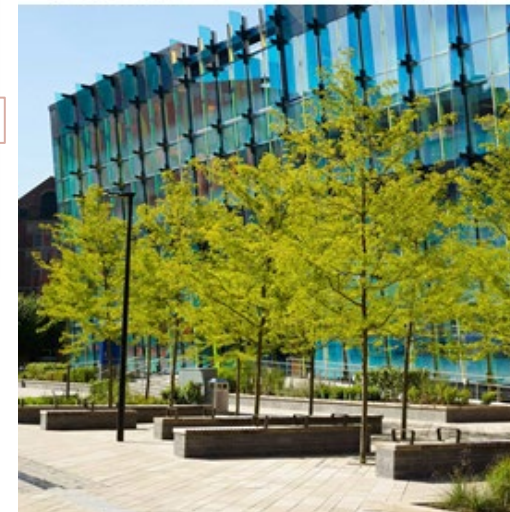
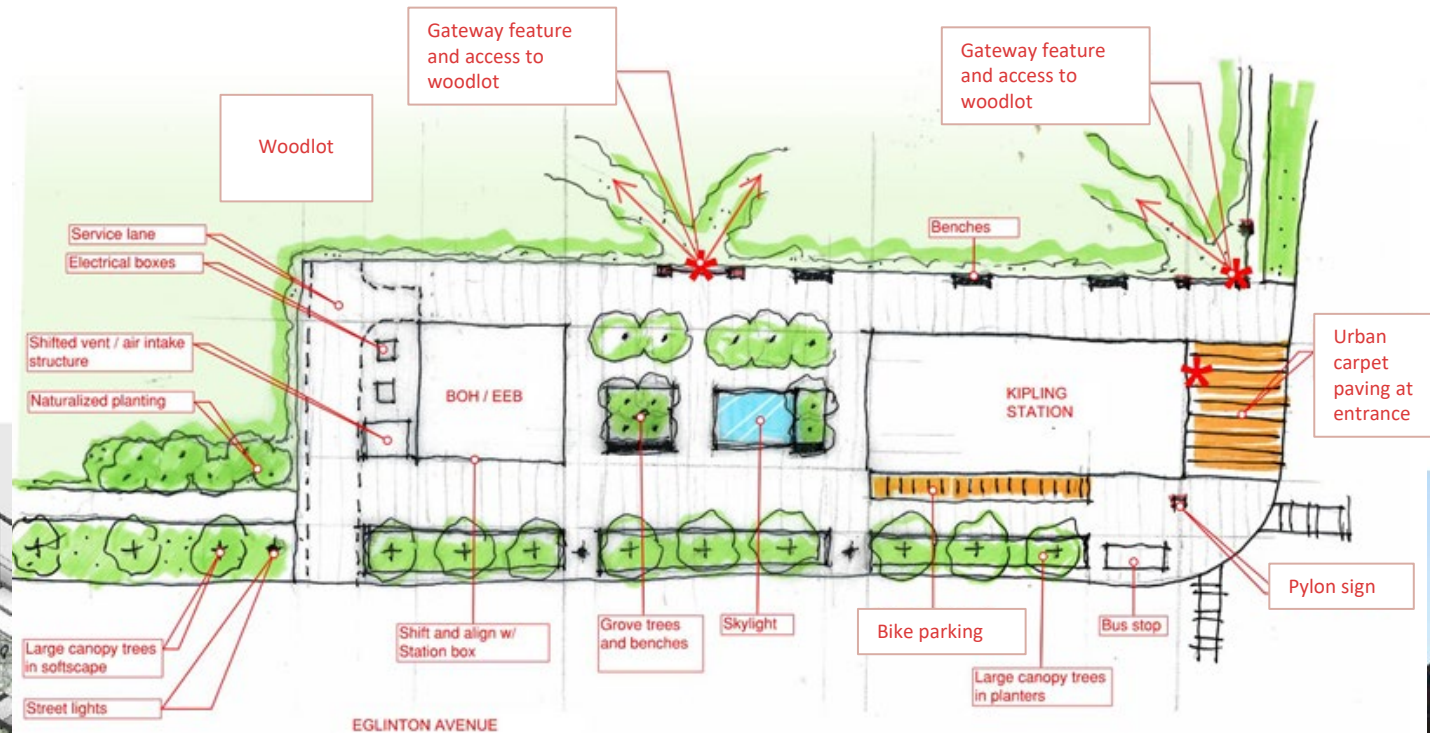
Travel time & connectivity

- Shortest transfer to/from bus
- Quickest access for the highest majority of customers who arrive by bus.

Deliverability

- Shortest construction duration and least overall disruption during construction. (approx. 3.5 years)
- **Location moving forward for further design with your input**

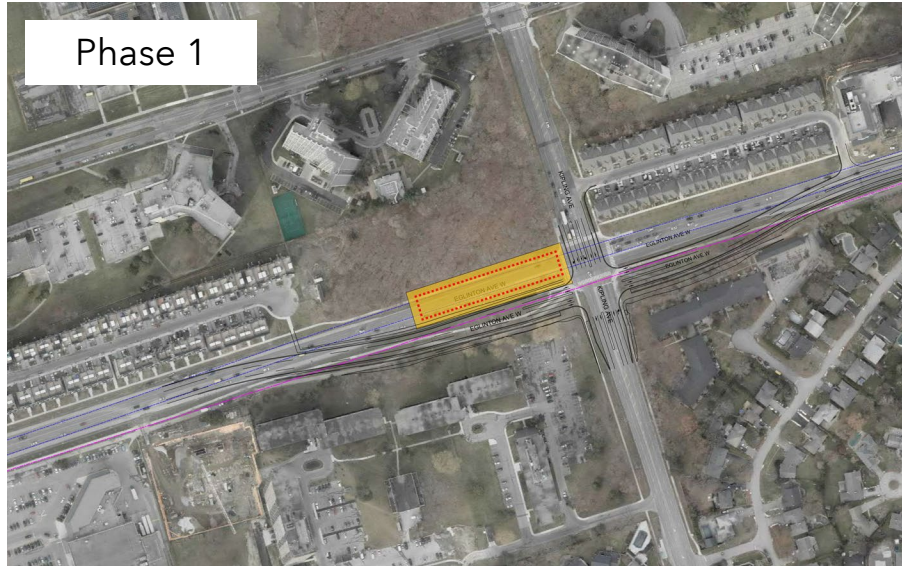
Northwest location: opportunities for enhancements



Northwest location: opportunities for enhancements cont.



Southwest station entrance location



Environment and community

- Major gas main relocation to the north side
- Approximately 8% of the woodlot impacted, including 15 significant trees
- Reduces the boulevard and greenway on south side
- Public realm improvement opportunities at station area

Transit and traffic

- Outside the right of way



Travel time and connectivity

- Longest transfer to/from bus

Deliverability

- Significant constructability and traffic staging issues requiring longest construction duration (5+ yrs)
- **Location not moving forward for further consideration.**

Gas main relocation example



Gas main relocation on Finch Ave.

Hybrid station entrance location



Environment and community

- Approximately 7% of the woodlot impacted, including two significant trees
- Opportunity for enhanced public realm around station area
- Wider boulevard on north east side
- Reduced boulevard on south side.

Transit and traffic

- Permanent realignment required - road curve can improve the intersection
- Consistent with other stations on the north side of Eglinton and built on top of the station box
- Gas main will be under the roadway and future maintenance or repair will require lane closures for excavation.

Travel time and connectivity

- Transfer to/from bus is comparable to north-west location.
- Most direct route for passengers down to the platform level.

Deliverability

- Approximately 4.5 years.
- **Location moving forward for further design with your input**

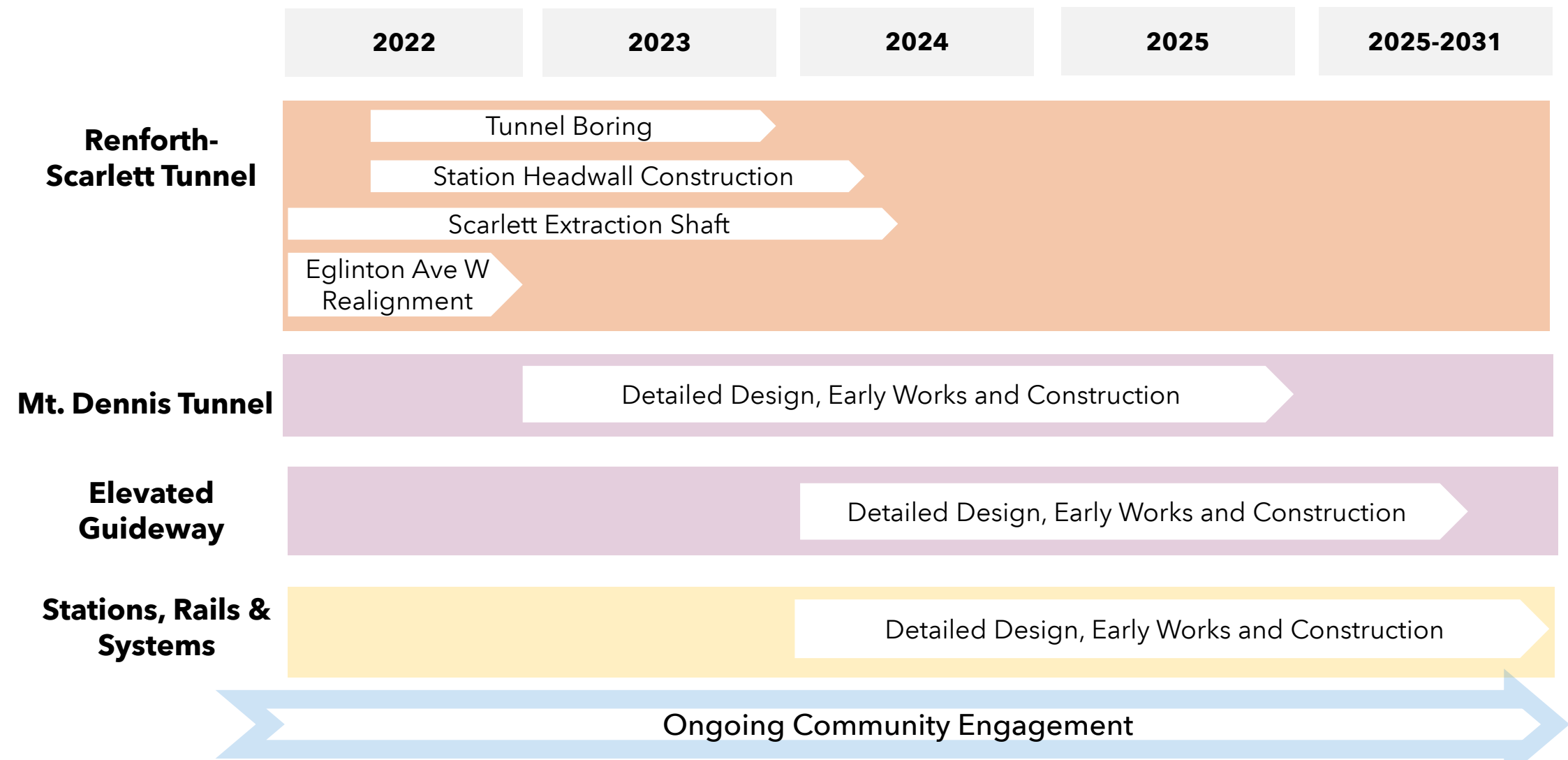
Next steps for Renforth-Scarlett tunnel construction

- The tunnel boring machines (TBMs) launch in the spring from Renforth Drive.
- Headwall construction for the station box and emergency exit building begins in the spring.
 - TBMs drill through the headwalls therefore they must be in place before the TBMs arrive in the area.
- West End Connectors will provide a detailed construction and traffic management plan in early 2022. Residents can expect:
 - One lane of traffic in each direction will be maintained during headwall construction
 - Turn lanes remain open in each direction
 - Safe and accessible routes for pedestrians
 - Temporary relocation of TTC bus stops as required
 - Traffic barrels, barriers, and temporary fencing will be installed around the work areas.



Station headwalls for the Eglinton Crosstown LRT east tunnels were also built by Aecon/Dragados

Updated project timeline



Contact us

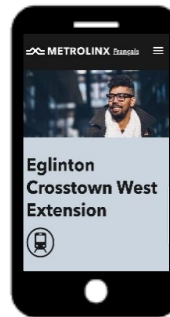
Your feedback is vital in helping us to move the ECWE forward in a way that strengthens the community. We are grateful for your input.

Please visit **metrolinxengage.com/Kipling** to share your feedback on the options reviewed today. We will be collecting comments until the week of January 7, 2022.

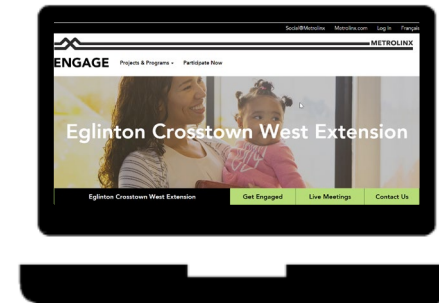
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