

# Welcome to the Open House and Community Meeting

## Eglinton Crosstown West Extension - Elevated Guideway

This Open House provides information on the following:

- Project Overview and Benefits
- Elevated Guideway Design
- Trees and Park Space
- Community Engagement
- Next Steps

# Who is Metrolinx?

## Our Vision

Metrolinx and its partners are delivering on a bold, forward-looking transportation plan to transcend borders and foster connections between all our communities. Projects are being built across the region connecting every community.

### Go Expansion



### Rapid Transit



### Regional Hubs



### Subways



Whether it's trains, buses, stations, or stops, everything we are building adds up to one purpose - bringing together the entire region, getting you where you need to go faster and simpler than ever before.

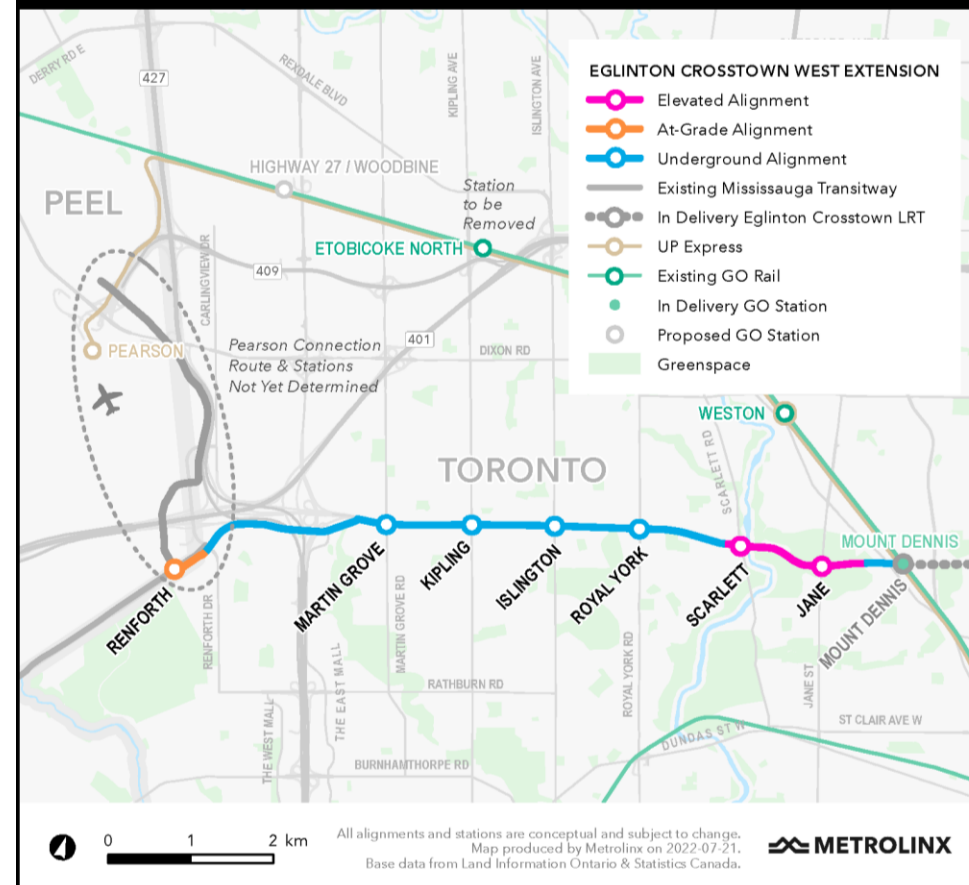
# Project overview

## By the numbers

(all numbers are approximate, based on current plans for the project)

<b>Number of stations</b>	<ul style="list-style-type: none"> <li>7 stations from Mount Dennis to Renforth Drive</li> </ul>
<b>Connections to other transit options</b>	<ul style="list-style-type: none"> <li>2 regional rail services: UP Express and Kitchener GO Train</li> <li>3 bus services - Go Transit, TTC and MiWay buses</li> </ul>
<b>Route length</b>	<ul style="list-style-type: none"> <li>9.2km between Mount Dennis and Renforth Drive</li> <li>Most of the extension will operate underground with a 1.5km elevated section that runs from west of Scarlett Road to east of Jane Street (known as the elevated guideway).</li> </ul>
<b>Ridership</b>	37,000 daily boardings

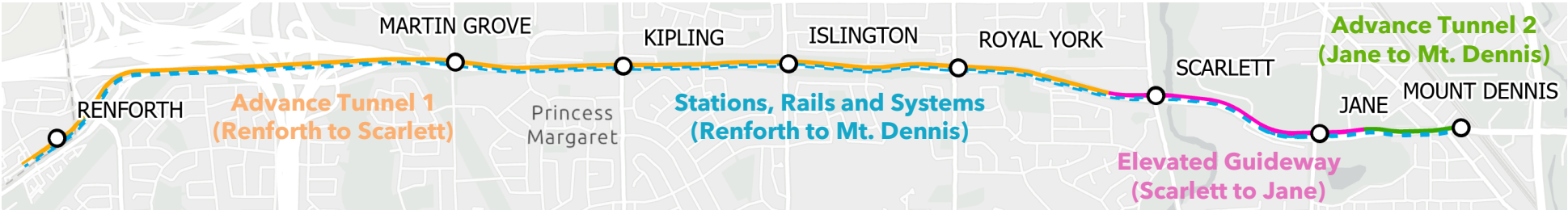
## Project map



# Project overview

The project is split into four contracts and will have separate contractors:

- 1) **Advance Tunnel 1 (ATC1)** - currently under construction
- 2) **Advance Tunnel 2 (ATC2)** - currently in RFP (bid) phase
- 3) **Elevated Guideway (EG)** - currently in RFP (bid) phase
- 4) **Stations, Rails and Systems (SRS)**



	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
ATC1	<div><div></div></div> <div>Construction</div>									
ATC2	<div><div></div></div> <div>Detailed design, Early Works and Construction</div>									
EG	<div><div></div></div> <div>Detailed design, Early Works and Construction</div>									
SRS	<div><div></div></div> <div>Detailed design, Early Works and Construction</div>									

# Local and regional benefits

## More access to jobs

**31,000**

more jobs  
within a 10  
minute  
reach to  
transit

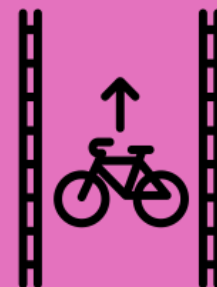


## Easier access to transit



**50,000** more  
people within a  
10 minute reach  
to transit

Enhancements to  
streets and  
intersections  
where  
construction  
impacts occur



Multi-use paths and  
cycling routes will  
provide more local  
active transportation  
opportunities

## Investing in the community

Attracting  
investments along  
Eglinton Avenue  
West



## Better connections



Easy transfers  
to UP, GO, TTC  
and MiWay  
services

## Faster travel

**14 minutes** faster  
between Midtown  
Toronto and Square  
One




# Project successes




Engaged with **thousands of people** through **12** open houses and **38** meetings to date



Tree restoration has already begun - **400** trees planted 




**3** contractors shortlisted for EG and **2** for ATC2 

There have been changes to the project as a result of community input:

- Moving the proposed Fergy Brown Park access road to maintain access to Eglinton Ave. W.
- Building a cycle track on Eglinton Ave. W. to replace the one temporarily closed due to construction
- No cut and cover through Mount Dennis
- Protecting for north and south bike lanes on Scarlett Rd. by pushing Scarlett Station east

Approximately **500 metres** of tunnel completed



Successful tunnel boring machine naming contest 



Tunnel boring launched on time



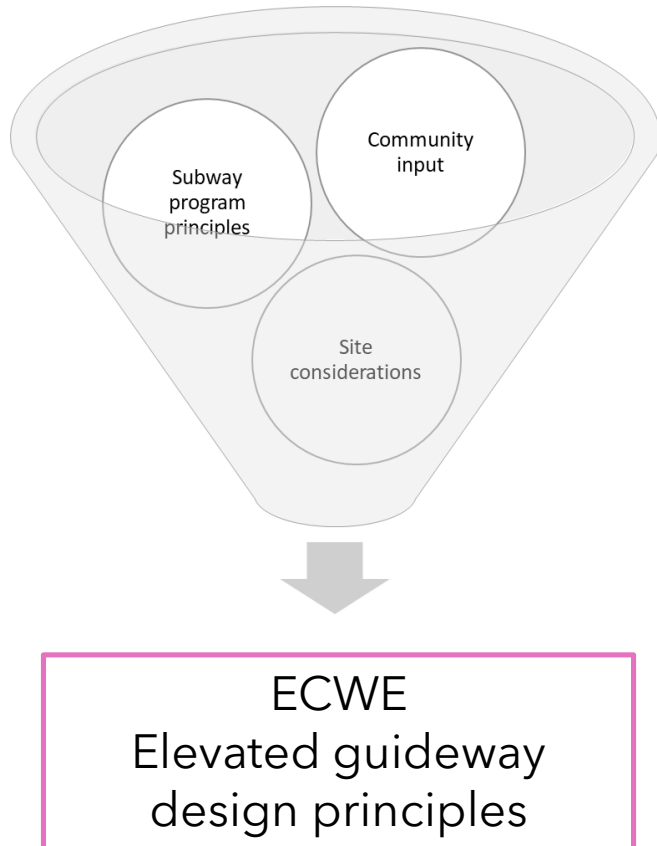
# Elevated guideway overview

- Guideway will clear-span the Humber River with no permanent infrastructure in the riverbed.
- Approximately 6 metres from the ground to the underside, and 18 metres at the Humber River crossing, its highest point.
- Built as close as possible to Eglinton Avenue West while meeting the City of Toronto requirements.
- Preserving as much existing vegetation and natural areas as possible.
- Maintaining access to Fergy Brown, Eglinton Flats and Pearen parks.
- Designed to minimize overlook, overshadowing, noise and vibration.



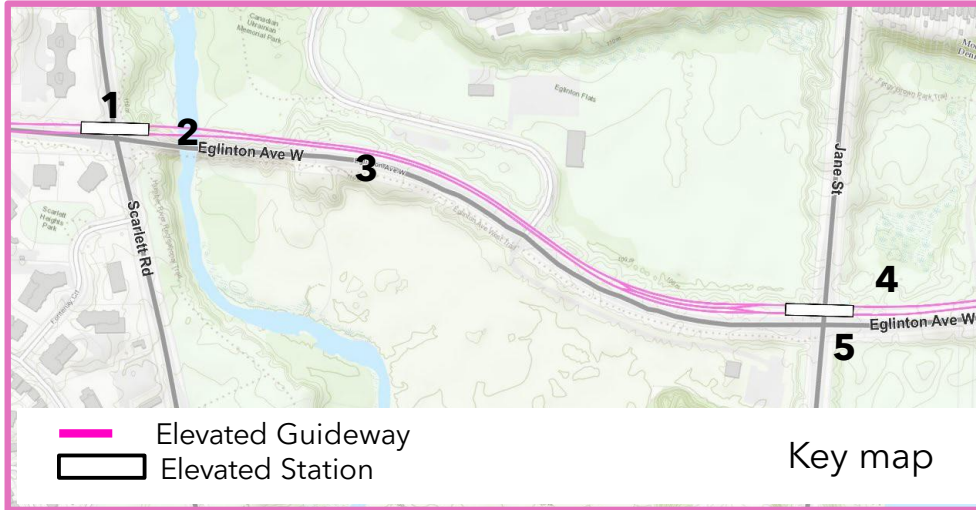
The image (left) shows a portal, which is where the tracks transition from underground to the elevated guideway.

# Elevated guideway design principles



- 1. Minimize visual impacts:** Construction of a simple, linear, low-profile, functional and elegant structure that minimizes the visual impact on surrounding park land and preserves recreational amenities.
- 2. Protect parkland and recreational spaces:** Minimize overshadowing, noise and vibration, and physical obstructions in the local parks and surrounding areas.
- 3. Mitigate environmental impacts:** Respond to environmental and sustainability priorities and reduce harmful impacts on the Humber River Valley, Eglinton Flats and other environmentally sensitive features.
- 4. Improve connectivity:** Make travelling though the area easier for pedestrians, cyclists and transit users while reducing potential impacts on traffic.
- 5. Improve the public areas around the elevated section:** Treat the space beneath the elevated section as a part of the larger landscape of the valley; preserve potential opportunities for public realm improvements, including open spaces and streetscapes both beneath and adjoining the elevated section.

# Elevated guideway design renderings



1: View from Scarlett Rd. facing east



2: Elevated guideway over Humber Valley



3: Road side view along Eglinton Ave. W.



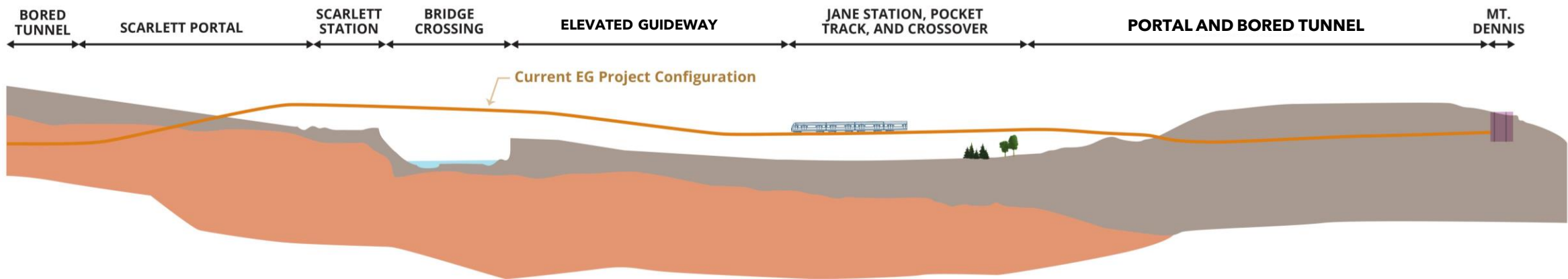
4: View from Fergy Brown Park



5: View from ground near Jane Station

# Elevated guideway (EG) configuration

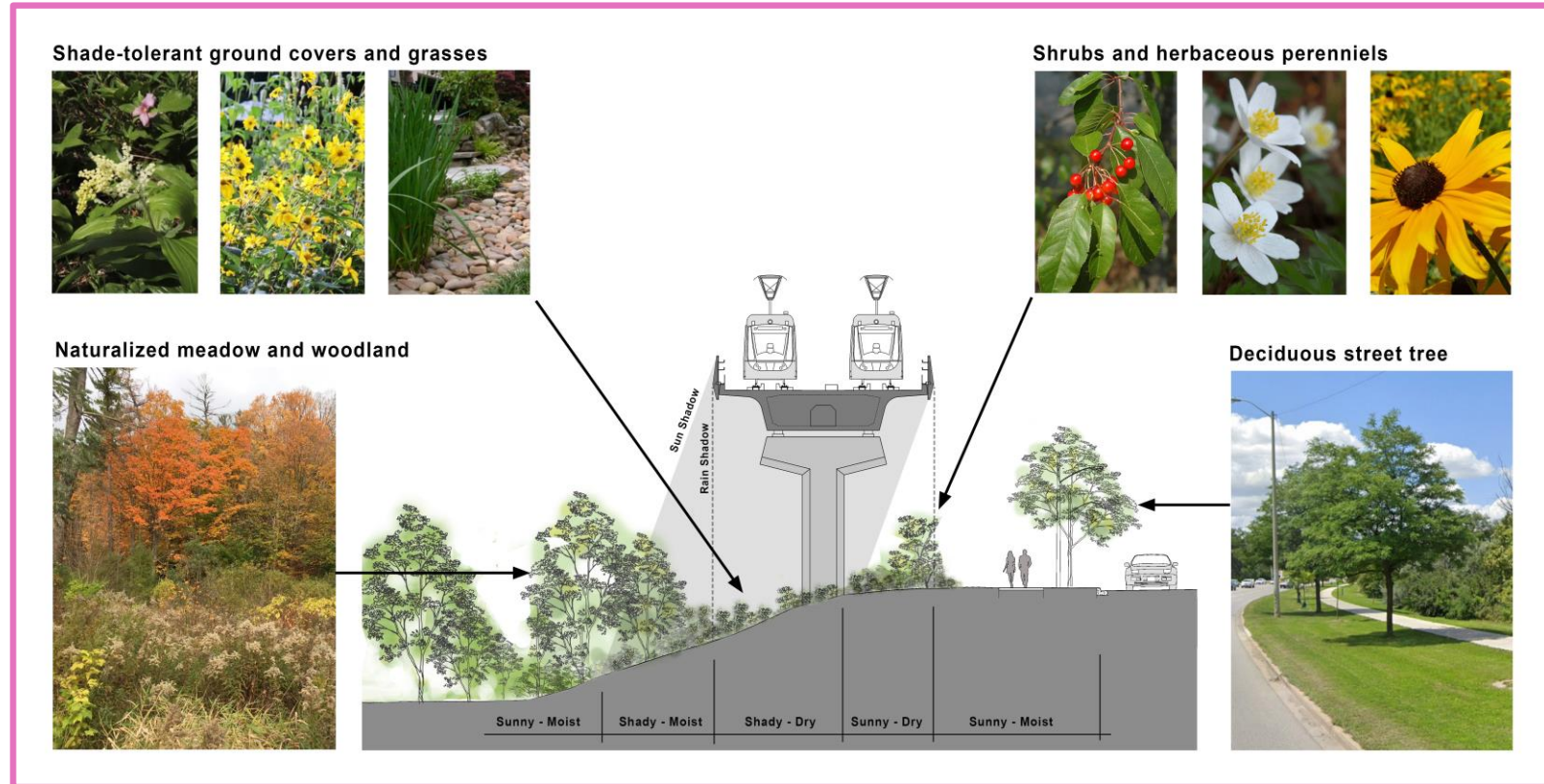
Construction complexity	Community impacts	Travel experience	Environmental impacts	Cost
<ul style="list-style-type: none"><li>• Avoids need for deep station excavation.</li><li>• Less construction risk when compared to tunneling.</li><li>• Some complexity due to the narrow corridor available.</li></ul>	<ul style="list-style-type: none"><li>• Limited disruption to Eglinton Avenue during construction.</li><li>• No infrastructure in active park spaces.</li><li>• Some impact to use of parks during construction.</li><li>• Elevated guideway will remain a visible structure.</li></ul>	<ul style="list-style-type: none"><li>• Allows for automated trains, optimizing travel time.</li><li>• Optimum user experience and accessibility.</li></ul>	<ul style="list-style-type: none"><li>• Tree removal to accommodate EG and station structure as well as construction staging.</li><li>• On-site natural areas without permanent infrastructure will be restored.</li><li>• Lost trees will be replanted.</li></ul>	<ul style="list-style-type: none"><li>• Optimum cost for a grade-separated solution.</li></ul>



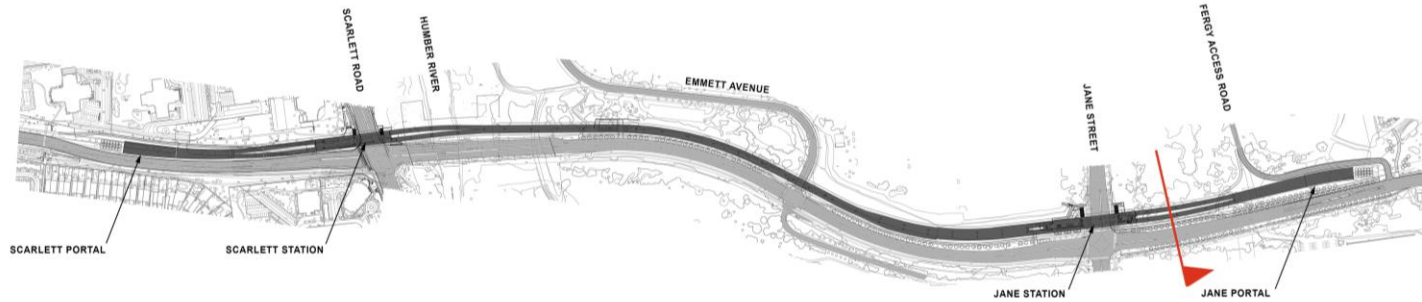
# Trees and park space

**We have heard from the community that protecting and preserving parks and trees is a high priority. This will be achieved in many ways.**

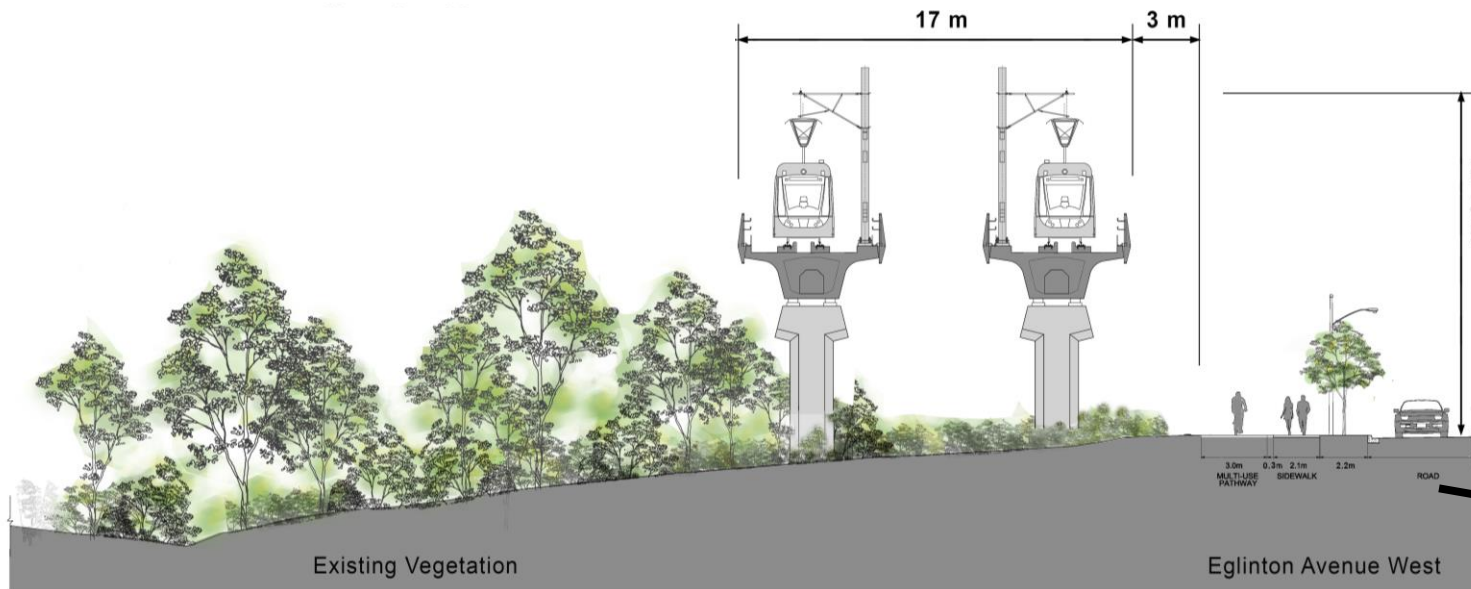
- The elevated guideway and stations will be built as close to Eglinton Ave W. as possible.
- No infrastructure will be built in park spaces where recreational activities occur.
- Access to parks will be maintained throughout construction.
- Metrolinx uses a guidance document accepted by conservation authorities and municipalities to replace trees based on a regionally adopted compensation standard.
- Native species will be planted.
- Metrolinx has an agreement with TRCA to plant additional trees near the route as early as possible – this will help preserve and strengthen tree cover in the community.



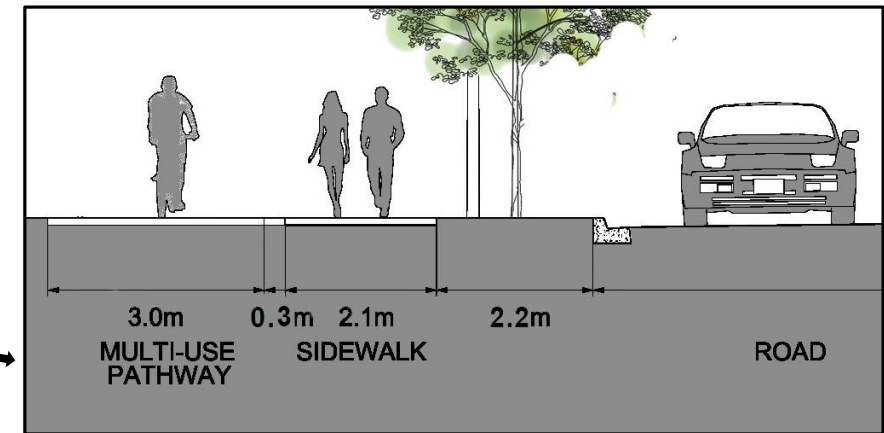
# Setback requirements



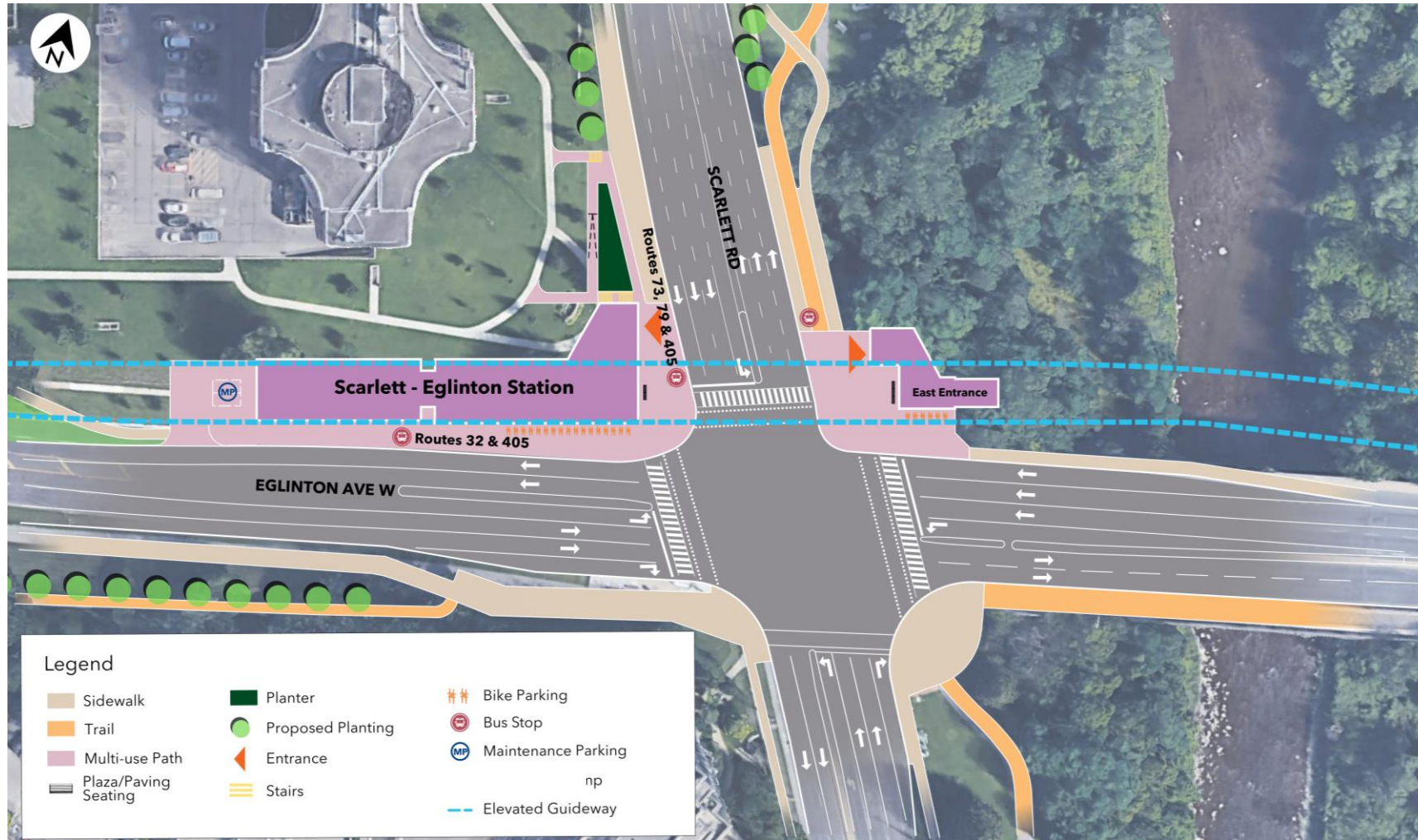
East of Jane Street - looking east



- Transportation Association of Canada (TAC) guidelines specify minimum setbacks of physical obstructions from roadways as a function of the design speed. Along the majority of Eglinton Avenue West this is 6m.
- East of Jane Street, the setback will be 10.6m from face of curb to edge of guideway deck, when City requirements are taken into account.

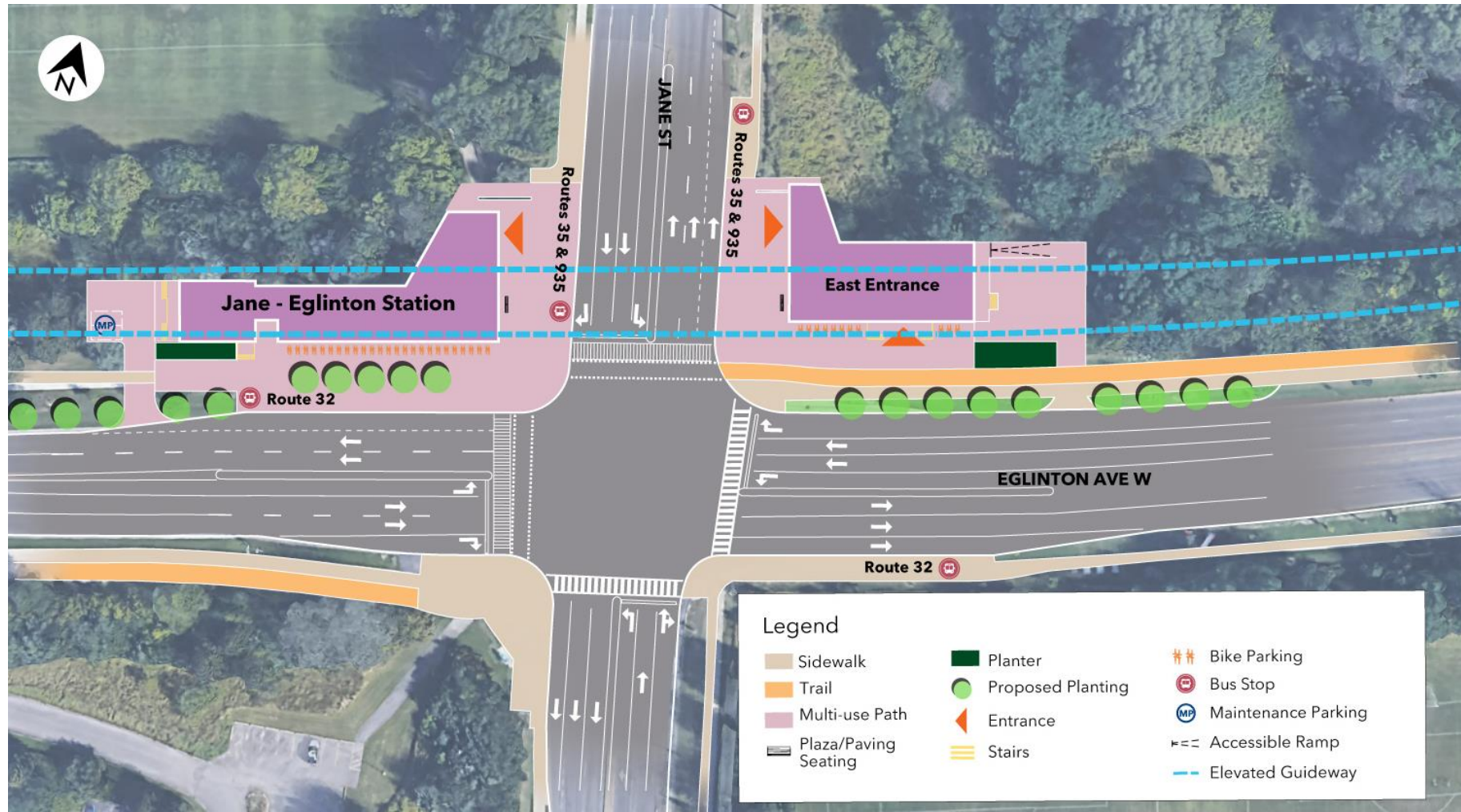


# Scarlett-Eglinton station overview



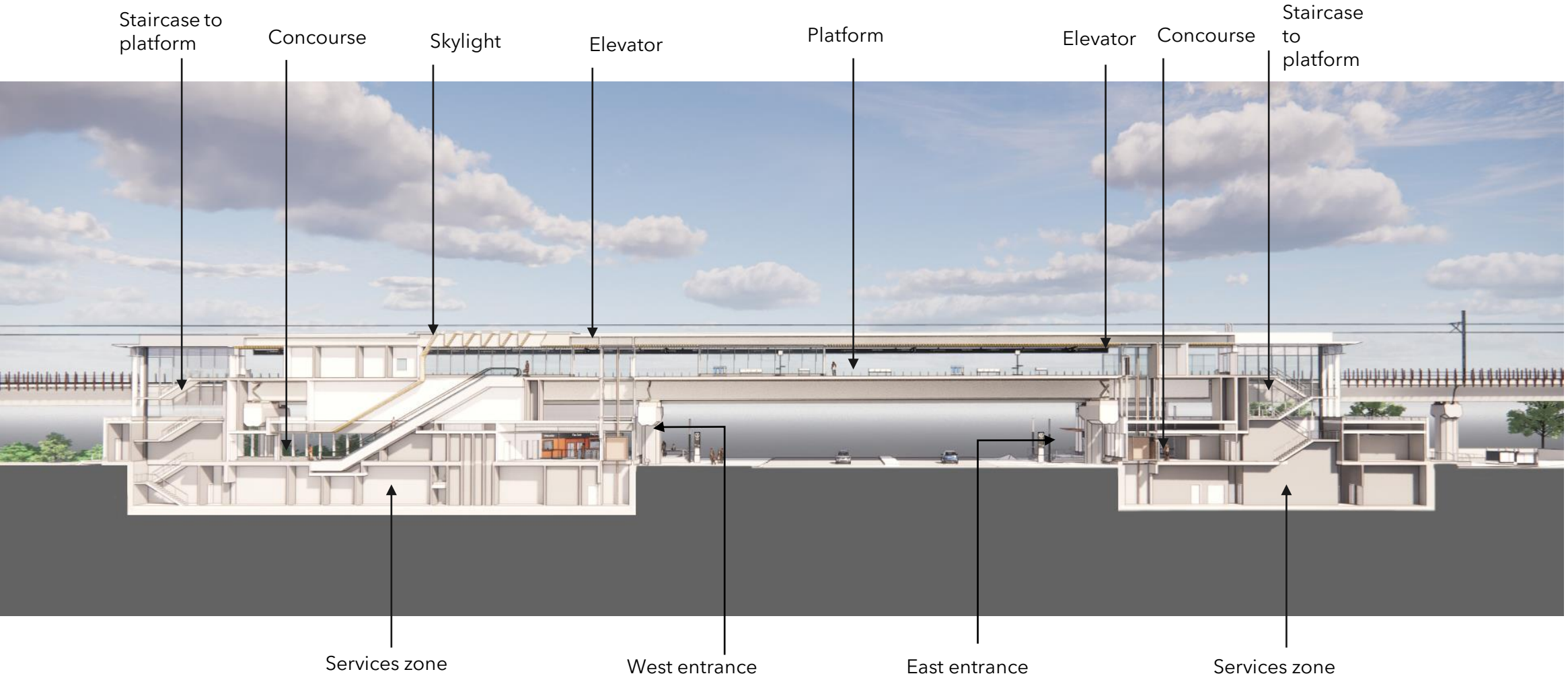
*Design of the stations is ongoing and subject to change. This site plan is representative of the current design. TTC bus stops are under discussion.*

# Jane-Eglinton station overview



*Design of the stations is ongoing and subject to change. This site plan is representative of the current design. TTC bus stops are under discussion.*

# Elevated station cross section



# Engagement to date




**3** Online Surveys  
Including 1 EG  
survey with

**729** responses



**38** Meetings  
with stakeholders  
and community  
members

**12**   
virtual open  
houses



Tunnel boring  
machine  
naming contest

**4** community  
pop-ups



Project website with  
multiple feedback  
opportunities



A local  
community  
office opening  
soon!



## Elevated guideway: what we've heard



- Strong **preference for protecting parkland and recreational spaces** in the area
- At portals, majority of respondents prefer elevated sections to be **enhanced with vegetation**
- A **"green theme"** emerged through many comments received, including support for tree planting, indigenous plantings, community gardens and open spaces
- Mostly **positive responses to the guardrail strategy**, specifically the colour and height
- **Support for the lighting strategy**, which balances pedestrian and cyclist safety with avoiding light pollution

# Design and restoration working group

## What?



An ECWE Design and Restoration Working Group will be established for this project. The group will provide a forum for discussion to provide input on:

- Restoration of Pearen Park, Fergy Brown Park and Eglinton Flats
- Tree and vegetation compensation locations and community planting day opportunities
- Aesthetic and public realm details related to the elevated guideway and stations

## Who?



The group will comprise of representatives from:

- Metrolinx
- City of Toronto
- Community members

Metrolinx is working with the local councillor to identify community representatives, including local community groups

## When?



- Will meet monthly over the course of 6 months

# Next steps

- **We will continue to collaborate** with City of Toronto, Toronto and Region Conservation Authority (TRCA), the TTC and the local community on design and implementation of the project.
- We acknowledge that building this large infrastructure project will have impacts to the natural environment and local community, and **we are committed to working together** to thoroughly address them. We will also advance discussions on design (architectural elements, public realm) and restoration plans.
- **We will continue to answer questions** from the community and key stakeholders and we remain optimistic that we will deliver a transit project that will bring a wide range of benefits to the City of Toronto and to the Mount Dennis community.

Metrolinx is planning a **number of engagement opportunities** to continue to get input on the Elevated Guideway and other components of the project:

- Working group
- Pop-ups
- Continued open houses
- Community liaison committees
- Community office opening soon

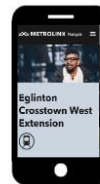
**Your feedback is vital** in helping us to move the ECWE forward in a way that strengthens the community. We are grateful for your input.

To stay up to date on upcoming events and the latest ECWE news, sign up for our e-newsletter at **[Metrolinx.com/eglingtonwest](https://www.metrolinx.com/eglingtonwest)**

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