

Eglinton Crosstown West Extension LIVE - December 8, 2021

Endangered Species Act

Anonymous
Dec 7, 2021 - 21:44

Biologists recorded a number of At Risk Species protected under the ESA. Much of the wildlife that will be displaced and put in danger are found in Eglinton Flats/Mount Dennis. The loss of habitat will be devastating. Metrolinx and ON government are accountable. Shame on you. Where can the public access the most current ECWE environmental studies?

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Answer

Metrolinx
Dec 16, 2021 - 16:18

Our website has our Environmental Project Report and Natural Environment reports that were completed in 2020. These reports capture potential for Species-At-Risk (SAR) near the project: https://www.metrolinx.com/en/aboutus/publications/environmental_assessment.aspx#eglington-west. Since then, we have undertaken additional surveys to identify presence/absence of SAR within Fergy Brown Park, Eglinton Flats and the rest of the study area, as we're required to do under the provincial Endangered Species Act. The surveys were undertaken this summer. Our next steps will be to circulate initial findings with the local municipalities and regulators for review and comments. Where any impacts on SAR are confirmed, Metrolinx will be creating compensatory habitat, such as nest cups and bat boxes, in accordance with regulatory/legislative requirements. Our first preference will always be to avoid impacts where possible, as we're doing with the butternut tree present in the woodlot at Kipling.

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Elevated Guideway Height

Anonymous
Dec 7, 2021 - 22:09

From the ground to the top of the electrical catenary wires, how high above grade, within one foot, would the proposed elevated guideway through Mount Dennis be? Where are the elevation plans we were previously told would be presented?

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Answer

Metrolinx
Dec 16, 2021 - 16:21

Clearance over the roads is 6m from the ground to the underside of the guideway per City of Toronto guidelines. In addition to this clearance, accounting for the actual superstructure height and the height all the way to the top of overhead contact systems (the power for the LRTs) the height totals to approximately 15m. We are working on the details and will provide cross section diagrams that demonstrate these measurements at a future engagement.

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Under-Not-Over Humber River

Anonymous
Dec 7, 2021 - 21:59

The Crosstown Avenue Station is constructed 32meters/105 feet below ground. The Humber River is shallow and narrow at Eglinton and Scarlett. The technology and funding are available so why does Metrolinx insist that tunnelling to this depth, or possibly less, under the river would be too complicated?

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Answer

Metrolinx
Dec 16, 2021 - 16:27

The key consideration is that the area between Scarlett Road and Jane Street is in an identified flood plain zone. Tunnelling would require building underneath three flood-prone waterways (under the Humber River) and present significant environmental and technical challenges to building and operating the line. Elevating the Eglinton Crosstown West Extension between Scarlett Road and Jane Street eliminates these challenges and will help to prevent potential service disruptions along the corridor during times of heavy rain and flooding. Underground stations at Scarlett and Jane would require excavating approximately 30m under the Humber which is twice the depth of the other underground stations. This would cause more intense and longer local community construction impacts. For context, it would be 10+m deeper than the excavation that's happened for stations at Yonge Station and Cedarvale Station (Allen Road) on the ECLRT. Elevating the ECWE over the Humber River eliminates these challenges, and the potential for unforeseen conflicts with such deep underground conditions, while delivering more benefits.

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Elevated Station Height

Anonymous
Dec 7, 2021 - 22:10

From the street to the proposed passenger stations over Jane Street and Scarlett Road how high above the roads, within one foot, would the top of each station be? Where are the elevation plans we were previously told would be presented?

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Answer

Metrolinx

Dec 16, 2021 - 16:27

Clearance over the roads is 6m from the ground to the underside of the guideway per City of Toronto guidelines. In addition to this clearance, accounting for the actual superstructure height and the height all the way to the top of overhead contact systems (the power for the LRTs) the height totals to approximately 15m. We are working on the details and will provide cross section diagrams that demonstrate these measurements at a future engagement.

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The EA Process and Protection of the Natural Environment

Anonymous

Dec 2, 2021 - 12:06

The EA process is designed to protect the natural environment and mitigate potential impacts as a result of a project. If this is the case, then why is the proposed route that is primarily underground proposed to become above-ground in a very ecologically sensitive area, with wooded areas, wetlands and streams, to the west of Mount Dennis station?

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Answer

Metrolinx

Dec 16, 2021 - 16:29

We understand these are beautiful areas and places of pride for the community and a place where people come from all over the city to play and walk and take in the beauty. The elevated guideway will be built on the boulevard next to Eglinton Avenue West therefore no infrastructure will be built in the parks itself. We know that some trees will need to be removed to safely build and operate the Eglinton Crosstown West Extension, but we will strive to keep that to an absolute minimum. A full inventory of trees within the project area, including Fergy Brown Park and Pearen Park, and an assessment of their health is underway now. Once that report is complete, we will share the results with the community. In the meantime, we continue to move forward with replanting and revegetation initiatives, including an event on October 20 with the TRCA where 400 new trees were planted along the Humber River. By planting trees now, they will have ten years to grow before the Eglinton Crosstown West Extension even opens, which will help preserve and strengthen tree cover in the community. Metrolinx will continue to work with the Toronto and Region Conservation Authority and the City of Toronto on new planting initiatives next year.

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Extension to Pearson Airport is MUST!

Anonymous

Nov 23, 2021 - 20:27

Can you provide an update on where the extension to Pearson Airport stands. Do u think both of them can open at the same time or close to each other. Without have the link to Pearson will be a failure for this line. It will make no sense to have express busses run from EGLRTW to Pearson. This will provide through connectivity crosstown. Update Plz?

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Answer

Metrolinx

Dec 16, 2021 - 16:28

The Province is committed to establishing connectivity with Pearson International Airport. We are actively collaborating with the GTAA and municipal partners to explore a connection between Renforth Drive to Pearson International Airport. An initial business case to extend the LRT to the airport is underway now. Stay tuned! We will have more information when that work is complete.

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Station accessibility

Anonymous

Dec 6, 2021 - 21:21

How many elevators will it take to get from the ground to the platform under each option at Kipling? How about other stations?

Stations

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Answer

Metrolinx

Dec 16, 2021 - 16:33

For the future Kipling-Eglinton station north-west entrance option - two elevators need to be taken to get to the platform For the south-west option as well - two elevators need to be taken to get to the platform. For the hybrid option, only one elevator needs to be taken to get to platform as the entrance is directly over the platform.

For all other stations, only one elevator needs to be taken to get to platform as the entrances are directly over the platforms.

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Environmental Racism

Anonymous

Dec 7, 2021 - 22:35

An above ground LRT thru Mount Dennis, a priority neighbourhood, amounts to environmental racism i.e., Metrolinx planted hundreds of trees in Scarlett Mills Park (Doug Ford's neighbourhood) as compensation for trees to be destroyed in MD. The disparity between communities is abhorrent during the current and ongoing climate crisis. Comments?

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Answer

Metrolinx

Dec 16, 2021 - 16:33

We understand these are beautiful areas and places of pride for the community and a place where people come from all over the city to play and walk and take in the beauty. The elevated guideway will be built on the boulevard next to Eglinton Avenue West therefore no infrastructure will be built in the parks itself. We know that some trees will need to be removed to safely build and operate the Eglinton Crosstown West Extension, but we will strive to keep that to an absolute minimum. A full inventory of trees within the project area, including Fergy Brown Park and Pearen Park, and an assessment of their health is underway now. Once that report is complete, we will share the results with the community. In the meantime, we continue to move forward with replanting and revegetation initiatives, including an event on October 20 with the TRCA where 400 new trees were planted along the Humber River. By planting trees now, they will have ten years to grow before the Eglinton Crosstown West Extension even opens, which will help preserve and strengthen tree cover in the community. Metrolinx will continue to work with the Toronto and Region Conservation Authority and the City of Toronto on new planting initiatives next year.

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Underground LRT

Anonymous

Dec 7, 2021 - 21:26

Mount Dennis residents want the LRT to be completely underground, per Metrolinx's original business plan. When will Metrolinx acknowledge and respect the environment and return to the original plan?

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Answer

Metrolinx

Dec 16, 2021 - 16:34

We considered a number of configurations in the Initial Business Case, including a fully tunneled option. The mixed alignment with 7 stations that we're moving forward with is estimated to cost \$4.7 billion. The fully tunneled option with 9 stations is estimated at \$5.8B. The mixed alignment we're moving forward with provides the highest ridership increase, travel time savings, and increases rapid transit access to the most jobs. There are also challenges to fully tunneling, since the area between Scarlett Road and Jane Street is in an identified flood plain zone. While all solutions are technically feasible, tunnelling would require building underneath the Humber River, which presents environmental and technical challenges to building and operating the line. Underground stations at Scarlett and Jane would require excavating approximately 30m under the Humber which is twice the depth of the other underground stations. This would cause more intense and longer local community construction impacts. For context, it would be 10+m deeper than the excavation that's happened for stations at Yonge Station and Cedarvale Station (Allen Road) on the ECLRT. Elevating the ECWE over the Humber River eliminates these challenges, and the potential for unforeseen conflicts with such deep underground conditions, while delivering more benefits.

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Station Construction

Anonymous

Nov 30, 2021 - 12:51

Is there a reason why station construction would not begin before the tunnel digging. I'm no architect, but would it not speed up the process of this line, so we don't have another stretched time frame, like the crosstown, which is now on a tight rope of actually being finished in 2022.

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Answer

Metrolinx

Dec 22, 2021 - 12:12

The main reason why we can't build the stations beforehand is because the tunnel boring machines (TBM) needs to drive through the areas where the stations are. This needs to be done to balance the pressures on either side of the TBM. If we excavate and have a void there, the pressures will be unbalanced leading to issues. In that case, we would also have to walk the TBM to the other end and relaunch it, which is always risky. This was also the same approach used on the ECLRT and other subway projects like SSE. Another reason is the phasing of construction depending on the option we choose for the station entrance. For example, for the the NW option, we can construct the station building at the same time as we excavate and build the underground station box because the station buildings is not directly on top of the station box. However, for the stacked option, the station building is right on top of the station box so we will have to do the excavation first and then do the station building. For the SW option, we have to move the gas main first which then leads to more complicated phasing of construction. We always look at how much work we can do in parallel and take that opportunity whenever we can.

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Hybrid Station Model & Multi-Use Path

Anonymous

Dec 7, 2021 - 09:28

Once the construction is finished, would the road stay the same on Eglinton, with the road curving south? And how will the multi-use trail on the south side be affected by construction and afterward if the hybrid model is chosen?

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Answer

Metrolinx

Dec 16, 2021 - 16:44

For north-west and south-west options the road is replaced back to what it was previously (with minor improvements if deemed suitable). For the hybrid option, the road would stay curving south as the entrances would now occupy the space where the road was previously located. The nature of the permanence of the road realignment is a key difference between the options.

The multi-use path on the south side will need to be shifted south if the hybrid option is chosen. It can still be accommodated but overall the south side boulevard is narrower as that space has been given to the north boulevard.

Live Public Consultations

Anonymous
Dec 7, 2021 - 22:06

Following COVID safety protocols, when will Metrolinx start hosting live public consultations regarding the ECWE before pushing forward and destroying community green spaces?

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Answer

Metrolinx
Dec 22, 2021 - 12:23

We understand the importance of face to face interactions. The ECWE team started getting back to in-person community events in the last couple of months as the cases dropped and it was safe to gather outside. We were able to host a few pop-ups in parks and be present outside residential properties to talk to the residents. We are monitoring the public health situation at this time and following the advice of public health professionals (especially with Omicron). We look forward to getting back to in-person consultations when it's safe to do so. If you would like to reach us 1:1 or as a group, please email us at eglintonwest@metrolinx.com and we are happy to set up a virtual meeting at a smaller table.

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ECWE affects on the operation of Eglinton Crosstown

Anonymous
Dec 8, 2021 - 19:14

How will the construction of ECWE affect the operation of the "phase 1" of the Eglinton Crosstown (Mount Dennis to Kennedy) including but not limited to reducing frequency and closure of the line?

Construction Impacts

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Crosstown vs the O-train

Anonymous
Dec 8, 2021 - 18:29

Will the Eglinton Crosstown be using the same train manufacturer and systems as the Ottawa O-Train? What sort of performance guarantees does the Crosstown need to meet before the TTC takes ownership?

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"Sidewalk Supervisor" webcams?

W. K. Lis
Nov 26, 2021 - 19:05

Will there be "sidewalk supervisor" webcams located at important surface locations along the construction route? Thinking about the portals mostly and station locations.

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Answer

Metrolinx
Dec 23, 2021 - 10:52

Our constructors have security cameras installed at a variety of locations at site. There are also other cameras installed on site to capture milestone events that can be included in videos to share with the public and keep them updated on the progress! Installing security cameras at stations is also part of our baseline security measures for design.

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Operate and maintain

Anonymous
Dec 8, 2021 - 15:19

Who will operate and maintain the Eglinton west extension? Will it be the same set up as the nearly finished Crosstown?

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Answer

Metrolinx
Dec 22, 2021 - 16:32

Yes, similar to the Crosstown - it will be operated by TTC.

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Provision for 3 LRV trains?

Anonymous
Nov 25, 2021 - 11:14

The first phase of the Crosstown has been built with provisions for future 3 LRV-long train operations. Will the Crosstown West have the provision for 3 LRV trains too?

station and emergency exit footprint

Anonymous
Nov 26, 2021 - 14:11

Measuring from the North curb, how far to the North will the station footprint and emergency exit extend? How extensive will the removal of trees from the woodlot to accommodate these structures be required? And from the West curb of Kipling, how far will the removal of trees extend to the West?

The woodlot serves as natural sound dampening

Property Impacts

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Answer

Metrolinx
Dec 22, 2021 - 16:18

We understand that there is noise in the area from the traffic at Eglinton. With our strategies around the station entrance location, it is as close to Eglinton as possible. For any developments further north, there is still the bulk of the woodlot providing for sound dampening. The designs that we are proposing are still under development and review. The approximate numbers of individual trees that will be removed are still being completed as the design progresses. We are only able to share estimated percentages until further detailed studies are completed. The tree compensation requirements that we have in place will be in accordance to the Metrolinx vegetation guidelines. We have the City bylaw compensation requirements that will be applied for every single tree that is removed. The Metrolinx Compensation Guideline adds additional compensation requirements that considers the ecological value of trees as well.

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Eglinton rd

Anonymous
Dec 7, 2021 - 23:42

why are u building the kipling station under the heavily eglinton

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Answer

Metrolinx
Dec 16, 2021 - 16:48

At all other underground stations, the alignment curves towards the north and the station box is on the north side of the road under the boulevard with the station entrance stacked on top. At this location, given the adjacent development and the woodlot, the decision was made to have the tunneled alignment and the station box under the right-of-way in order to avoid subsurface property impacts, as well as reduce impacts to the woodlot.

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Who owns the wood lot?

Anonymous
Dec 8, 2021 - 19:22

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Answer

Metrolinx
Dec 22, 2021 - 15:17

Our understanding in talking with the City staff is that the woodlot is being managed by Parks, Forestry and Recreation department at the City of Toronto.

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Platform screen doors?

Anonymous
Nov 25, 2021 - 11:12

Will the Eglinton Crosstown West extension feature platform screen doors?

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Answer

Metrolinx
Dec 22, 2021 - 16:21

Station designs are still in the early stages. Safety is a core element in all our design and planning decisions. Stay tuned for a future engagement where we will provide more information for feedback.

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Name suggestion for Kipling-Eglinton Station

Anonymous
Nov 26, 2021 - 10:12

Are you going to do the same thing that you did when the first phase of building the Eglinton Line involved people in the naming of a handful of

stops and stations who shared names with pre-existing stations? If you're looking for suggestions, I thought of possibly naming the future station Widdicombe, after the nearby Widdicombe Hill.

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Answer

MetroInx
Dec 16, 2021 - 16:50

Thank you for your suggestion. We have not finalized station names yet. The current names that are being used are working names. We have a policy for naming of stations. We start with the simplest name possible – usually the name of the cross street. In this project, most of those names are already taken for Line 2. Through our policy and framework, we then start looking at other names related to the community or local landmarks. We're not there yet. We look forward to getting the community's feedback on proposed names as we are further along in the process.

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Why not 2 entrances?

Anonymous
Dec 8, 2021 - 19:49

The boulevard in the northeast corner is wide enough for a secondary entrance with stairs or escalators? Reduces the amount of cross for buss passengers and takes advantage of existing public Boulevard.

That way we have one in the northwest and one in the north east, reducing impacts to the woodlot to just the corner.

Thanks

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Kingsbridge Garden Circle, Elia and Hurontario intersection

Anonymous
Dec 4, 2021 - 12:31

Going north along Hurontario, will it be possible to make vehicular left turn onto Kingsbridge Garden Circle from Hurontario when LRT is completed? If not, what is the option to access KBGC from Hurontario?

Currently that turn and any other left turns from Hurontario is a complete disaster and accidents waiting to happen!!! No traffic control...

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Answer

MetroInx
Dec 22, 2021 - 16:26

Please contact the City of Toronto who are in a better position to address questions about the road network.

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Will buses still run along that section of Eglinton

Anonymous
Dec 4, 2021 - 01:35

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Answer

MetroInx
Dec 16, 2021 - 16:49

MetroInx and the TTC are working together to plan the western extension of ECLRT. Through this process, the TTC service planning team prepares an indicative service plan that shows changes to connecting bus routes. This service plan begins as a concept and is refined as the project progresses. The final plan is prepared through our annual planning process and for this project will be included in our 2030 Annual Service Plan. For more information about the Line 5 western extension service plan or the TTC's annual planning process please email planning@ttc.ca.

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"Sidewalk Supervisor" webcams?

W. K. Lis
Nov 26, 2021 - 19:07

Will "sidewalk supervisor" webcams be located at important locations along the construction route. Especially at the portals and station locations/

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Answer

MetroInx
Dec 23, 2021 - 10:42

Our constructors have security cameras installed at a variety of locations at site. There are also other cameras installed on site to capture milestone events that can be included in videos to share with the public and keep them updated on the progress! Installing security cameras at stations is also part of our baseline security measures for design.

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 Eglinton crosstown west extension light rail transit

Kadeem

Dec 2, 2021 - 02:43

The LRT goes to Renforth Station connected with miway buses and goes down to the airport.

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 Answer

Metrolinx

Dec 23, 2021 - 10:44

The proposed extension of the Eglinton Crosstown LRT will run 9.2 kilometres from the future Mount Dennis LRT station to Renforth Drive. The proposed extension will offer convenient links to other destinations throughout the region – UP Express and Kitchener Line GO Train service at Mount Dennis, TTC bus services at all transit stops in Toronto, and MiWay and GO Bus services via the Mississauga Transitway at Renforth Drive. Plans are also being explored with the Greater Toronto Airports Authority to extend the line another 4.7 kilometres to Pearson International Airport. You can access the map [here](#).

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 about 900 route

Anonymous

Dec 3, 2021 - 20:55

i bet the 900 route will be dropped in future

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 Answer

Metrolinx

Dec 23, 2021 - 10:50

The initial business case for the airport extension is currently underway and we are still in the planning stages for the section between Renforth and Pearson. The extension is currently unfunded - but the government is committed to move this work forward. Metrolinx and the TTC are working together to plan the western extension of ECLRT. Through this process, the TTC service planning team prepares an indicative service plan that shows changes to connecting bus routes. This service plan begins as a concept and is refined as the project progresses. The final plan is prepared through our annual planning process and for this project will be included in our 2030 Annual Service Plan. For more information about the Line 5 western extension service plan or the TTC's annual planning process please email planning@ttc.ca.

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