



Eglinton Crosstown West Extension

Land acknowledgement

Metrolinx wishes to recognize the traditional territories of the Anishnabeg, the Haudenosaunee and the Wendat peoples. We acknowledge that Metrolinx operates on these lands and has a responsibility to work with the original keepers of this territory and the many diverse Indigenous Peoples living here today.

In particular, we acknowledge that the Eglinton Crosstown West Extension project is occurring on the traditional lands of the Mississaugas of the Credit First Nation, as well as the Six Nations of the Grand River and Confederacy Chiefs Council.

Safety moment

Anyone 70 and over, as well as people who received their first dose of Pfizer and Moderna on or before April 18, will be eligible to book a second dose appointment at a mass immunization clinic.

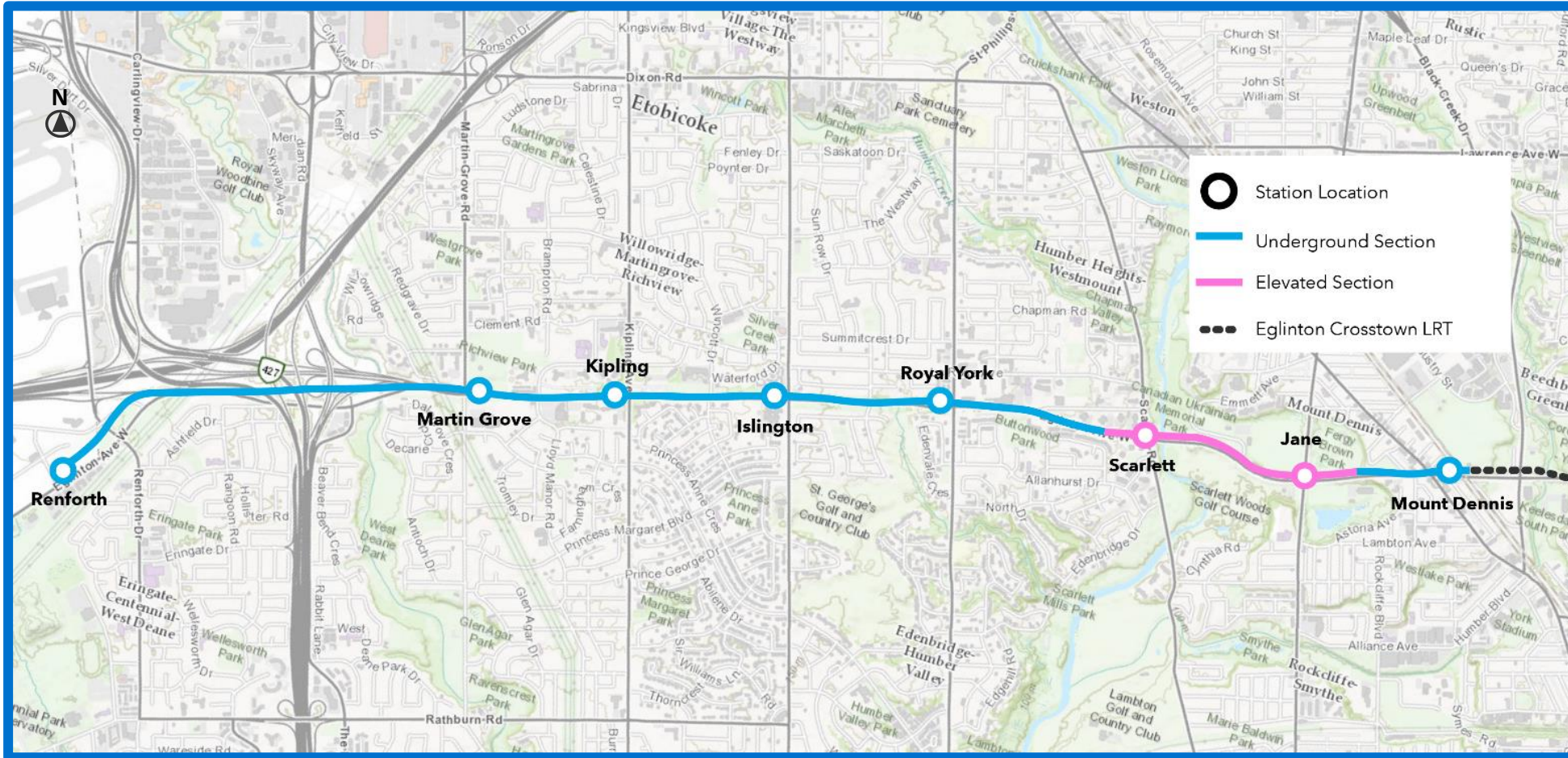
To book yours, visit: <https://covid-19.ontario.ca/>



Starting June 7, eligible individuals can book an accelerated second dose through the provincial booking system



Eglinton Crosstown West Extension



- **9.2 km** Crosstown LRT extension between Mount Dennis and Renforth
- **4** underground stations at Martin Grove, Kipling, Islington, Royal York
- **2** elevated stations at Jane and Scarlett
- **1** partially below grade terminal station at Renforth

Eglinton Crosstown West Extension



37,000 weekday corridor boardings



Easy transfers to UP, GO, TTC and MiWay services



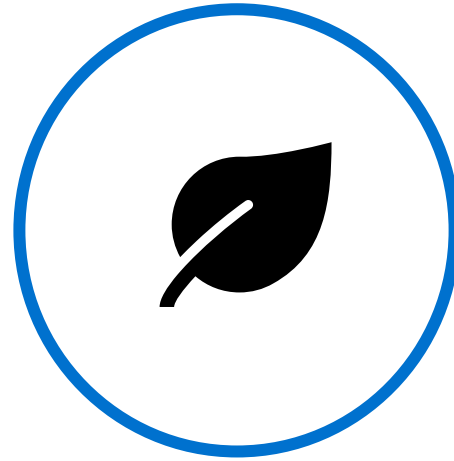
14 mins faster between Midtown Toronto and Downtown Mississauga



7 stations



Up to 9.2 new route kilometres



39,000 less metric tons of annual CO2 emission

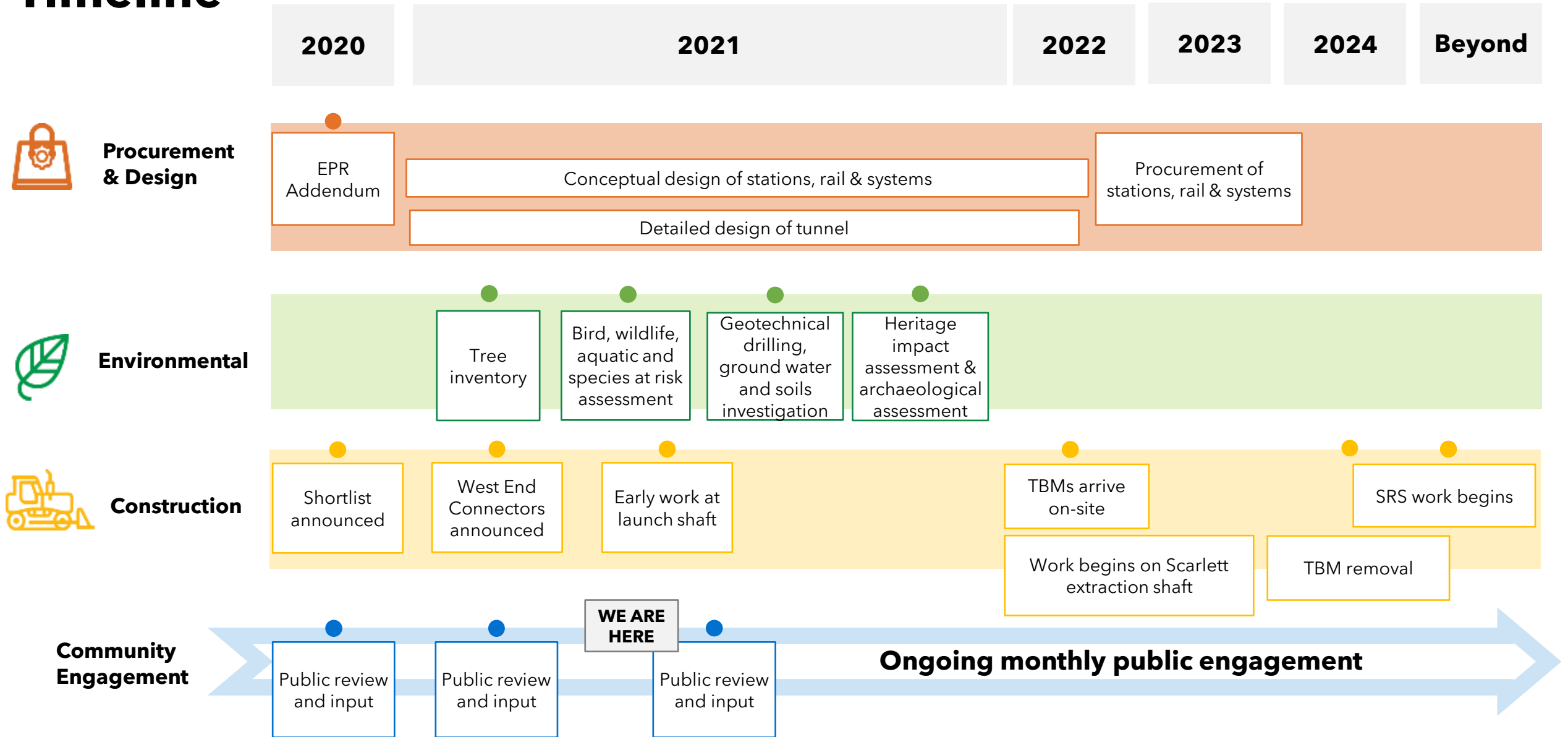


31,000 more jobs within walking distance to transit



50,000 more people within walking distance to transit

Timeline



ECWE elevated guideway

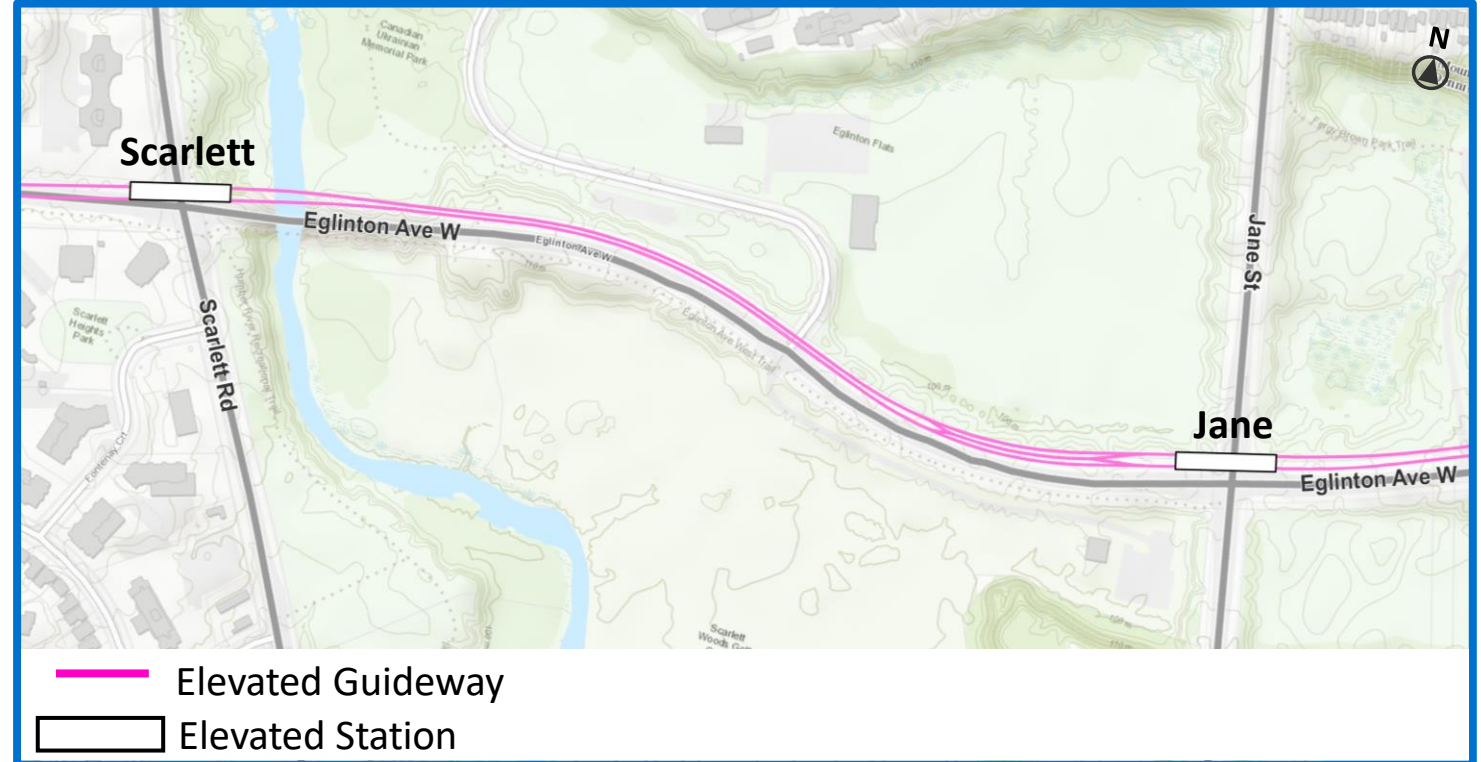
The elevated guideway is **1.5 kilometres** from west of Scarlett Rd. to east of Jane St. running along the north side of Eglinton Ave. W. The height of the guideway is approximately **5 metres (16 feet)** from the ground to the guideway underside at it's highest point. The timeline and scope to build the guideway spans both work packages.

Advance Tunnel Contract scope (2021-2025):

- Extraction shaft and portal west of Scarlett Rd.
- Realignment of Eglinton Ave. W. between Scarlett Rd. and the pedestrian bridge

Stations, Rail and Systems scope (2025-2030/31):

- Portal and launch shaft east of Jane St.
- Elevated guideway between the two portals including a bridge over the Humber River
- Elevated stations at Scarlett Rd. and Jane St.
- Tunnel tie-in to Mount Dennis Station



What we've heard so far


Over the last few months we've heard from, and met with, nearby residents, community groups, and elected officials to discuss the elevated guideway. Feedback received so far is a great start and we'll keep having smaller group meetings to seek your input as the work progresses. **Please reach out to us if you would like to join or start a smaller group discussion for your neighbourhood.**



Minimize the size and seek input for the design features



Maintain access for pedestrians and cyclists



Mitigate noise and vibrations during service operations



Minimize disruption to recreation in Eglinton Flats and Fergy Brown Park



Protect mature trees as much as possible and replant new ones early



Protect the Humber River and ecosystem around it



Provide seating and plantings and multi-use trails under the guideway



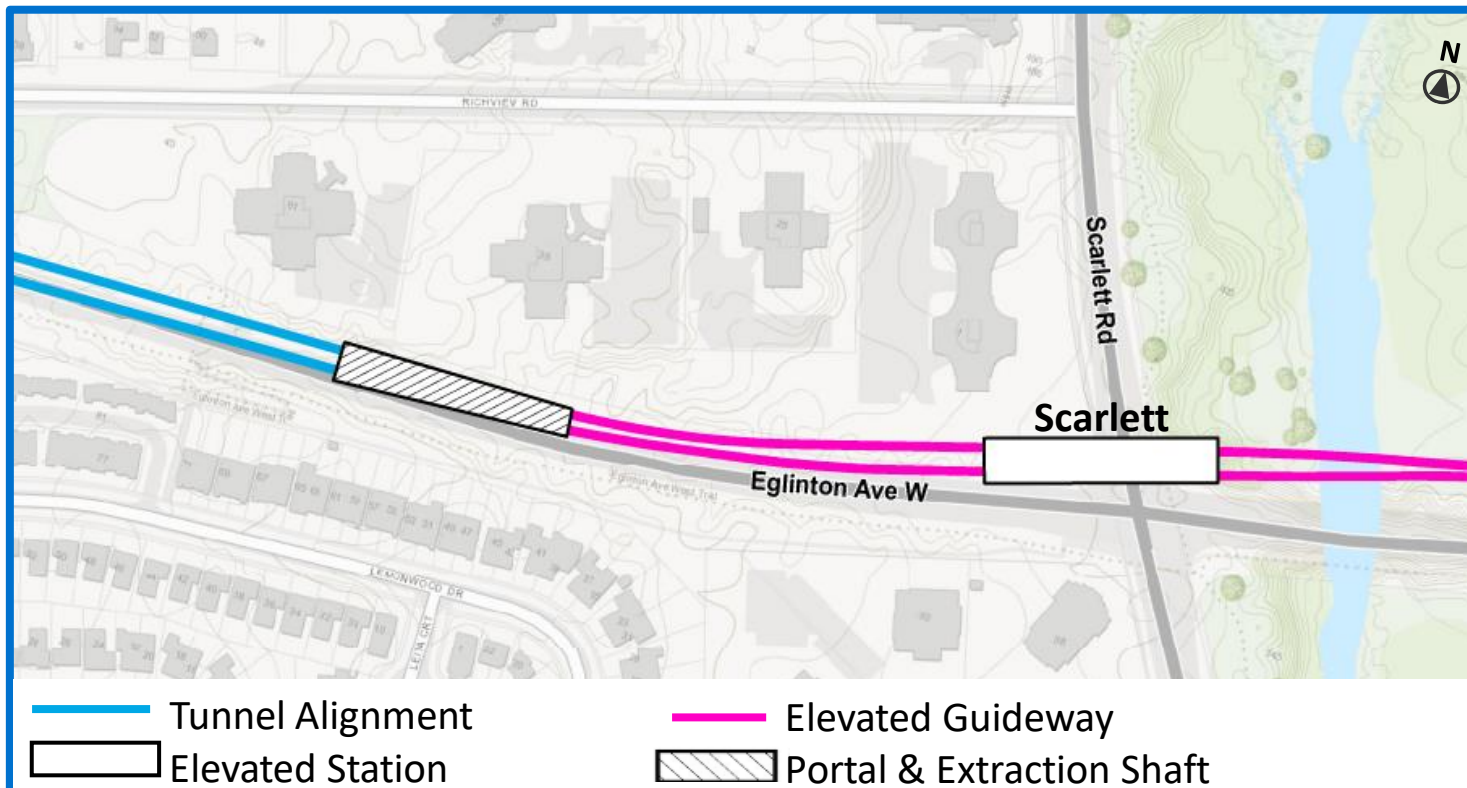
Protect both resident and migrating birds



Maximize opportunity for greenery around the guideway

Scarlett Road extraction shaft and portal

- The extraction shaft is where the tunnel boring machines are dismantled and removed from the ground.
- The portal is where the service transitions from underground to the elevated guideway
- Work begins in spring 2022.



Crosstown LRT portal at Black Creek Dr.

Realignment of Eglinton Avenue West

- To make room for the extraction shaft and portal, Eglinton will be permanently realigned 10 metres south (33 feet) between Scarlett Rd. and the pedestrian bridge.
- Construction begins in spring 2022 and is expected to be complete by early 2025.
- When guideway construction begins in approximately 2025, the secondary access driveway on the north side will close permanently.
- Detailed traffic impact analysis and mitigation options is underway with the City of Toronto. More information will be available at a future engagement.

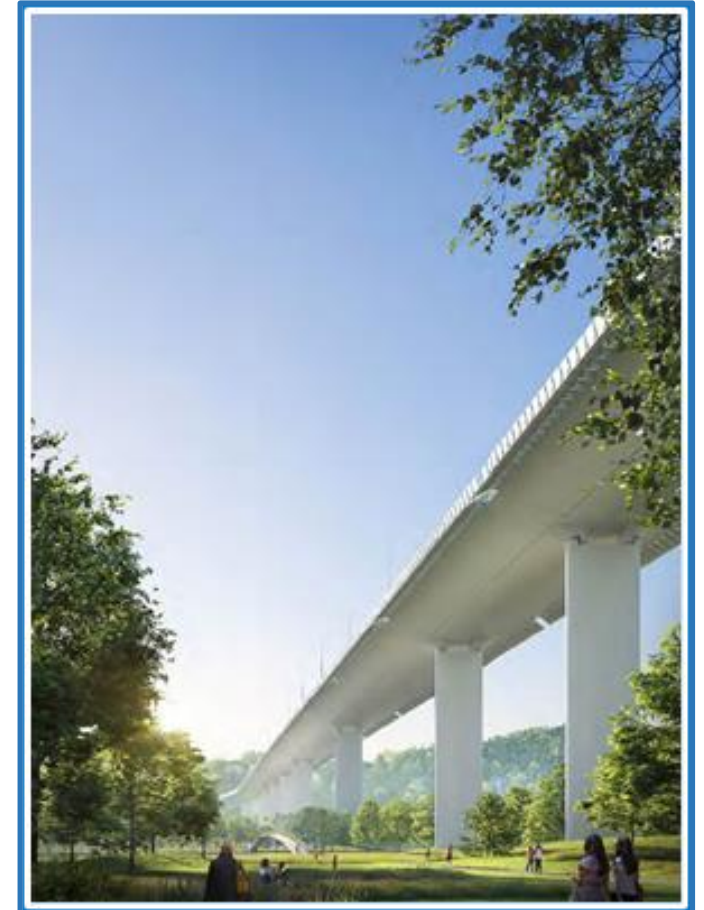


View looking west along Eglinton Ave. at Scarlett Rd.
(preliminary subject to change)

Metrolinx elevated guideway design principles

The design of elevated guideways should:

- Support placemaking and enhance the existing character of adjacent communities by the construction of a simple, linear, low-profile, functional and elegant structure that minimizes the visual impact on surrounding park land, development, and streets;
- Treat the underside of the elevated guideway as a part of the landscape;
- Preserve potential opportunities for public realm improvements (including open spaces and streetscapes, both beneath and adjoining the guideway);
- Improve connections for pedestrians, cyclists and transit users while mitigating potential impacts on vehicular traffic;
- Minimize overlook, overshadowing, noise and vibration, and physical obstructions at grade;
- Respond to environmental and sustainability priorities, including measures to complement, and mitigate impacts on, the Humber River Valley, Eglinton Flats and other environmentally sensitive features; and
- Preserve views and access to the naturalized areas.



San Giorgio Bridge, Genoa

Elevated guideway precedents from around the world



Valley Metro Rail, Phoenix



Davenport Diamond, Toronto



Reservoir Station, Genton



San Giorgio Bridge, Genoa



Elevated guideway precedents from around the world



The Bentway, Toronto



Valley Line LRT, Edmonton

Design drivers for parks and public realm

- Design drivers are the aspirational goals we strive for and against which designs can be 'measured' both at the outset and throughout the development process.
- These goals act as the key concepts that underpin the design development process.



MINIMIZE VISUAL IMPACTS
OF THE ELEVATED
GUIDEWAY



SAFETY FIRST



ENDEAVOR TO PROTECT
EXISTING TREES AND
VEGETATION



START PLANTING EARLY TO
ACCELERATE BENEFITS OF
VEGETATIVE SCREENING



FOCUS ON
LOW MAINTENANCE,
ALL-SEASON VEGETATION



MAXIMIZE VEGETATIVE
SCREENING BY LAYERING
PLANTINGS



PROTECT PARKS AND
RECREATIONAL SPACES



ESTABLISH A VISUALLY
COHESIVE IDENTITY

Eglinton Avenue West today



Looking west along the Eglinton Ave. bridge



Looking east along Eglinton Ave.



Looking north on Jane St.



East of Jane St.



Looking south along the Humber River



Looking south towards Emmett Ave.



Looking south from the Eglinton Flats

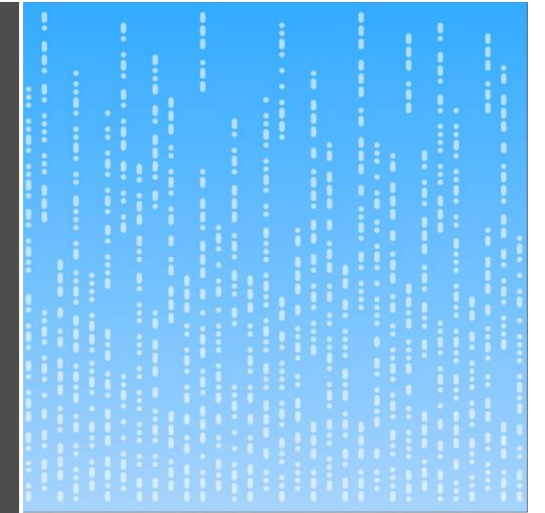
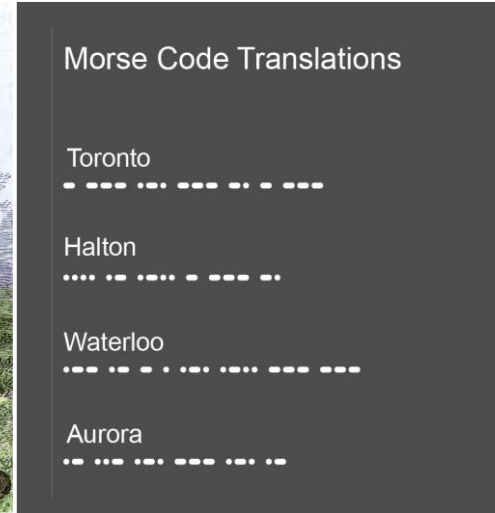
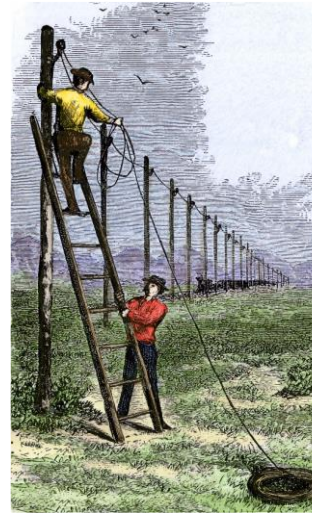


Looking north-west at Fergy Brown Park

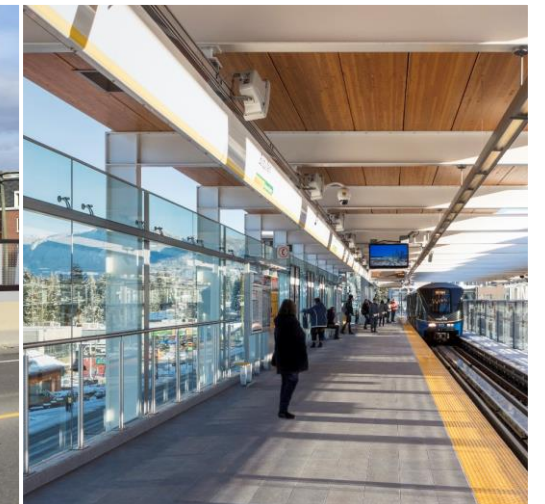
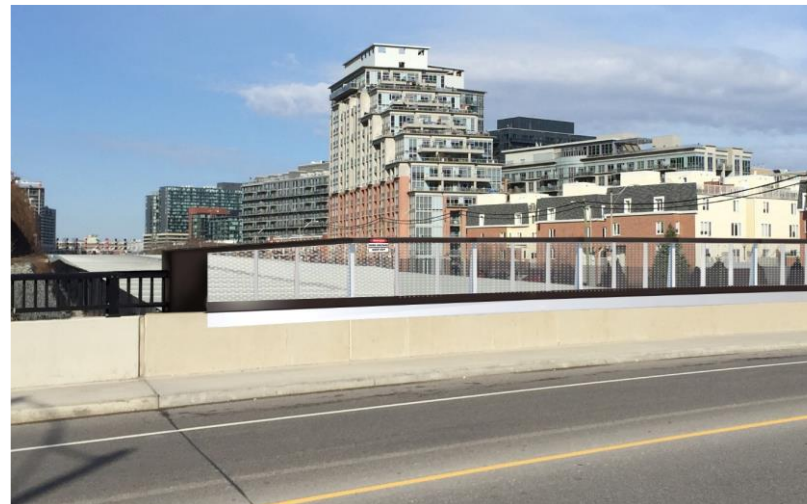
Bird protection at stations and structures

Bird friendly patterns for transparent panels:

- Unlike humans, birds don't have the natural ability to perceive clear glass as a solid object, especially if it is in their flight path.
- Recent estimates from the Avian Conservation and Ecology Journal suggest about 25 million birds die each year from window collisions in Canada and a high number of these fatalities occur in Toronto.
- To protect birds from these clear glass barriers, Metrolinx is developing bird friendly patterns using Morse code - that's right, the iconic telecommunication encoding method that was first developed in the 1800s.
- Clear panels at our stations, platforms and on our bridges will have a series of dots and dashes, creating lines which will stretch vertically.



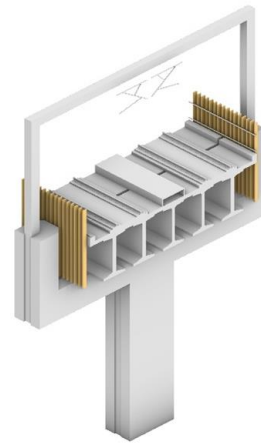
Morse code will be used to generate patterns



Patterns will be applied to transparent panels

We considered three designs for the guideway

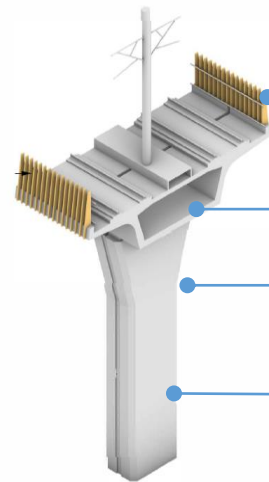
 Pre-cast NU girder



 U trough girder



 Box girder



Railing support fins soften transition and can be designed to reflect context.

Drainage pipes and conduits can be hidden

Transition from pier to deck is tapered

Approx. 6 metre high piers are slender to create minimal visual impact at-grade

Looking south towards Eglinton from Fergy Brown Park



Looking north from Eglinton, west of Jane St.



Looking east from the west side of Jane St.

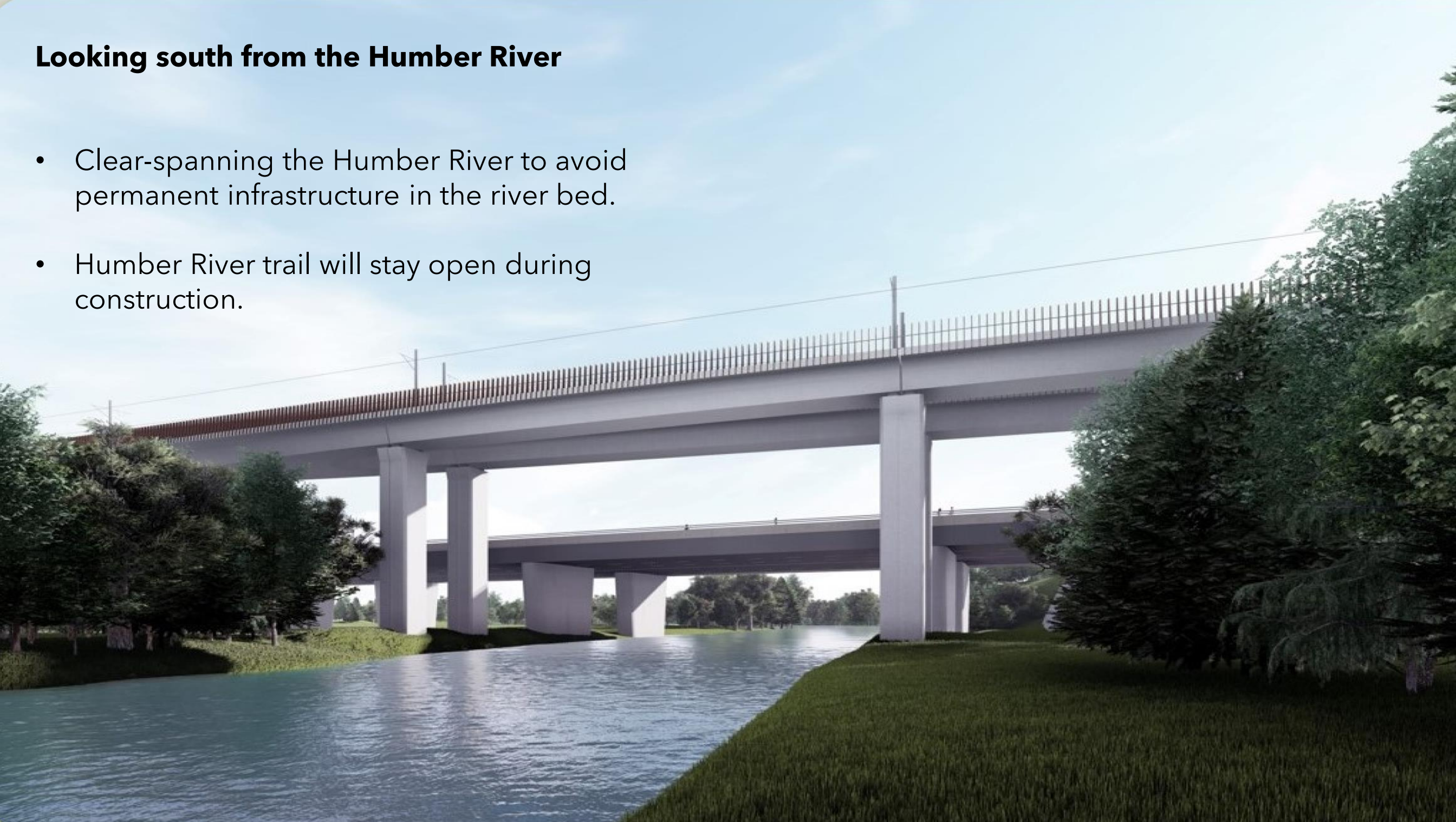


Looking north east from the Humber Valley bridge



Looking south from the Humber River

- Clear-spanning the Humber River to avoid permanent infrastructure in the river bed.
- Humber River trail will stay open during construction.



What's next?

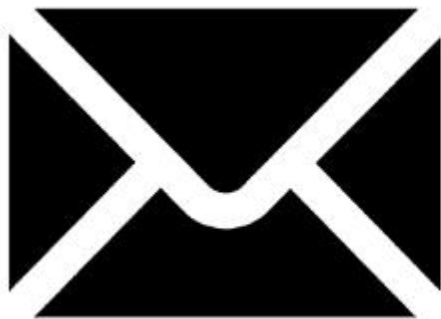
- Thank you. Your feedback will be used to move forward with a proposed design aesthetic for the elevated guideway. We will bring the updated designs back for review at a future engagement.
- Join us again on **Tuesday July 13th to meet the West End Connectors and learn more about the tunnelling contract that starts this year.**
- If you would like to set up a smaller group meeting for you and your neighbours, please contact us and we'll work with you to get started.



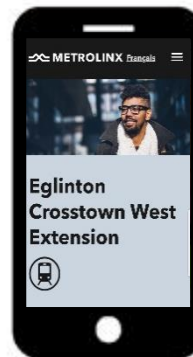
Contact us

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.

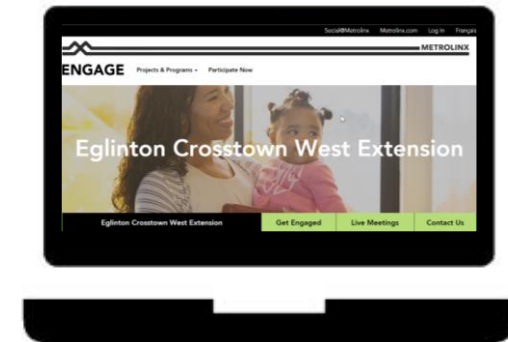
To stay up to date on upcoming virtual events and the latest ECWE news, sign up for our e-newsletter at **[Metrolinx.com/eglintonwest](https://www.metrolinx.com/eglintonwest)**



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