

Eglinton Crosstown West Extension LIVE - March 31, 2021

Retail/commercial zoning plans

Anonymous
Apr 6, 2021 - 12:59

What plans does the city have for retail/commercial zoning along Eglinton, particularly in high-density residential areas such as Eglinton & Scarlette?

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Answer

Metrolinx
Apr 13, 2021 - 16:04

This is beyond the scope of the ECWE project and best addressed by the City of Toronto.

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Renforth connection

Anonymous
Apr 6, 2021 - 13:00

how can the Renforth surface stop (if it will be much longer) connect with the Mississauga Transitway

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Answer

Metrolinx
Apr 13, 2021 - 15:09

We're building the station near the existing Renforth Terminal where local transit access is well organized already. The new station will be designed and built for a seamless customer experience. It will be a mix of underground/above ground like the BRT route is already, with a direct connection between stations.

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Stop between Scarlett Rd and Royal York

Anonymous
Apr 6, 2021 - 13:01

Will there still be a stop (at the bridge) between Scarlett Rd and Royal York? What is the plan like for that particular area?

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Answer

Metrolinx
Apr 13, 2021 - 15:10

There are no additional ECWE stations planned between Scarlett Road and Royal York. The design we're moving forward with is seven new stations and each of those connect with the major surface, local bus connections available. So, we've maximized the location based on nearby people, destinations and local transit connections. In terms of what's happening in that area, the work west of Scarlett includes building the extraction shaft for the tunnel boring machines, which requires widening of Eglinton Avenue to the south to make room for that work and for the elevated guideway that will carry the tracks out of the tunnel and over the Humber River to east of Jane Street.

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Tunnel west of Mt Dennis

Anonymous
Apr 6, 2021 - 13:02

The new tunnel just west of Mt Dennis is labelled "bored" on the roll plans. I understand why it won't be cut & cover, but will it be mined or use a TBM?

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Answer

Metrolinx
Apr 13, 2021 - 15:11

Two TBMs will be used.

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Above ground section

Anonymous
Apr 6, 2021 - 13:04

I would like to ask you to revisit your plans for the above ground rail section between Jane & Scarlett a section elevated at least 30ft above ground.

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Answer

Metrolinx

Apr 13, 2021 - 15:12

There have been many discussions on how to deliver the project over the years. This is the alignment that we are advancing with as it provides the best balance of ease of local access and the speed of travelling and outperforms all other options examined in the business case released last year in terms of offering the best network connectivity and travel experience for people living and travelling along the corridor. It's also the best option for reliability and making thousands more jobs accessible by transit resulting in the least impactful construction.

We appreciate the community has questions about this section. The guideway won't be 30ft above the ground. It will be approximately 6m (19ft) from the road to the bottom of the guideway. And then in terms of the rest of the design we are looking at options and materials that provide a lighter look and will bring our ideas to the community for input later this year.

We appreciate that this is a large piece of infrastructure spanning special places in the community and we have heard some great feedback already from the MDCA, and other individuals about how to make it fit better and look better.

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Section between Jane and Scarlett

Anonymous

Apr 6, 2021 - 13:05

Discuss in detail why the section between Jane and Scarlett can not be build below ground. Please state financial, planning and engineering considerations.

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Answer

Metrolinx

Apr 13, 2021 - 15:12

The key consideration is that the area between Scarlett Road and Jane Street is in an identified flood plain zone. Tunneling 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. We appreciate that residents have questions and concerns about the elevated guideway, and we will work with the community to minimize impacts and build the structure with your input.

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Jane & Scarlett

Anonymous

Apr 6, 2021 - 13:06

Please discuss the reasons you are proposing to turn a beautiful urban park space on Eglinton into an ugly urban concrete jungle between Jane & Scarlett. Shame!

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Answer

Metrolinx

Apr 13, 2021 - 15:13

We appreciate the community has questions and concerns about this section. We are in the early design stage and are working with the City of Toronto to review options and materials that provide a lighter look and will bring our ideas to the community for input later this year.

We appreciate that this is a large piece of infrastructure spanning special places in the community and we have heard some great feedback already from the MDCA, and other individuals about how to make it fit better and look better.

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Permit

Anonymous

Apr 6, 2021 - 13:07

why do i need a permit from you?? how do i find out

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Answer

Metrolinx

Apr 13, 2021 - 15:13

If you are planning to build, change or place a building, other structure or road on or under your property, a permit from Metrolinx may be required in addition to any required municipal permits. The same applies to excavation and water drainage work. Permits help us understand what work might be happening along the transit corridor and help us avoid the kind of conflicts that might delay transit construction or your own plans to improve your property. If you are considering making changes to your property, for example, building a new deck or an addition, clearing your plans through Metrolinx first will ensure they can be carried out seamlessly and you won't need to stop, change course or redo work in the future.

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Soil study between Jane & Scarlett

Anonymous

Apr 6, 2021 - 13:07

As part of the design process, we will be conducting a soil study between Jane & Scarlett. This study will help us understand the ground conditions and ensure the guideway is built on a stable foundation. We will be sharing the results of the study with the community for input later this year.

Are there any preliminary updates on the soil study between Jane & Scarlett. If so, please share them with us.

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Answer

MetroInx
Apr 13, 2021 - 15:14

Thanks for the question. We're still in the early stages of the geotechnical work but please contact Kelly and Gurjeet at crossstown@metroinx.com in the community office so we can better understand your interest.

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Section between Jane and Scarlett

Anonymous
Apr 6, 2021 - 13:08

Please identify as to who or what entity will be the final decision maker as to whether the section between Jane and Scarlett will be underground or raised.

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Answer

MetroInx
Apr 13, 2021 - 15:14

There have been many discussions on how to deliver the project over the years. This is the alignment that we are advancing with. We appreciate the community has questions and concerns about this section. We are in the early design stage and have already heard some great feedback from the community about how to make it fit better within the local context. We will have more to share and show residents this year to inform the discussion and continue gathering feedback every step of the way.

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Proposed above ground section

Anonymous
Apr 6, 2021 - 13:08

Is the proposed above ground section between Jane & Scarlett going to look like what has been built over Black Creek Dr.?

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Answer

MetroInx
Apr 13, 2021 - 15:15

We are in the early design stage and have already heard some great feedback from the community about how to make it fit better within the local context adjacent the park and Humber River, including treatments underneath the guideway, public art, and vegetation. We will have more to share and show residents this year to inform the discussion and continue gathering feedback every step of the way.

We'll look at all the options and work with the community on the final design and opportunities.

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Law of getting permits

Anonymous
Apr 6, 2021 - 13:09

How can we stop this law of getting permits from MetroInx as well as the City of Toronto why we have to be suffering to do work over our houses for this law

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Answer

MetroInx
Apr 13, 2021 - 15:16

The *Building Transit Faster Act, 2020* helps to ensure we can build these priority transit projects as quickly as possible and give communities the transit relief they need sooner rather than later. We understand that this is a new process for property owners but in the large majority of cases we don't anticipate any impacts to anyone's plans and we will work to make the process as simple as possible. The process will help us all understand what work is happening along the transit corridor and help us avoid the kind of conflicts that might delay transit construction or your own plans to improve your property. Please call us with any specific concerns and visit the website for more information.

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LRT's route through the Eglinton Flats

Anonymous
Apr 6, 2021 - 13:10

What is MetroInx's latest thinking about the LRT's route through the Eglinton Flats?

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Answer

MetroInx
Apr 13, 2021 - 15:17

In case this is helpful, we are in the early design stage and have already heard some great feedback from the community about how to make the elevated guideway fit better within the local context adjacent the park and Humber River, including treatments underneath the guideway, public art, and vegetation. We will also be providing an update on the early design this year and seeking more public feedback. However, I'm not sure that's what you're asking so please contact Kelly and Gurjeet at crosstown@metrolinx.com directly to discuss. Thank you.

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Subway

Anonymous
Apr 6, 2021 - 14:12

Why wasting money on subway when a surface LRT like Finch and Hurontario could work perfectly fine. Does it mean other two projects are not a right decision?

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Answer

Metrolinx
Apr 13, 2021 - 15:19

There have been many discussions on how to deliver the project over the years. Last year Metrolinx released a business case which compares a number of options that were considered. This option provides the best balance of ease of local access and the speed of travelling and outperforms all other options in offering the best network connectivity and travel experience for people living and travelling along the corridor. It's the best option for speed, reliability and making thousands more jobs accessible by transit. It also results in the least impactful construction.

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Value engineering

Anonymous
Apr 6, 2021 - 14:13

Does Mx know anything about Value Engineering? Is there a publicly available VE report showing subway vs surface LRT analysis? ROW is wide enough for a surf LRT

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Answer

Metrolinx
Apr 13, 2021 - 15:20

Thank you, we will share your comment with the team. Please see above for information about the decision on the alignment.

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Advance notice

Anonymous
Apr 6, 2021 - 14:15

For future meetings, we need advanced notice of at least 5 days - I know many residents just got notified today.

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Answer

Metrolinx
Apr 13, 2021 - 15:21

Thank you – if you haven't already please visit the project website and subscribe to our e-newsletter and follow us on twitter.

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Excavation

Anonymous
Apr 6, 2021 - 14:22

When will excavation begin on the Eglinton crosstown west extension and where will the excavation site be located?

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Answer

Metrolinx
Apr 13, 2021 - 15:22

We have just recently identified the West End Connectors as the first negotiations proponent for that work. As we continue to finalize details with them, we also expect they will begin work on the launch shaft this summer at Renforth and the tunnel boring machines to begin digging in 2022. We'll have a more defined timeline later this year.

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Great job

Anonymous
Apr 6, 2021 - 14:23

Great job. Thanks for working hard on this huge endeavour. Toronto is in desperate need of low carbon transit options.

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Answer

Metrolinx

Apr 13, 2021 - 15:23

Thank you for your feedback and support! We are excited to deliver rapid transit that will shape the Toronto region for decades to come!

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Pearson airport extension

Anonymous

Apr 6, 2021 - 14:28

For the extension to Pearson airport, why can't the line branch out in two parts with one way going to Pearson airport and another way going to Renfrew?

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Answer

Metrolinx

Apr 13, 2021 - 15:23

We are looking at the design options now with the GTAA, the City of Toronto and Mississauga. In 2019, the GTAA announced \$40 million in funding to advance technical work for the extension and there is a business case underway that will lay out the options and predicted costs etc. When that work is complete, we will share it for review.

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Tunnels

Anonymous

Apr 6, 2021 - 14:29

There are numerous tunnels under the Thames River (huge river) in London UK.

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Answer

Metrolinx

Apr 13, 2021 - 15:23

There have been many discussions on how to deliver the project over the years. Last year Metrolinx released a business case which compares a number of options that were considered, including fully tunneled. This hybrid option we're moving forward with provides the best balance of ease of local access and the speed of travelling and outperforms all other options in offering the best network connectivity and travel experience for people living and travelling along the corridor. It's the best option for speed, reliability and making thousands more jobs accessible by transit. It also results in the least impactful construction.

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Jane to Mt. Dennis tunneled section

Anonymous

Apr 6, 2021 - 14:30

How deep will the Jane to Mt. Dennis tunneled section run underground? And are the June 3, 2020 EPR addendum docs still relevant?

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Two weeks notice

Anonymous

Apr 6, 2021 - 14:31

We need at least two weeks notice of these meetings, virtual or otherwise. Do you understand that you're not simply going to muscle the elevated aspect through?

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Answer

Metrolinx

Apr 13, 2021 - 15:24

Thank you for the feedback. We will be hosting many more virtual engagements and we are always available for one-on-one discussions. If you haven't already done so please visit the project website and sign up for the e-newsletter and follow us on Twitter.

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Infill stations between Pearson and Renfrew

Anonymous

Apr 6, 2021 - 14:32

Will there be any infill stations between Pearson and Renfrew?

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Answer

Metrolinx

Apr 13, 2021 - 15:25

As we are in the planning stages for the section between Renforth and Pearson, we will be looking at additional stations to better serve the destinations, primarily jobs in the airport corporate centre, in the employment areas north of 401 and airport. Locations and alignment in that area is still in the early planning stages. We will be out talking about this in collaboration with our partners at the GTAA as soon as we can.

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Names

Anonymous
Apr 6, 2021 - 14:33

Did u pick the final names 4 the stations NOTE: I'm using abbreviations

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Answer

MetroInx
Apr 13, 2021 - 15:25

No, we have not picked the final 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. The current names that are being used are working names. We look forward to getting the community's feedback on proposed names as we are further along in the process.

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Emergency exit

Anonymous
Apr 6, 2021 - 14:37

The roll plans from 2020 show an emergency exit E of Royal York. It seems to come quite close to a new condo planned for that site. How is MX factoring that in?

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Answer

MetroInx
Apr 13, 2021 - 15:30

As part of ensuring a safe underground line, we need to make sure there is an ability for an emergency exit every 762 metres, approximately. There are several Emergency Exit Buildings (EEB) in locations where stations are longer than 762 metres apart. An EEB is planned at east of Royal York, close to 4000 Eglinton re-development. We are working closely with the City of Toronto and TTC to make sure they are no impacts between the EEBs and the development. For this EEB, no surface construction is required as part of the tunneling work which means we won't need to do construction here at the surface level for a few years.

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Sound wall

Anonymous
Apr 6, 2021 - 14:40

Between Jane & Scarlett will you be building a 50ft sound wall?

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Answer

MetroInx
Apr 13, 2021 - 15:31

The height of the guideway from the road to the bottom of the guideway will be approximately 6m or 19ft. We will be closely monitoring for noise and vibration impacts and implementing appropriate mitigations. We will first look at what we can do to the elevated guideway itself like the continuously welded rail and noise mats under the rail. We will consider noise barriers if required, but we certainly do not expect a 50ft sound wall.

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Above ground section

Anonymous
Apr 6, 2021 - 14:42

Are you willing to listen to residents' concerns regarding the above ground section between Jane and Scarlett? Are you open to a two way dialogue?


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Answer

MetroInx
Apr 13, 2021 - 15:31

We are very much interested in a two-way dialogue and hearing your feedback. We have met and continue to meet with local Elected Officials, Mt. Dennis Community Association and others along the line. We are happy to meet with anyone from the community who has feedback, input or questions. Please contact Kelly and Gurjeet at crosstown@metrolinx.com if you would like to meet. We are here for the long term in terms of planning, design and construction, and we want to get to know you. We want to hear from you on what you're excited about and what you're concerned about.

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 Transit corridor lands

Anonymous
Apr 6, 2021 - 14:49

I live right on Eglinton - when will I be hearing if I'm affected by this or not?


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 Answer

Metrolinx
Apr 13, 2021 - 15:32

We will be notifying property owners soon. If you fall in the Transit Corridor Lands, you can expect to receive a notice shortly. [update: letters have been mailed out]


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 Corridor lands

Anonymous
Apr 6, 2021 - 14:51

how many of us are included in the corridor lands for this project?


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 Answer

Metrolinx
Apr 13, 2021 - 15:32

We're anticipating around 1,000 notifications across the corridor will be going out. Only some of them will be residential and commercial. We are only notifying condo boards and apartment owners.


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 Build my deck

Anonymous
Apr 6, 2021 - 14:52

did i hear that i have to call you when i build my deck?? if i already started what now? will metrolinx pay to cancel it??

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 Answer

Metrolinx
Apr 13, 2021 - 15:33

We understand that there are projects that are currently being planned or are under construction. This is more of a due diligence. If you're already in the process of obtaining permits or you've started construction and you think you'll still be working in the next six months – the best thing is to contact us for us to have a discussion and for us to look at your plans. We don't anticipate a lot of impacts to things like decks, but it'll be good for us to look at it and assess if there are any. If there are any impacts, we will work with you to come up with a solution. If there aren't any questions, we will tell you to go ahead and not go through an extensive redesign. If there are any conflicts in terms of timing as well, we can coordinate with you to avoid delays on both sides.

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 3D representation

Anonymous
Apr 6, 2021 - 14:52

When are we going to see a detailed 3D representation of the proposed above-ground rail between Jane & Scarlett?


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 Answer

Metrolinx
Apr 13, 2021 - 15:33

Stay tuned – we are working towards an update with much better images this year. If you haven't already done so please visit the website and sign up to receive updates and notices of engagement.

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 Permit

Anonymous
Apr 6, 2021 - 14:53

Why we need permit from metrolinx to do any works around house am not agreeing

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 Answer

Metrolinx
Apr 13, 2021 - 15:34

This is a new process that homeowners need to deal with, so we understand the concern here. We are trying to make this permit process as straightforward and streamlined as possible, similar to other permit processes that City of Toronto has for people doing construction. For example, if you are adding an extension to a structure, we need to make sure that the physical location of the extension and the weight are considered in our design. It's more of a discussion and coordination to understand what we are both building to assess if there are any impacts to our projects or your project. For more information, you can go to our website or you can reach out to us at development@metrolinx.com where we can assist you and explain this to you in more detail.

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👤 Raised track/stations

Anonymous
Apr 6, 2021 - 14:54

Regarding the proposed raised track/stations over Jane St and Scarlett Rd - what other sections of the LRT are raised tracks crossing over a major street?

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🚇 Answer

Metrolinx
Apr 13, 2021 - 15:35

On the ECWE, the line is underground going out of Mt. Dennis station for about 600m. There is 1.5 km section which is elevated just before Jane and it goes back into a tunnel after Scarlett Road. That 1.5km is the only elevated section. The planning for the airport extension is anticipated to be a combination of elevated and at-grade. The current Eglinton Crosstown LRT also has elevated segments in Don Mills and Laird, Black Creek before going underground at Mount Dennis and connecting to the MSF.

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👤 Track over the Humber river

Anonymous
Apr 6, 2021 - 14:55

How will the track over the Humber river be supported without pillars as was stated in the last virtual session? When will site plans be available?

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🚇 Answer

Metrolinx
Apr 13, 2021 - 15:35

We're in the early stages of design in this area. We look forward to coming back to the community with more details on the look and feel, and the configurations of the bridge later this year. In terms of having a clear spanning bridge over Humber River, the goal of that is to minimize environmental impacts. Many bridges are designed to have no piers in the middle. Support will be provided from either side of the bridge and no piers will be in the middle of the river.

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👤 Trees and naturalized wetland

Anonymous
Apr 6, 2021 - 14:57

Raised track over Jane St will remove trees and destroy the naturalized wetland habitat in Fergy Brown Park; why does Metrolinx think this is acceptable?

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🚇 Answer

Metrolinx
Apr 13, 2021 - 15:36

In terms of the overall alignment, we're trying to balance a number of competing needs including minimizing impacts to trees as well as impacts to traffic. With that in mind, we are looking at having the alignment just north of Eglinton. There will be a full tree assessment taking place and we will follow our policy on vegetation compensation and replacement. We will also strive to plant trees earlier in the project timeline. We are already in conversations with TRCA on opportunities to replant trees in the local community. Avoiding impacts to trees is the best-case scenario and MX strives to do that, but there is also a lot of work happening in the back end on compensation for trees as well to achieve that balance. Please stay tuned for more information and engagement opportunities for this issue.

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👤 Migratory birds

Anonymous
Apr 6, 2021 - 14:58

Topham pond is home to 100+ species of birds. A raised station over Jane will result in migratory bird deaths; why does Metrolinx think this is acceptable?

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🚇 Answer

Metrolinx
Apr 13, 2021 - 15:37

We consider this through our environmental assessment process. We will use sensitive materials in the construction to minimize impacts to birds. Preliminary impacts have been assessed in the EPR addendum 2020 – mitigations for any potential harm anticipated to migratory birds would have been flagged there and built into contract provisions for the consortium. If there is still a concern, a consortium or contractor will

be required to go and do a potential site or species-specific survey to further alleviate any harm.

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Long term costs

Anonymous
Apr 6, 2021 - 14:58

Does Metrolinx understand that the long term costs of maintaining a tunnel will be much less than an elevated platform and station exposed to the elements?

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Answer

Metrolinx
Apr 13, 2021 - 15:38

Metrolinx does business cases for all its big transit investments like ECWE. The business case looks at a number of options and tries to identify the costs and benefits of those different options (in terms of transit ridership, travel time savings, greenhouse gas emissions reduction and other economic benefits). We looked at a fully underground option and that option costs approximately a billion dollars more with the underground alignment and additional underground stations. From a cost-benefit perspective, when we compared that option to this preferred option with seven stations and a mix of underground and elevated, this was the best case. The business case is available on our website for public viewing.

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Elevated construction proposal

Anonymous
Apr 6, 2021 - 14:59

For environmental and aesthetic reasons, and as residents want the LRT and Jane N station underground, will Metrolinx scrap the elevated construction proposal?

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Answer

Metrolinx
Apr 13, 2021 - 15:39

We have received a lot of feedback from the community on this already and we are looking forward to more. In terms of considering elevated vs. underground, we assessed an option in our business case that looked at a fully underground option with 10 stations. It was significantly more costly to deliver the line that way. In that scenario the underground sections would need to go under the Humber River valley and need to be very deep, which would affect the access and the costs of providing underground stations. Also, being in a flood plain can affect operations as well so that was another concern. The elevated guideway is the optimal trade-off here in terms of ease of access, speed and reliability. The mix of elevated and underground is a relatively common approach used for many transit lines. We will look at ways to minimize impacts and we've heard the concerns for Humber River and Fergy Brown Park. We also want to hear from the community on how the design should be and how we can make this guideway fit well into the community. We do anticipate very beautiful views for passengers passing through this area on the guideway.

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Virtual meetings

Anonymous
Apr 6, 2021 - 15:44

Where online are these virtual meetings archived for public viewing?

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Answer

Metrolinx
Apr 13, 2021 - 15:40

These virtual meetings are archived for public viewing on Mx Engage.

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Questions

Anonymous
Apr 13, 2021 - 15:42

Please address some of the more substantial questions and stop wasting time with repetition.

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Answer

Metrolinx
Apr 13, 2021 - 15:43

Thank you – we do strive to find a balance between asking the most popular questions and all the rest and appreciate the feedback.

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Community Open House

In case you missed the Eglinton Crosstown West Extension open house hosted on July 26, 2022 at 6:00 PM, you can [view the event material](#).

Learn More About the Project

Click on one of the topics below to learn more about the Eglinton Crosstown West Extension project. View the [Get Engaged](#) page for all project information and participation opportunities.

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Read previously-asked questions about the Eglinton Crosstown West Extension project and answers from the project team.

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