

Eglinton Crosstown West Extension

Virtual Open House: Elevated stations, elevated section survey and other updates

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 which means trucks, machinery, and equipment are operating in the Scarlett Avenue and Eglinton Avenue West area.

Staff are trained to ensure the safe movement of vehicles and equipment in the area.

Everyone has a role to play in safety.

Please obey construction signage in the area and cross at designated crosswalks.

Exercise caution while traveling and commuting 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



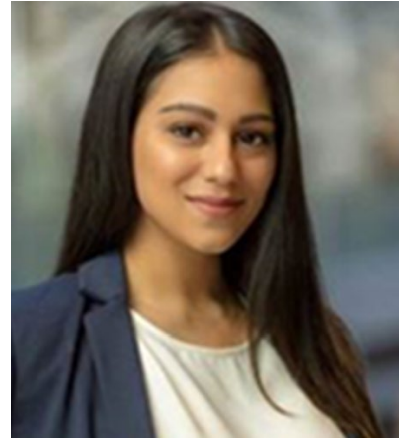
Kolade Akiyoke
Project Team
Metrolinx



Sarah Chowdhury
Project Manager -
Environmental
Programs &
Assessment
Metrolinx



David Panici
ECWE Project
Sponsor
Metrolinx



Aman Gill
Manager -
Community
Engagement
Metrolinx



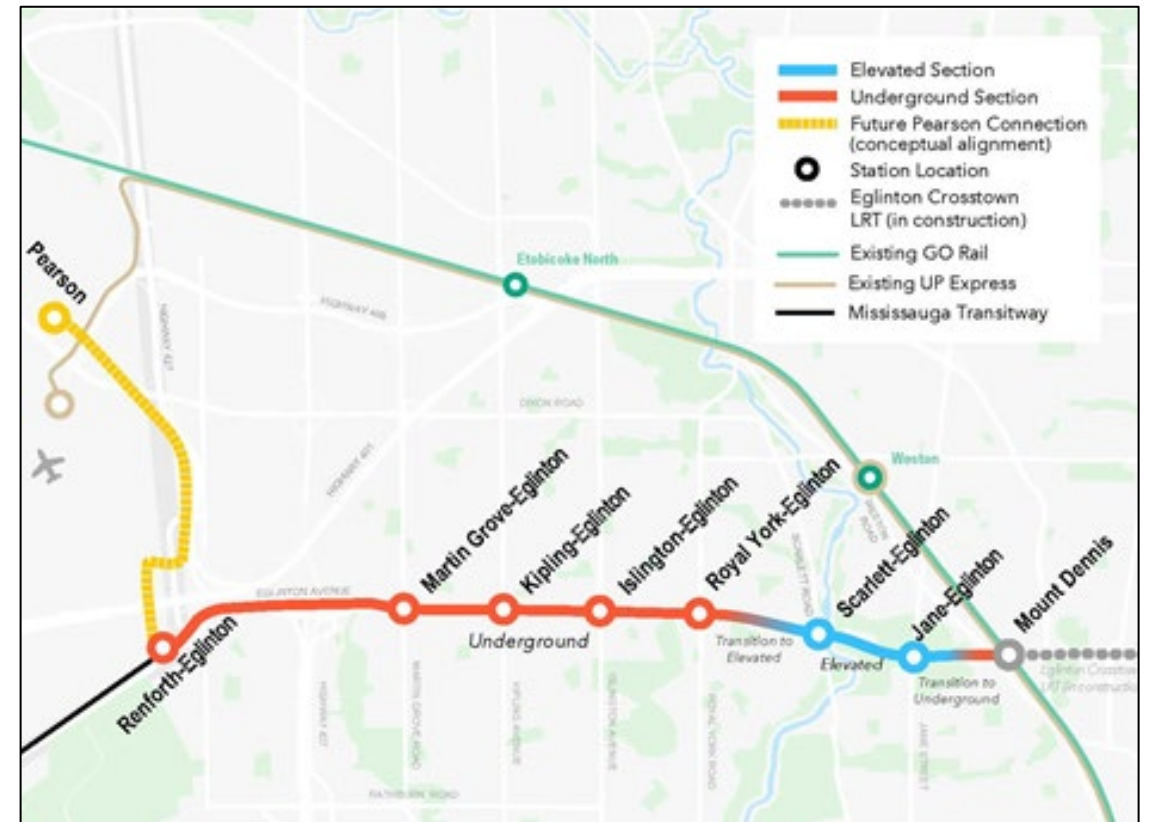
Henry Jeens
Associate Principal
Arup



Omid Nakaei
Principal Designer
Arup

Agenda

1. ECWE station design principles
2. Station tour – elevated stations
 - Scarlett station
 - Jane station
3. Elevated section survey results
4. Other updates
 - Fergy Brown access road
 - Multi-use path/cycle track update
 - Long-term lane closures
 - Richview signalization
5. Q&A



What we've heard so far about stations

Over the last several months we have met regularly with the City of Toronto and TTC to review the stations. Metrolinx held virtual open houses in December 2021 on Kipling-Eglinton station and on the underground stations in March 2022. We have 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 into the surroundings.

Keep traffic lanes open at all times to minimize disruptions

Keep station footprints as small as possible

Minimize construction impacts and consider nearby developments

Provide bike storage and parking and improve cycling safety and connections

Provide advanced notice on delays and auto/transit mobility closures

Design the station to blend into the community and natural environment

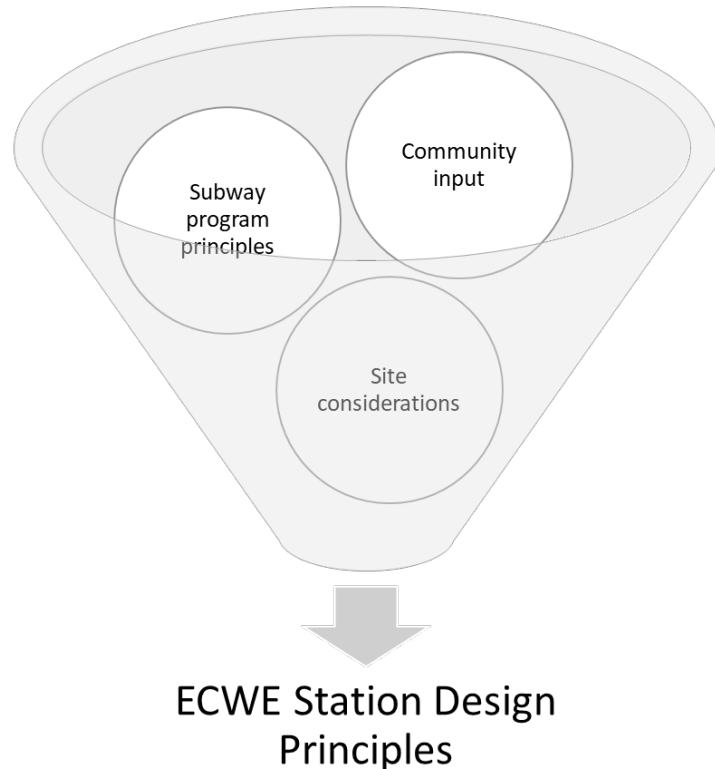
Design attractive, modern and distinctive station platforms and architecture

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

Plan for bus drop offs and consider ways to manage flow to minimize crowding

Reduce noise and vibration impacts

ECWE station design principles - Benefiting neighbours and users

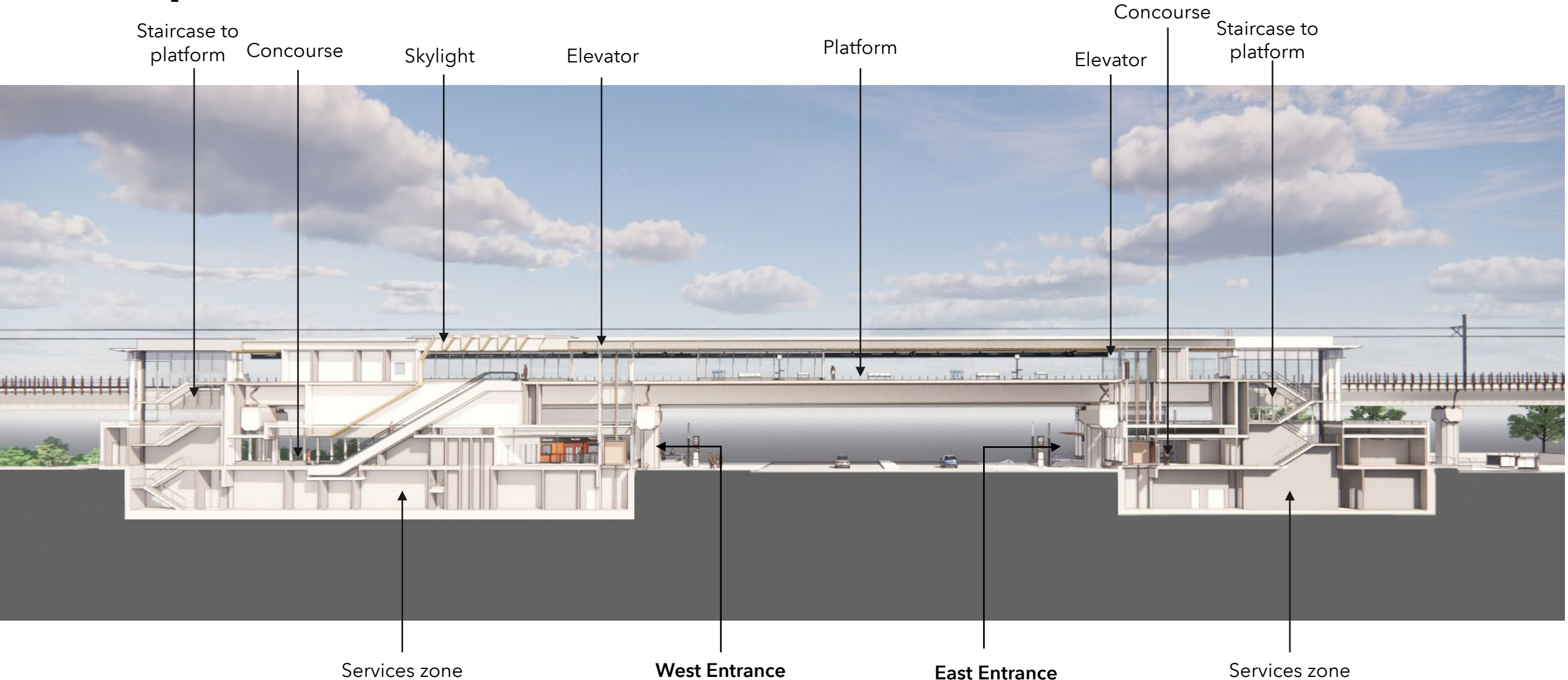


- 1. Create safe and efficient passenger connections to the stations:** Prioritize efficiency and safety in getting cyclists, bus users and pedestrians to the stations.
- 2. Improve passenger experience:** Apply a user-centred design vision for the whole line including providing natural light, intuitive wayfinding and stations that are accessible and safe for all transit users, regardless of ability.
- 3. Create inviting outdoor public space:** Consider scale and materials that are informed by the community and plantings to help blend into the existing environment.
- 4. Integrate into the local context:** Implement station design solutions that respond to local and future conditions around the station.

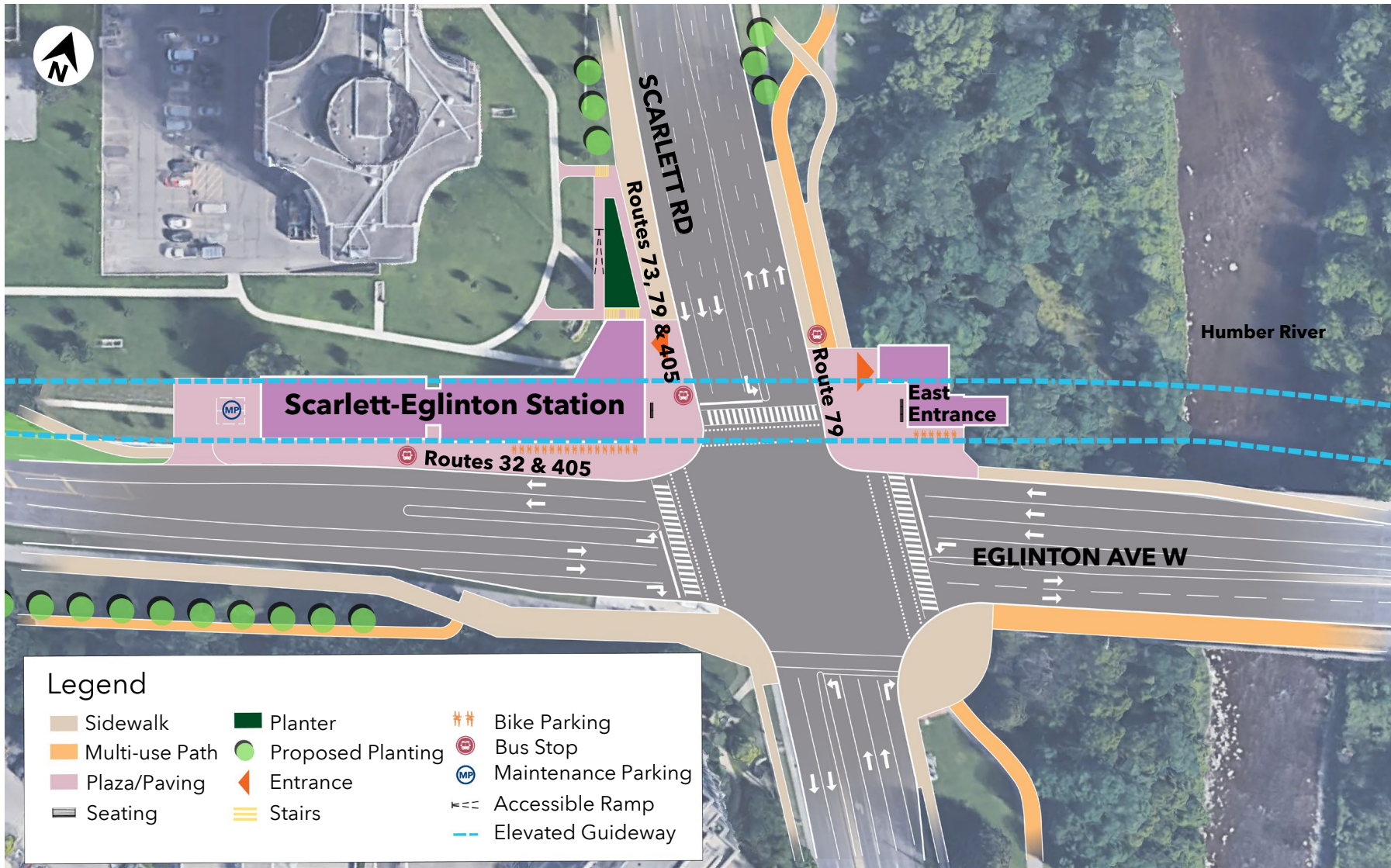
Station features

ECWE station principles	ECWE station features
Create safe and efficient passenger connections to the stations	Curb cuts to improve pedestrian safety Bus stops close to entrance Bus laybys where possible Bike racks Ancillary and emergency exit building
Improve passenger experience	Accessibility (e.g., elevators) Unique station platform characteristics Skylights
Create inviting outdoor public spaces	Public plaza space Plantings Green roofs
Integrate into the local context	Maintain the existing number of lanes Minimizing the footprint Protecting heritage buildings Work with existing terrain

Example of an elevated station cross section

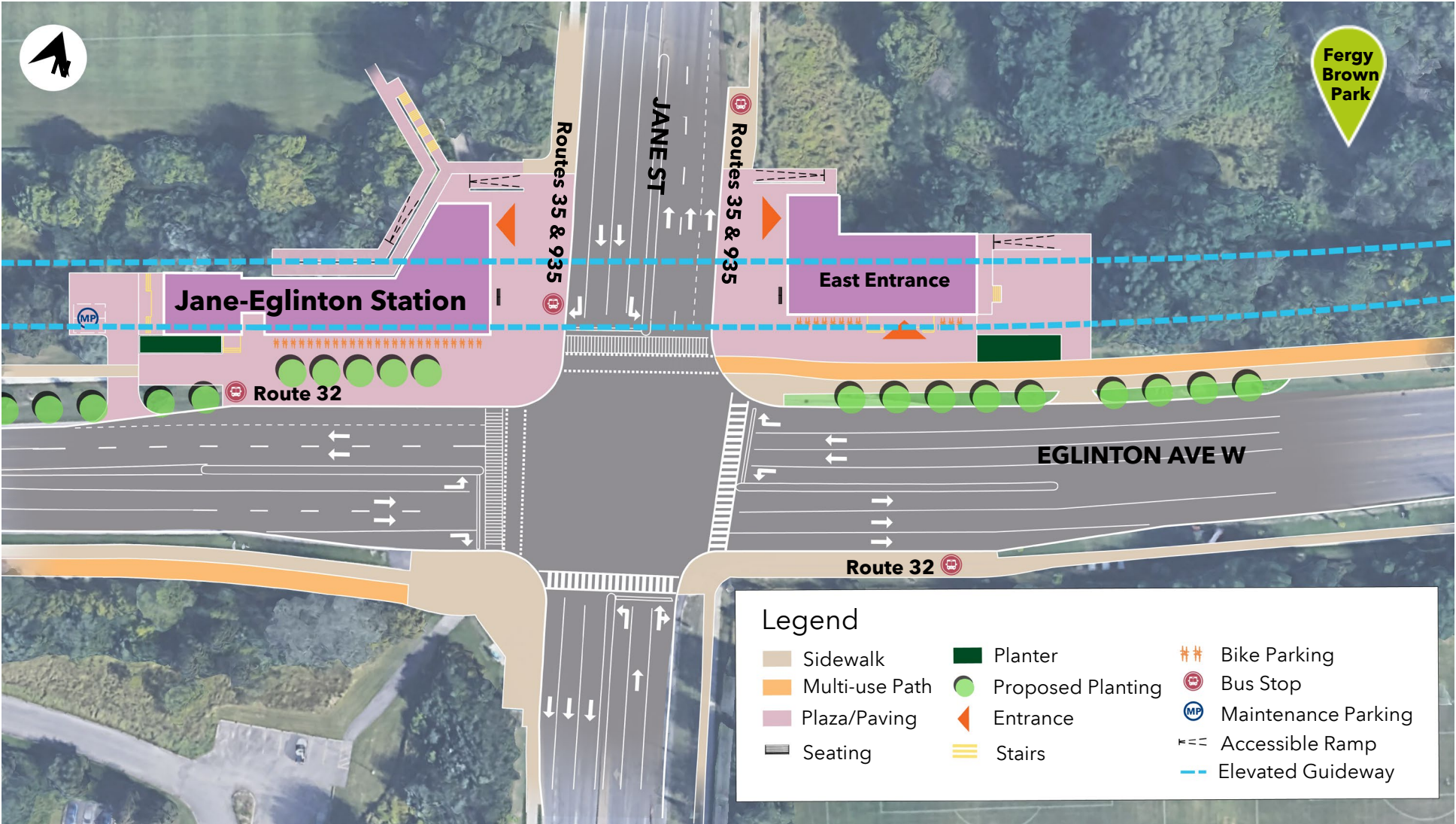


Scarlett-Eglinton Station overview



Work on 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



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

Elevated section survey results

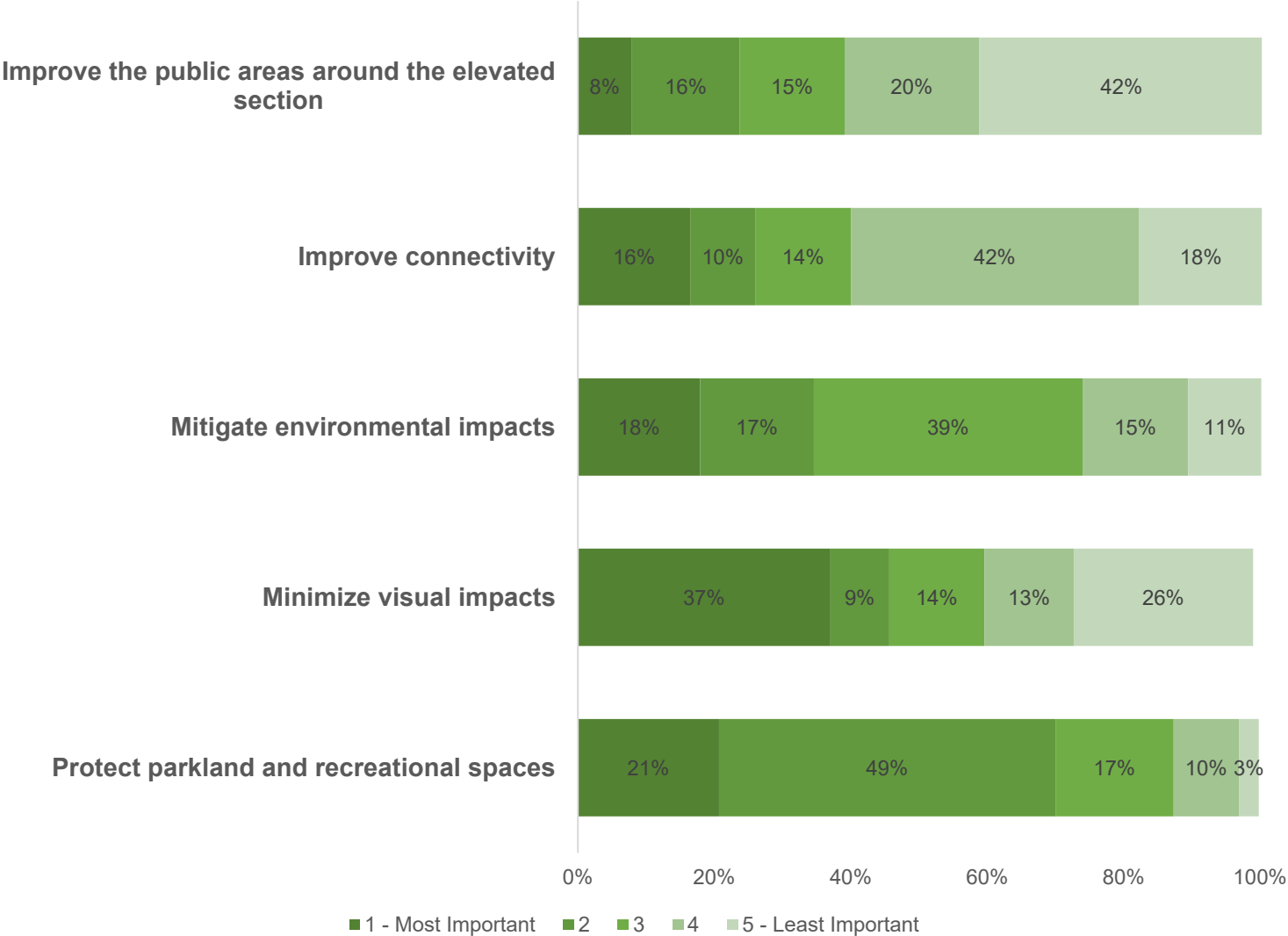
- In March, Metrolinx released an online survey which asked respondents to share their thoughts about potential design options for features of the elevated section and the public spaces below it.
- Open from March 2nd to March 31, 2022, 729 people responded to the survey.
- The responses showed a strong preference for protecting parkland and recreational spaces and protecting and adding vegetation and trees in the area under the elevated section to allow better integration to the surrounding green area.
- This “green” theme percolated through many of the questions in the survey.



Elevated section survey results

Design principles

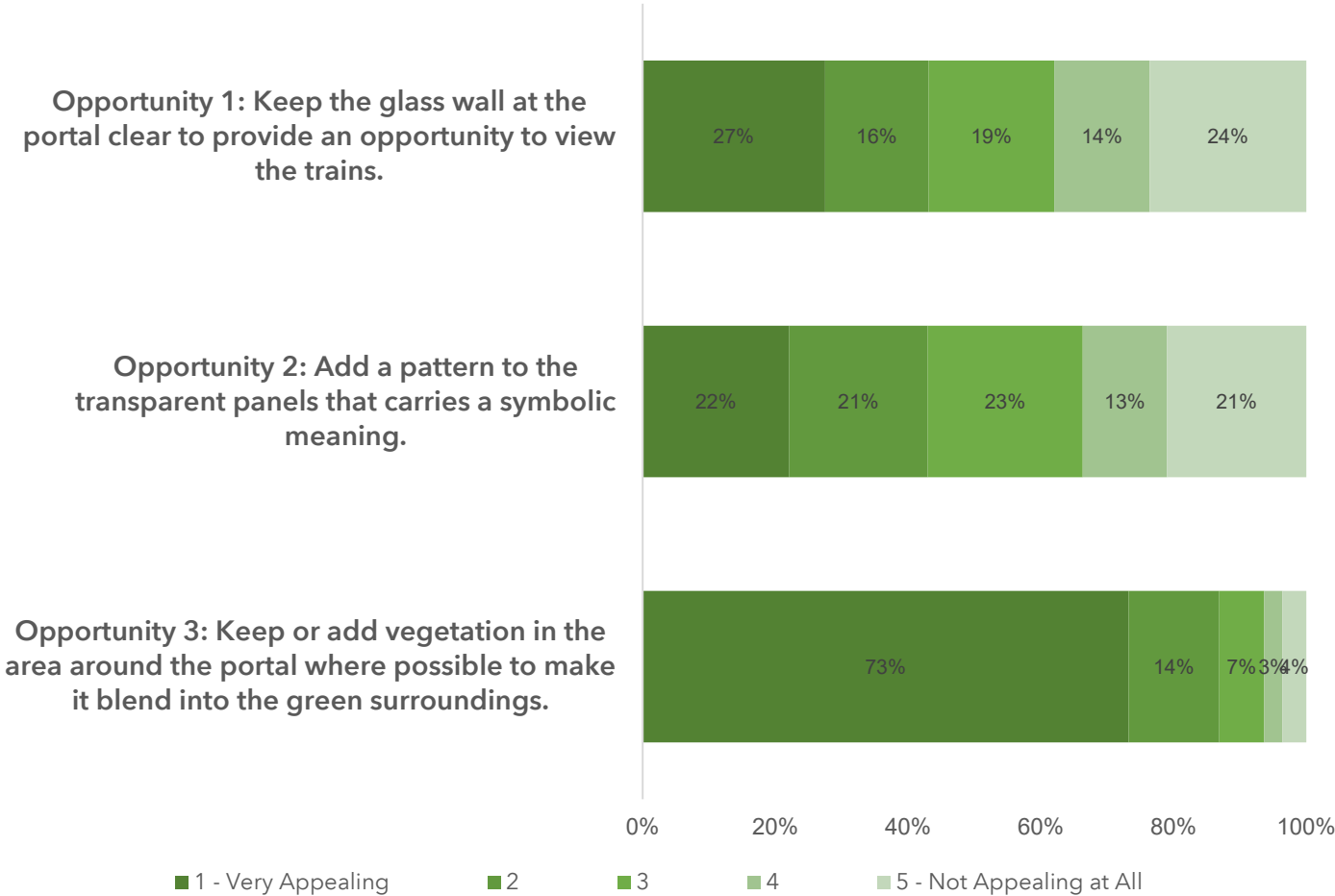
- Participants were asked to rank five design principles for the elevated section according to how important they are.
- Most (58 per cent) of respondents ranked the principles of “minimize visual impacts” and “protect parkland and recreational spaces” as most important or important (i.e., 1 or 2).
- “Improve the public areas around the elevated section” and “improve connectivity” were ranked least important.



Elevated section survey results

Portals

- Participants were asked for their perspective on three opportunities for enhancing the walls around the portal.
- Respondents rated Opportunity 3 highly, with 73 per cent ranking it a very appealing, showing a clear preference for planting vegetation in the areas around the portals.
- There was some support for having opportunities to view the trains and patterned glass with just under 50 per cent of respondents ranking these opportunities as very or somewhat appealing.



Elevated section survey results

Portals



Option 1: Keep the glass at the portal clear to provide an opportunity to view the trains



Option 2 (above): Add a pattern to the transparent panels that carries a symbolic meaning



Option 3 (above): Keep or add vegetation in the area around the portal where possible to make it blend into the green surroundings

Elevated section survey results

Guardrail

- The majority of respondents supported the guardrail strategy.
- Some respondents specifically liked the colour and height of the guardrail - liked that the height provided for safety and opportunity for passengers to look out.
- Some of the respondents suggested that the guardrail should have more neutral or earth tone colours like green or glass elements that better blend into the surrounding area.
- Some respondents were concerned about how the copper/bronze colour will look with age and maintenance costs.



Elevated section survey results

Lighting

- Majority of respondents support the lighting strategy, though some respondents do not prefer the red displayed in the rendering.
- Many respondents suggested that there should be light underneath the guideway to provide safety for pedestrians and cyclists – some suggested that the light on the guideway should be solar powered and have the ability to change colour.
- Many respondents were concerned about the potential for light pollution and would like to see softer lights or motion sensor lights that minimize impacts for the surround residents and the environment.
- Some respondents specifically liked the softness of the lights.



Elevated section survey results

Under the Elevated Section

- Five examples of what the space under the guideway could look like were presented and participants were asked to identify how appealing they found each example.
- Most respondents - 57 per cent - rated “provide opportunity for trees, meadow or other low growth habitat/pollinator habitat for areas under the elevated section near the road, and for areas under the elevated section at Humber River, restore the landscape with natural vegetation/Indigenous plantings or community gardens” as the most appealing.



Elevated section: Next steps

- The goal is to create an elevated section that is welcoming and suited for the surrounding area.
- The valuable community input obtained through the survey will be taken into consideration as the detailed designs for the elevated guideway are prepared.
- Metrolinx will engage the community on a renaturalization strategy at a later date.
- We continue to work with Toronto Parks and Forestry and the TRCA to ensure park access and active uses of the park are maintained throughout.

Shade-tolerant ground covers and grasses



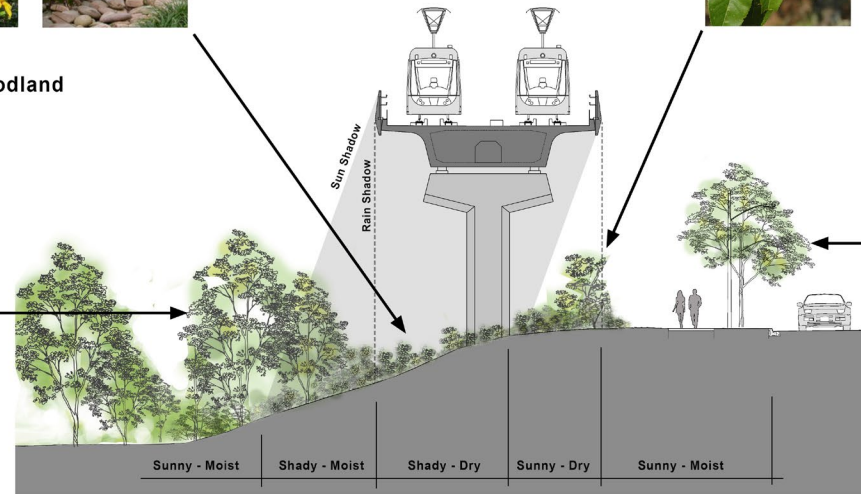
Shrubs and herbaceous perennials



Naturalized meadow and woodland



Deciduous street tree



Elevated section with landscape and potential planting types.

Fergy Brown access road/multi-use path: What we've heard

In previous public engagements over the past year, Metrolinx has presented potential designs for Fergy Brown access road to the public and the City of Toronto. Some of the feedback from the September open house focused on concerns regarding the length of the road, impacts to Pearen park and the retaining wall. We also received feedback around tree removal on the multi-use path south side and the safety of the signalized crossing in the vicinity of Pearen park to get to the northside.

Fergy Brown Park access road

- Maintain access to the park at all times
- Mitigate noise for park users who need concentration
- Do not cut off Fergy Brown from Pearen park for 10 years.
- Improve coordination between construction projects in the area

Multi-use path

- Keep bike trail continuous for safety
- Reduce impacts to trees on the south side
- Reduce staging area in Pearen park
- A permanent south side trail is not feasible

Fergy Brown access road

- Based on public feedback received, an updated design has been chosen
- The Fergy Brown access road will be relocated west of the portal (formerly on the east side of the portal)
- Access to the park will be maintained during construction
- Pedestrians will still be able to access Fergy Brown Park from the west from Jane Street and Glenvalley Drive

Direct access from Eglinton option #1

- Maintains direct access from Eglinton
- Accommodates all vehicle turning movements
- Multi-use path (MUP) access provided into the park along the east side of the access road
- Avoids the need for retaining wall/structure
- **Recommended for permanent solution**



Direct access from Eglinton option #2

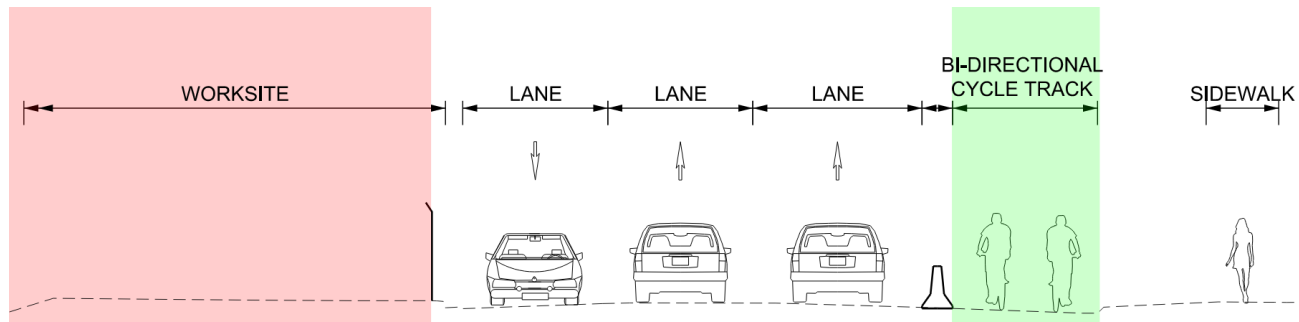
- Cannot be used during construction for public/recreational access to park
- Accommodates all vehicle turning movements
- Results in a longer route into the park
- Requires a retaining wall/structure along the new access road route
- **Not recommended**

Temporary south side continuous cycle track



- Existing multi-use path (MUP)
- MUP by ECLRT
- Proposed south side temporary continuous cycle track

- During construction (spring 2023 to 2031), the multi-use path (MUP) and sections of sidewalk on the north side will be closed
- To ensure mobility and safety for cyclists, a continuous south side bi-directional cycle track separated from traffic will be provided temporarily between Jane St and Black Creek Dr.
- To ensure pedestrian safety, the sidewalk on the south side will be maintained during construction.
- After construction, a new MUP and sidewalk would be reinstated on the north side.



Example of physically cycle track (Scarlett)

Keeping Eglinton moving: Construction configuration (spring 2023 - early 2031)



Section 1

- North side sidewalk closure
- Lane reduction to 1 WB & 1 EB
- Permanent closure of driveway to 25 and 39 Richview Rd
- MUP on south side will remain open

Section 2

- North side sidewalk closure
- 2 WB lane reduced to 1
- Bus stops to remain
- MUP on south side will remain open

Section 3

- North side sidewalk closure
- Remainder of road to remain in current configuration
- MUP on south side will remain open

Section 4

- North side MUP/sidewalk closure (between Jane to Pearen Park)
- New southside cycle track
- 2 WB lanes reduced to 1
- Bus stops to remain

Section 5

- North side MUP/sidewalk closure
- New southside cycle track
- Pedestrian access to station
- 2 WB lanes reduced to 1
- 3 EB lanes reduced to 2
- Bus stops to remain

*Sidewalk and temporary cycle track on the south side of Eglinton Ave will be open throughout construction period.

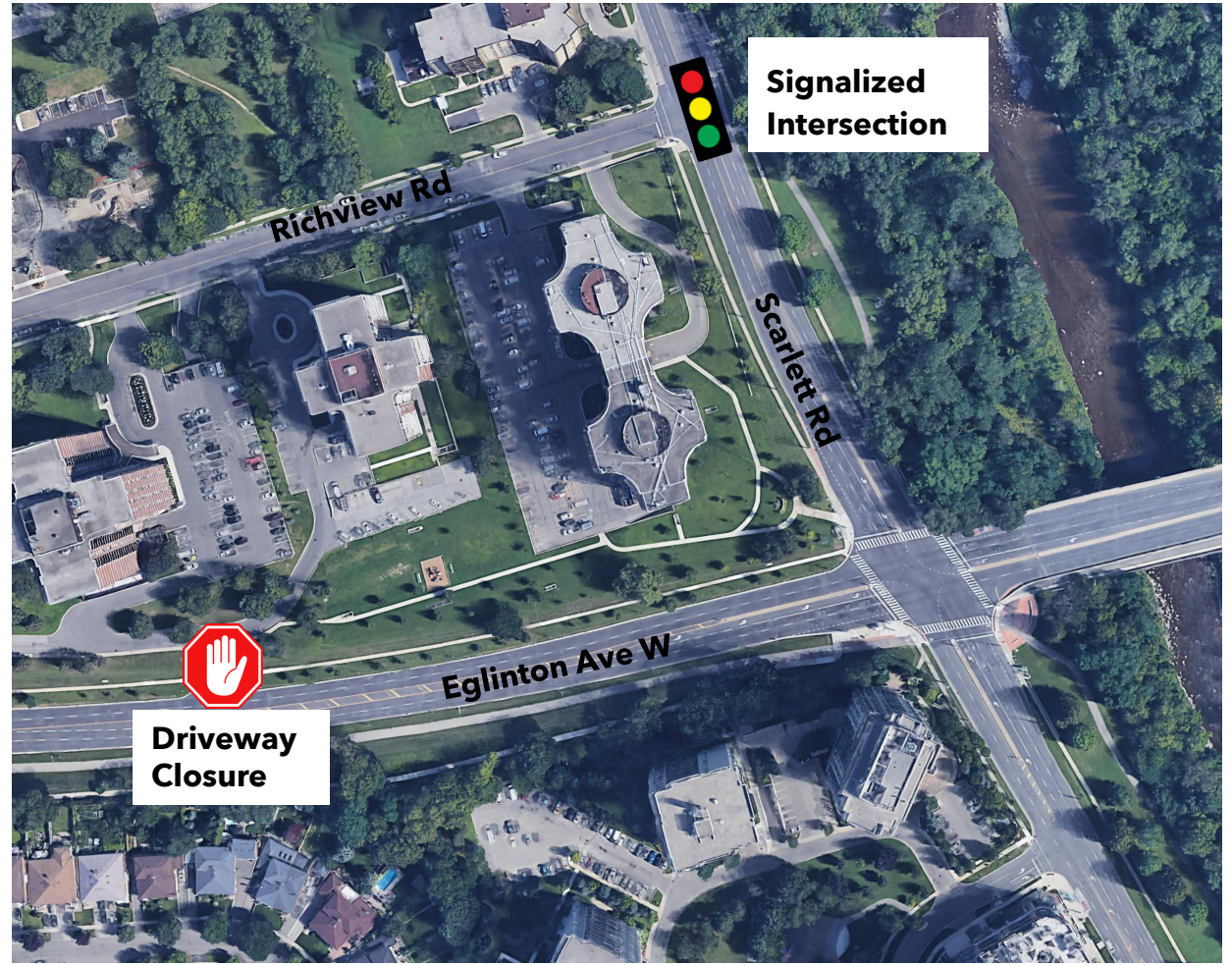
*Temporary bus stops may be provided in a similar location to existing where required by traffic management measures.

Keeping Eglinton moving

- Metrolinx is making decisions to minimize construction impact, such as locating ECWE stations on the north side of Eglinton Avenue West to reduce effects to the street and traffic.
- Our plan prioritizes safe travel, balances the needs of drivers, transit users, pedestrians and cyclists, minimizes impacts to trees and mitigates construction-related impacts.
- Key elements include:
 - Building a continuous sidewalk on the south side of Eglinton Avenue West
 - Creating a temporary bi-directional cycle track Maintaining existing bus stops and providing temporary bus stops
 - Minimizing lane reductions
 - Committing to continuously engage the community
- City of Toronto staff plan to bring a long-term traffic management plan to council this summer.

Richview driveway closure: Mitigation measures

- The existing driveway will be permanently closed once construction of the elevated section begins.
- Metrolinx continues to engage with the community and residents of Richview.
- A range of mitigation approaches have been studied.
- Signalization of the Richview and Scarlett intersection is proposed, and approval is being progressed through the City of Toronto and Council.



Contact us

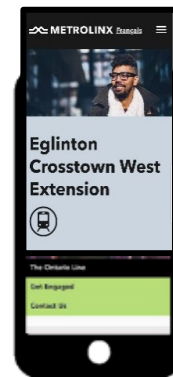
Your feedback is vital in helping us to move the ECWE forward in a way that strengthens the community. We are grateful for your input.

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://metrolinx.com/eglintonwest)**

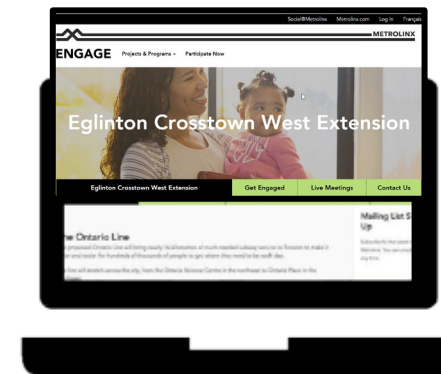
Please visit the website to complete the poll on station design principles and features



eglintonwest@metrolinx.com



416-202-8001



[Metrolinx.com/eglintonwest](https://metrolinx.com/eglintonwest)