

# Eglinton Crosstown West Extension

**Stations Design Open House**

# Welcome

## Thank you for attending the Eglinton Crosstown West Extension Open House

**Please visit each station to learn more about Metrolinx's design vision for the Eglinton Crosstown West Extension**

### Check out:

- Initial design concepts of the stations
- Key features and amenities at each station
- How input from you is being incorporated into the station design vision
- Future engagement opportunities

# The Eglinton Crosstown West Extension



9.2 km of new rapid transit line



Seven (7) new stations



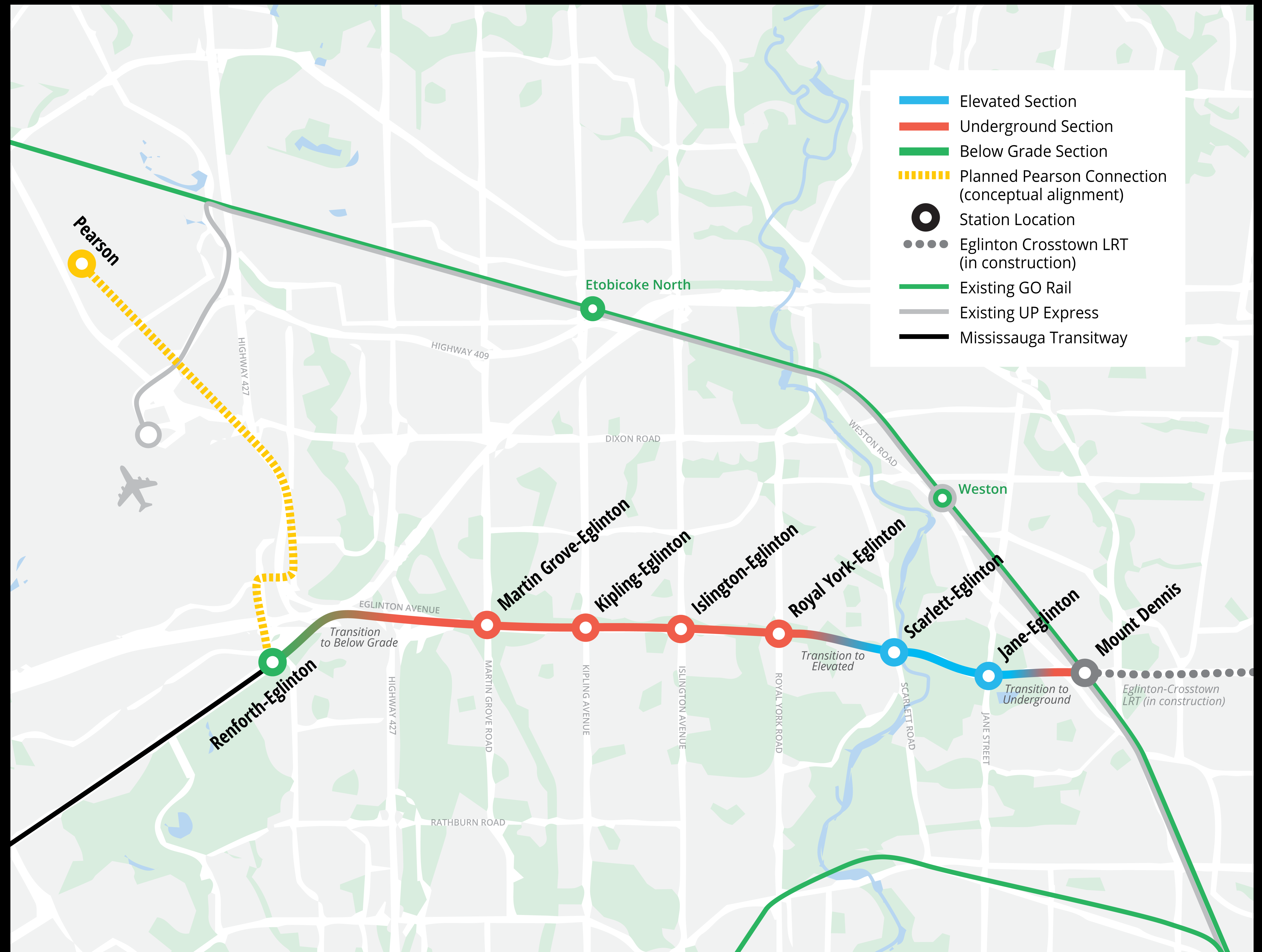
Five (5) connections to other transit options, including: UP Express, Kitchener GO Train, GO Transit, TTC and MiWay buses



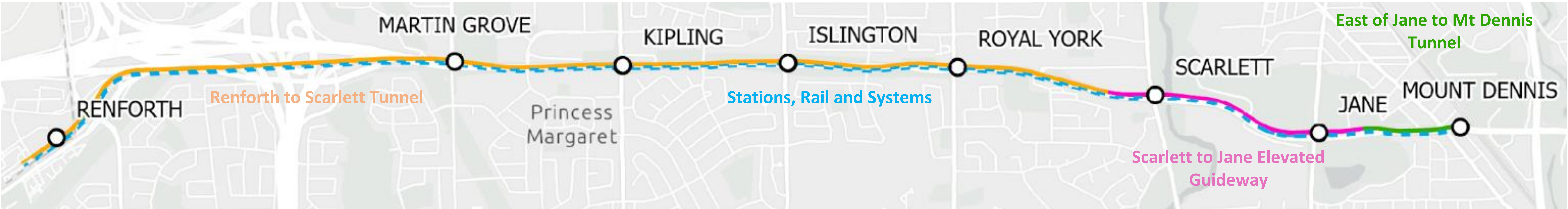
37,500 more people within walking distance to transit



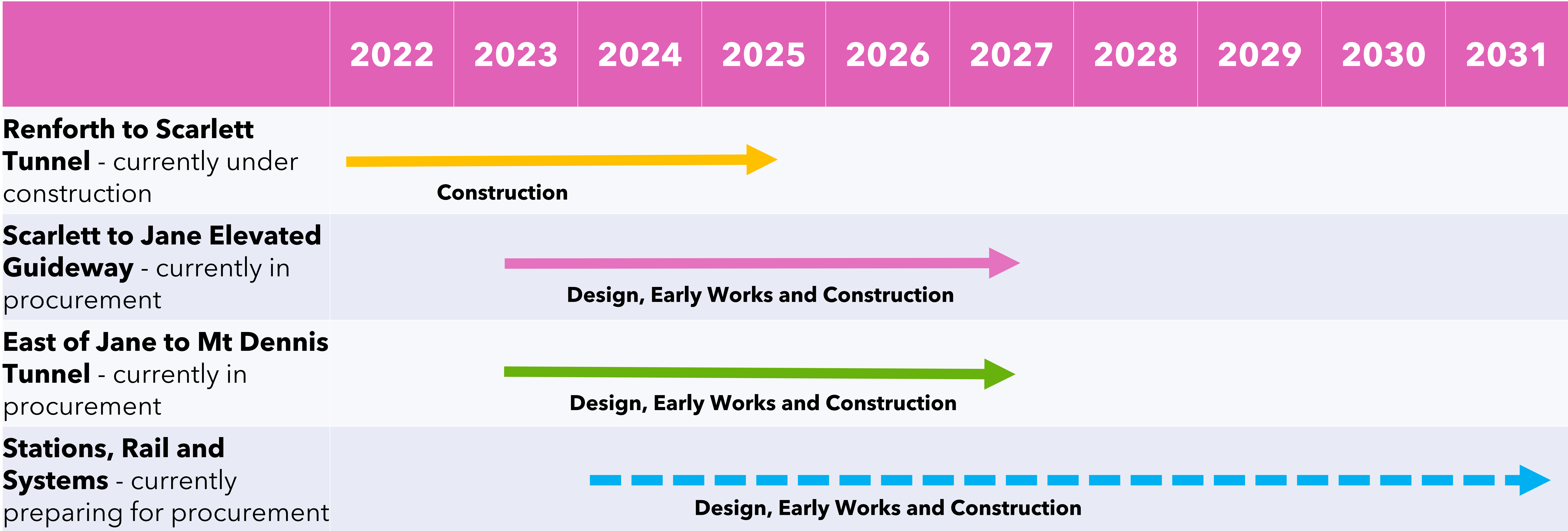
23,600 more jobs within walking distance to transit



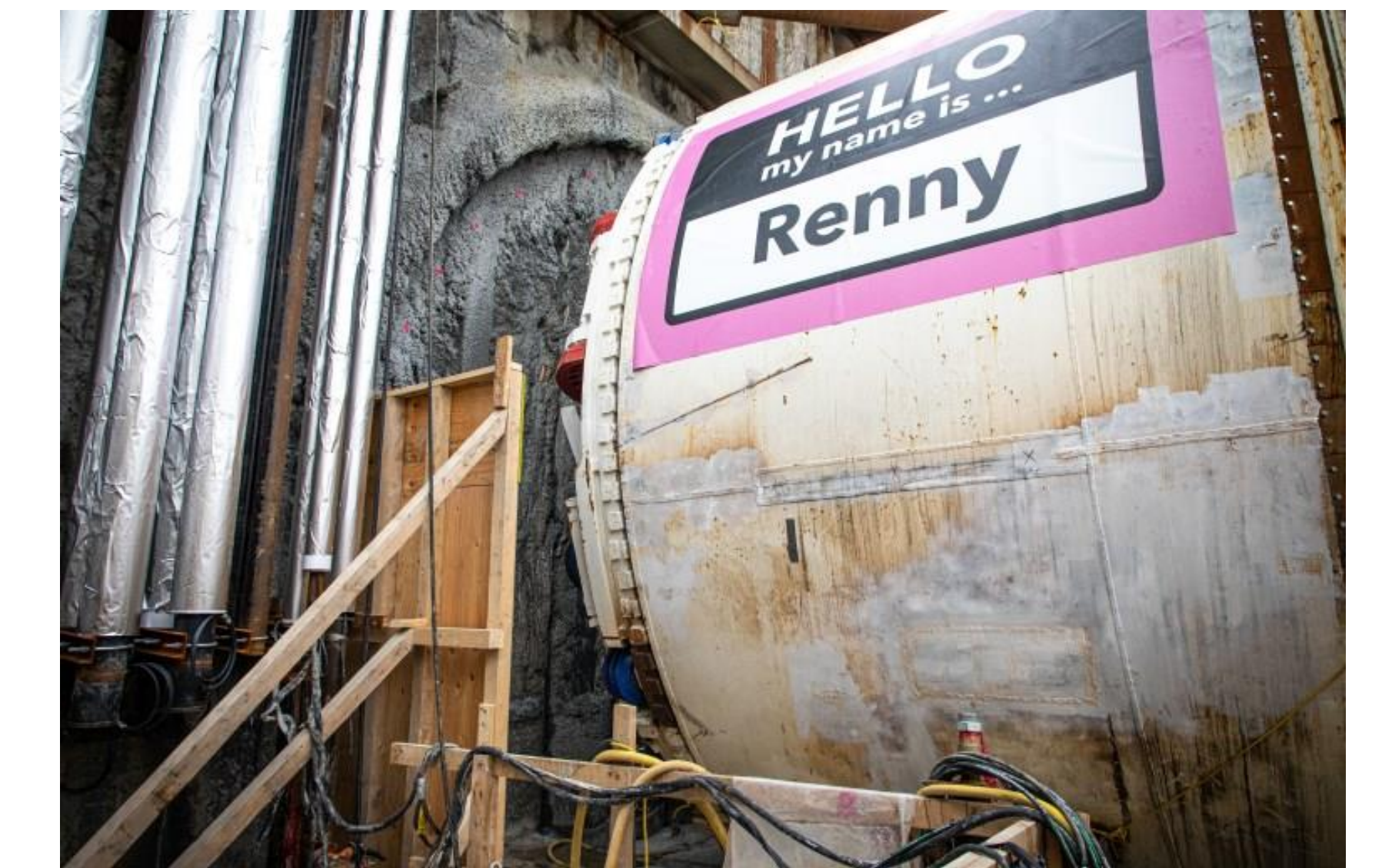
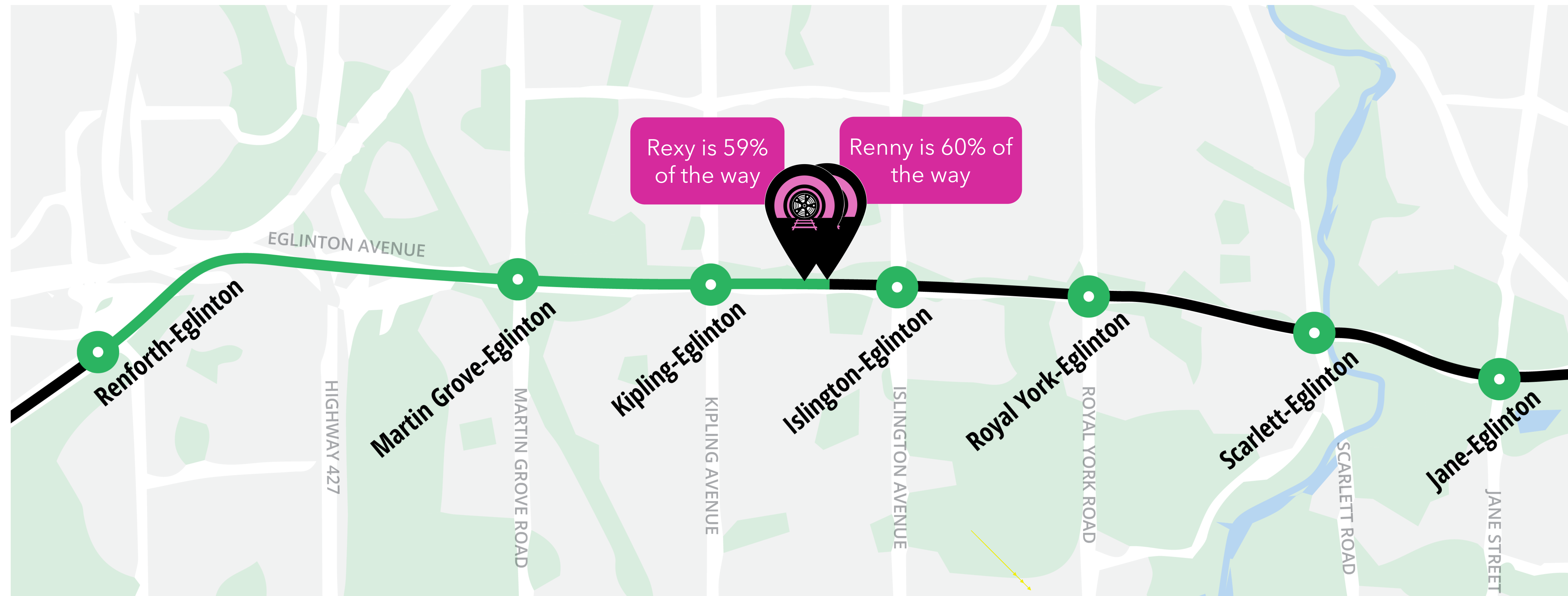
# Construction timelines



The project is being delivered through four contracts, with separate contractors



# Construction milestones

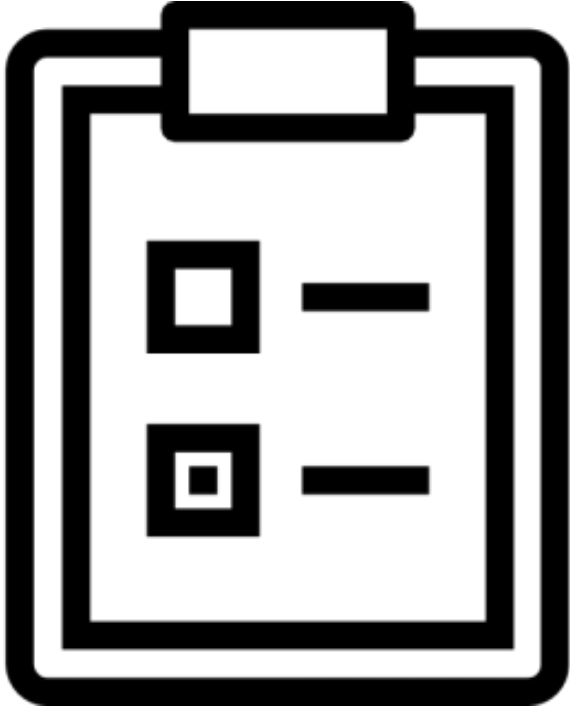


- Since starting in April and July 2022, tunnel boring machines Renny and Remy have constructed more than 50% of the twin tunnels for the Eglinton Crosstown West Extension
- Station headwalls completed:
  - Martin Grove
  - Kipling
  - Islington
  - Royal York
- Tunnel boring is expected to be complete in 2024 at the portal west of Scarlett Road; tunnel related works will continue until 2025

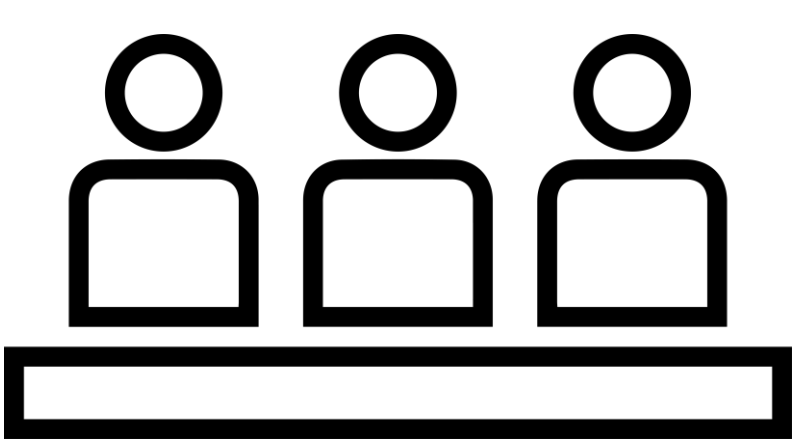

## What is a "headwall"?


Concrete columns used to support future station excavation and construction

# Community engagement

**3**   
**Online Surveys**  
↓  
**270+**  
respondents


 **30+**  
**blog stories**  
issued, **monthly** e-  
newsletter, **weekly** e-blasts

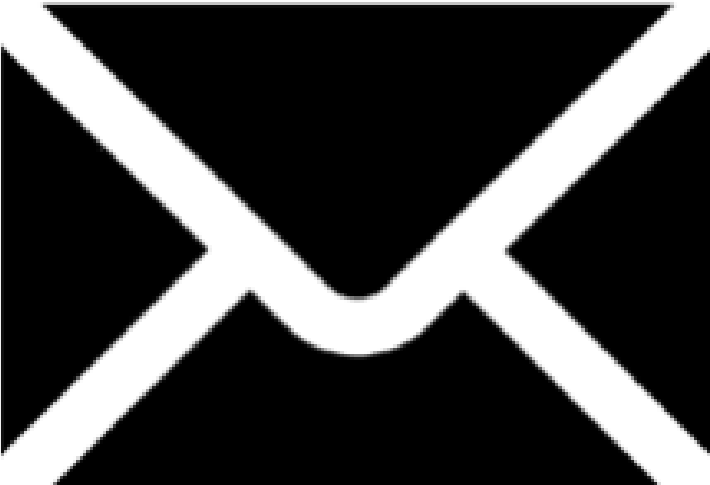
**16**   
**Open Houses**  
↓  
**2,000+**  
  
people engaged

**60** pop-ups and  
**83**   
**canvassing**  
**outings**  
to raise awareness of the  
project and address concerns  
from the community

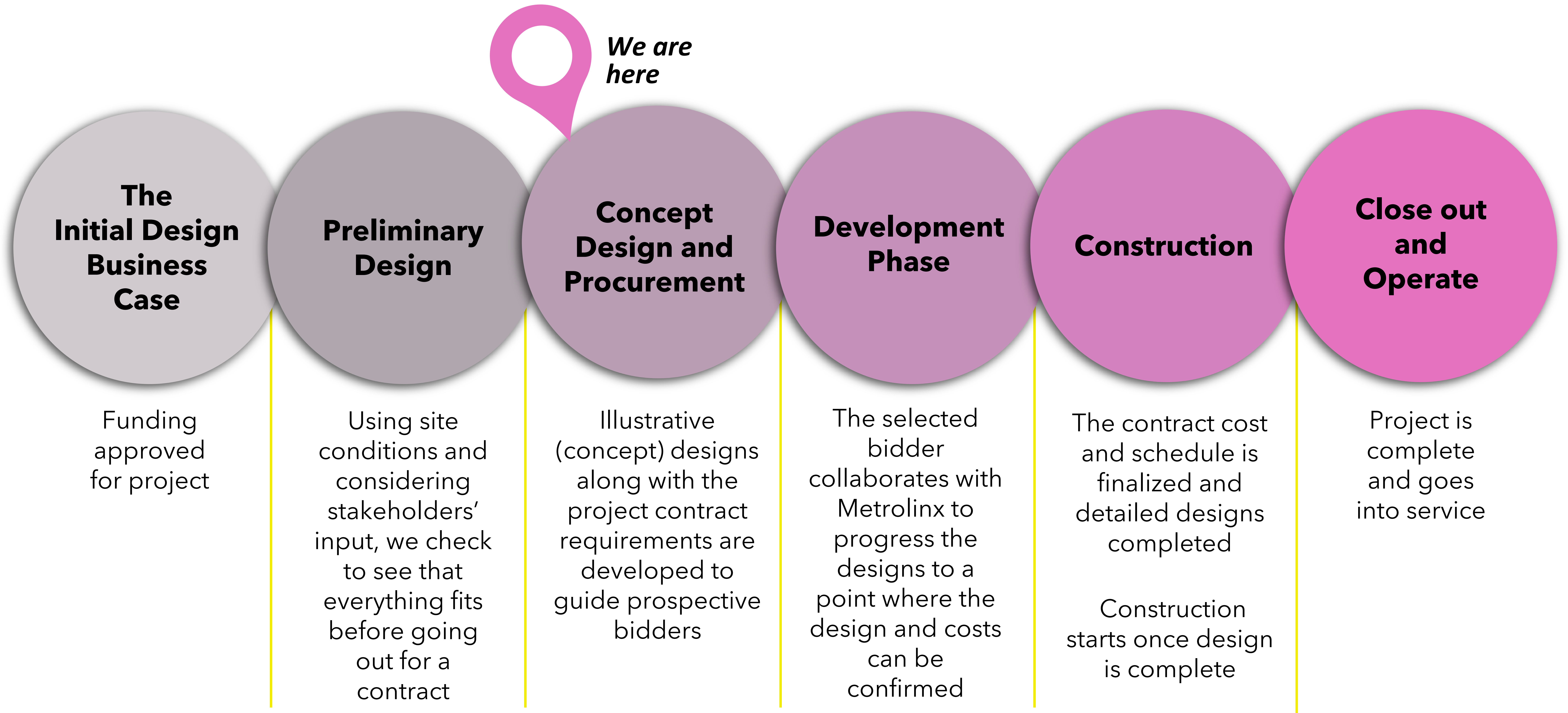
 A local  
community  
**office**  
opened in **May 2023**

  
**100**  
**community +**  
**stakeholder**  
**meetings**

  
**500+**  
**social media** posts

  
**200,000+**  
**flyers and**  
**community**  
**notices**  
distributed across  
communities along  
the line

# Station design phases



# What we've heard from you about station design

You have provided us your feedback on station design in responses to surveys and at meetings, open houses and pop-ups

Here are the key features the community would like incorporated into station design

Provide amenities for cyclists (i.e. indoor parking, storage and bike repair facilities)

Consider secondary entrances to reduce pedestrian road crossings

Incorporate features to ensure accessibility for travellers of all ages and abilities

Incorporate outdoor amenities to create welcoming places

Provide indoor amenities such as Wi-Fi

Ensure connectivity, access and safety for all travellers

Accommodate commercial, retail uses and economic opportunities

Protect and reinstate woodlot features, provide sustainable features and greenspace

*\*Next panels show how we have incorporated this feedback into the station design*



# Incorporating your feedback into station design

- Station plazas connected to local cycle tracks
- Bike racks in the public plaza
- Number of bike parking spaces align with the Toronto Green Standard



An example of bicycle racks

**Provide amenities for cyclists (i.e. indoor parking, storage and bike repair facilities)**

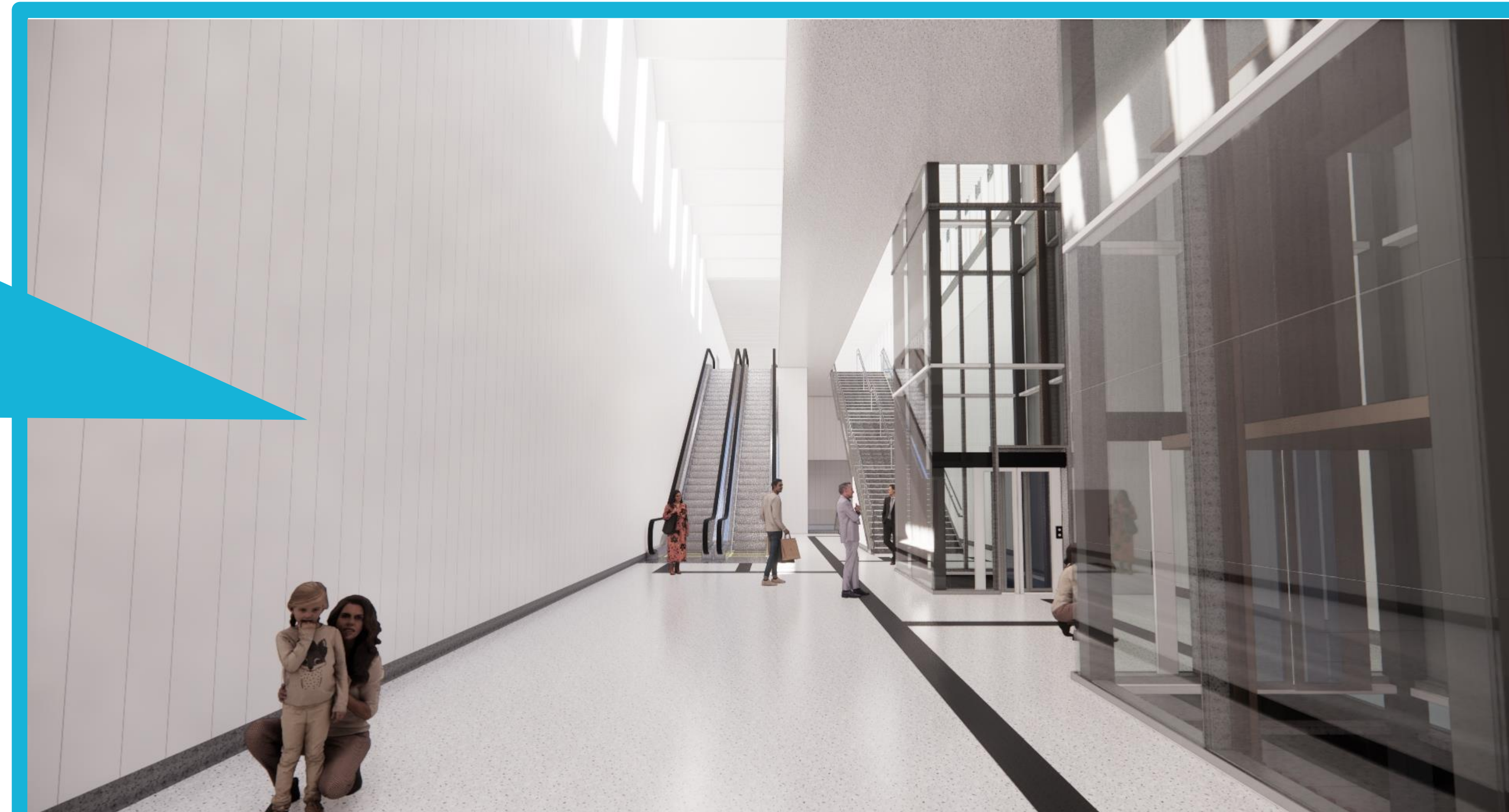
**Consider secondary entrances to reduce pedestrian road crossings**



Aerial view of Martin Grove station showing entrances on east and west side of Martin Grove Rd

- Four of the seven stations will have secondary entrances
- Due to space availability and infrastructure constraints, secondary entrances are not feasible at Royal York, Islington, and Kipling stations

**Incorporate features to ensure accessibility for travellers of all ages and abilities**



A station concourse with two elevators and two escalators

- All stations will be accessible as per applicable Codes and Standards
- Two elevators and two escalators at each station
- Accessible connections, including a Wheel-Trans drop-off space
- Tactile directional indicators guide visually impaired passengers from the station entrance to the platform level safely

*\*Design is conceptual; all renderings are illustrative and subject to change*

# Incorporating your feedback into station design

- Incorporate weather canopies at station entrances
- Heated waiting area at elevated stations
- Seating in plazas for a place to rest
- Trees around stations for shading
- Public plazas that are inviting, comfortable and attractive



**Incorporate outdoor amenities to create welcoming places**

**Provide indoor amenities such as Wi-Fi**



- Public Wi-Fi in plazas and station interiors
- Public seating for comfort
- Public washrooms at interchange stations (Renforth Station)

**Ensure connectivity, access and safety for all travellers**



- Arrival at stations on foot, bike, bus or via accessible drop off
- All stations will have landscaped plazas connecting to pedestrian pathways and local sidewalks
- Wayfinding system to guide passengers on their journey
- Station specific colouring on platform walls and ceilings for wayfinding
- Passenger Assistance Intercoms (Help Points)

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# Incorporating your feedback into station design

Accommodate commercial, retail uses and economic opportunities



Example rendering of higher density, mixed use development around a transit station

- New transit stations provide opportunities to build vibrant, higher density, mixed-use communities so people can easily get to places where they can work, play, and learn
- Future Major Transit Station Areas will have a minimum density target for residents and jobs, as required by the province
- Stations and light rail will help attract investments and opportunities along Eglinton Avenue West

Protect and reinstate woodlot features, provide sustainable features and greenspace



A restoration plan is being developed to restore and re-naturalize construction areas

- Minimize impact on Kipling Woodlot
- Restoration plan being developed in collaboration with City and TRCA
- Landscaping around stations
- Station buildings will include green roofs to reduce heat islands, increase biodiversity and reduce stormwater run-off
- Bird safety being considered in window design

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## The following community suggestions do not align with sustainability guidelines and would require more space than what is available

### Does not align with sustainability guidelines

- Heated sidewalks
- Additional parking and Green P lots

### More space required than is available

- Weather protected connections to other transportation
- Stairs and additional sidewalks to connect to nearby housing (i.e. Lions Gate)
- Indoor storage and bike repair in stations
- Carpool pick-up and drop-off
- Bus terminal at Martin Grove
- Retail and cafes in stations

# Station design principles

**1 Create safe and efficient connections to the stations** for the travelling public including cyclists, bus users, and pedestrians

**2 Improve passenger experience by:**

- Providing natural light
- Using intuitive wayfinding
- Using simple functional design to maximize safety and accessibility

**3 Create inviting outdoor public spaces** that fit with their surroundings using scale, material, and landscaping

**4 Integrate public facing elements of the station into the local context** to fit into the existing and planned conditions around the station



Conceptual rendering of Scarlett Station from Eglinton Avenue West looking North

*\*Design is conceptual; all renderings are illustrative and subject to change*

# Design vision - station entrance

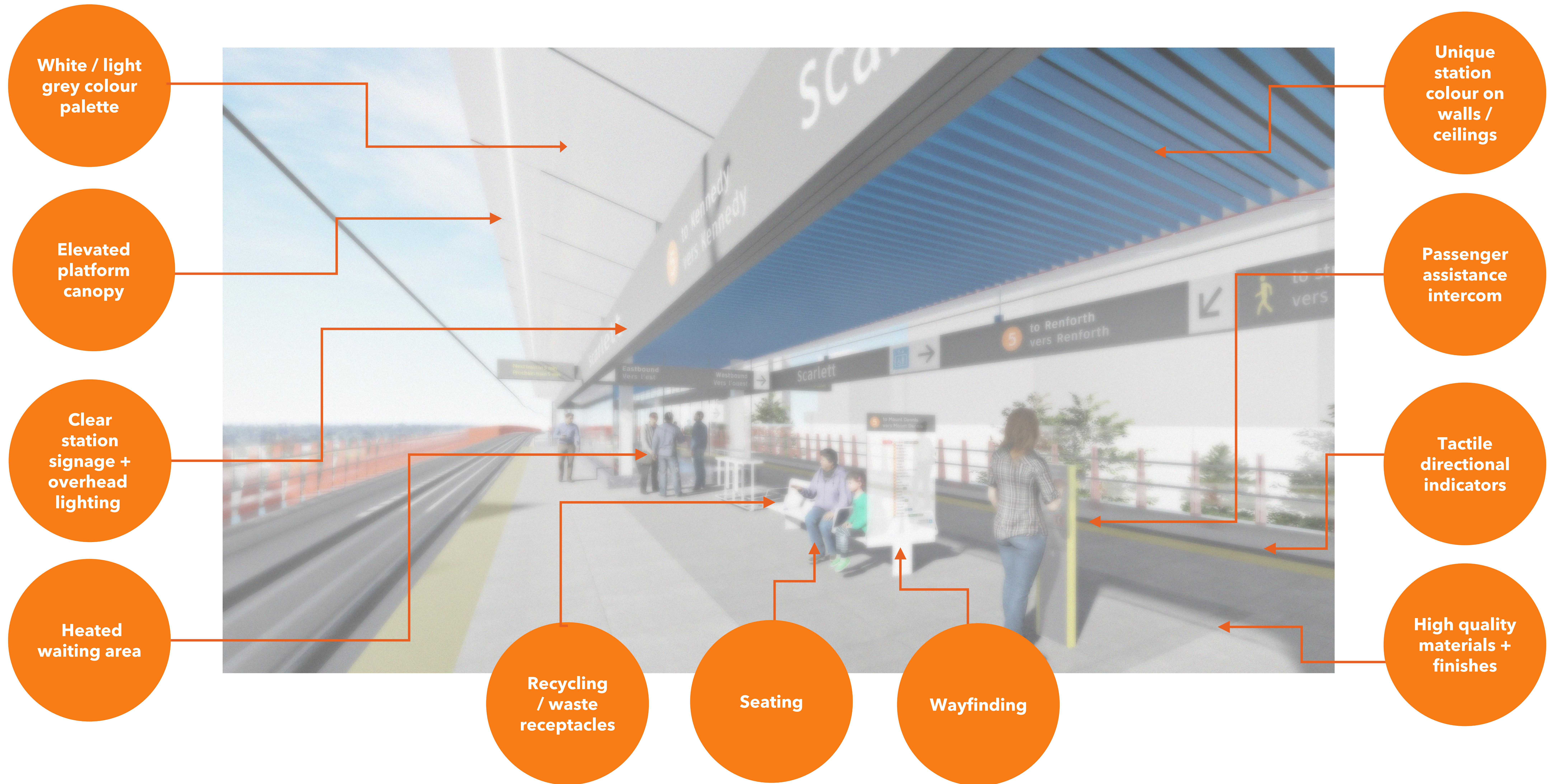
The design vision establishes principles to be developed further in the design stages



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# Design vision - elevated platforms

The design vision establishes principles to be developed further in the design stages



*\*Design is conceptual; all renderings are illustrative and subject to change*

# Design vision - underground platforms

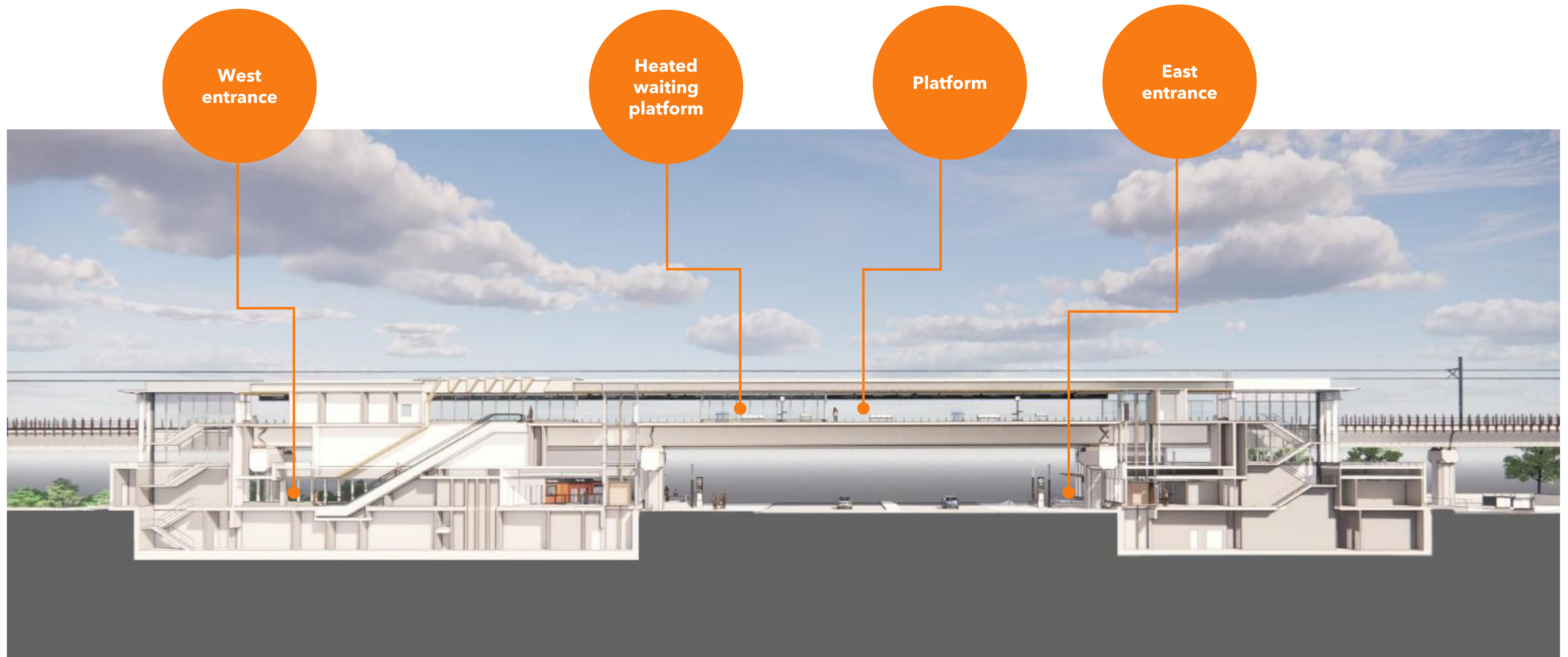
The design vision establishes principles to be developed further in the design stages



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# Design vision - cross section (elevated station)

The design vision establishes principles to be developed further in the design stages

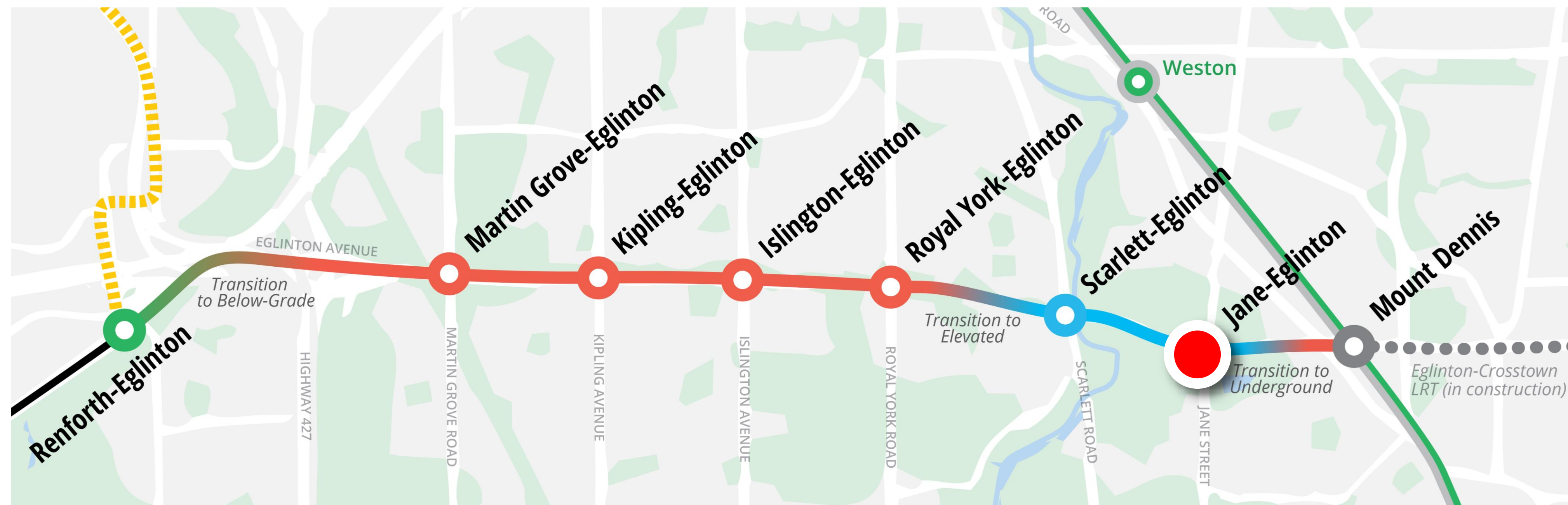


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# Meet your station - Jane-Eglinton



## Station features:

- Accessible station integrated into an elevated structure that will straddle Jane Street north of Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- Green roof provided for all station buildings per the Toronto Green Standard (requires up to 80% green roof line wide)
- Two accessible entrances on the east and west sides of Jane Street
- Full canopy over an open platform with fully glazed heated waiting shelter
- Wayfinding signage
- 40 bicycle parking spaces
- Connections to bus routes
- Sustainable landscaping in station plaza including native trees, raised planters and ornamental grass planting
- Natural ventilation in the station to conserve energy and be more sustainable

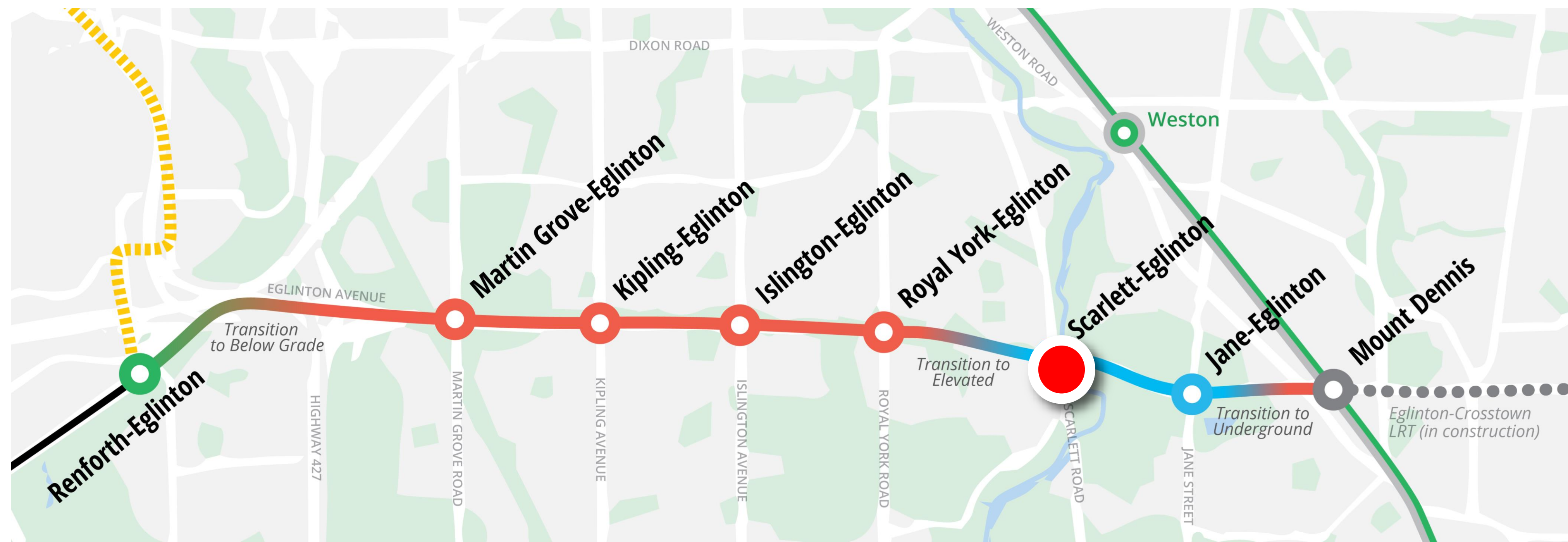
## Station highlights:

- Close to Eglinton Ave West multi-use trails providing active transportation connections to transit
- Eglinton Flats and Fergy Brown Park are nearby

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# Meet your station - Scarlett-Eglinton



## Station features:

- Accessible station integrated into an elevated structure that will straddle Scarlett Road on the north side of Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- Green roof provided for all station buildings per the Toronto Green Standard (requires up to 80% green roof line wide)
- Two accessible entrances on the east and west sides of Scarlett Road
- Full canopy over an open platform with fully glazed heated waiting shelter
- Wayfinding signage
- 40 bicycle parking spaces
- Connections to bus routes
- Sustainable landscaping in station plaza including native trees, raised planters and ornamental grass planting
- Natural ventilation in the station to conserve energy and be more sustainable

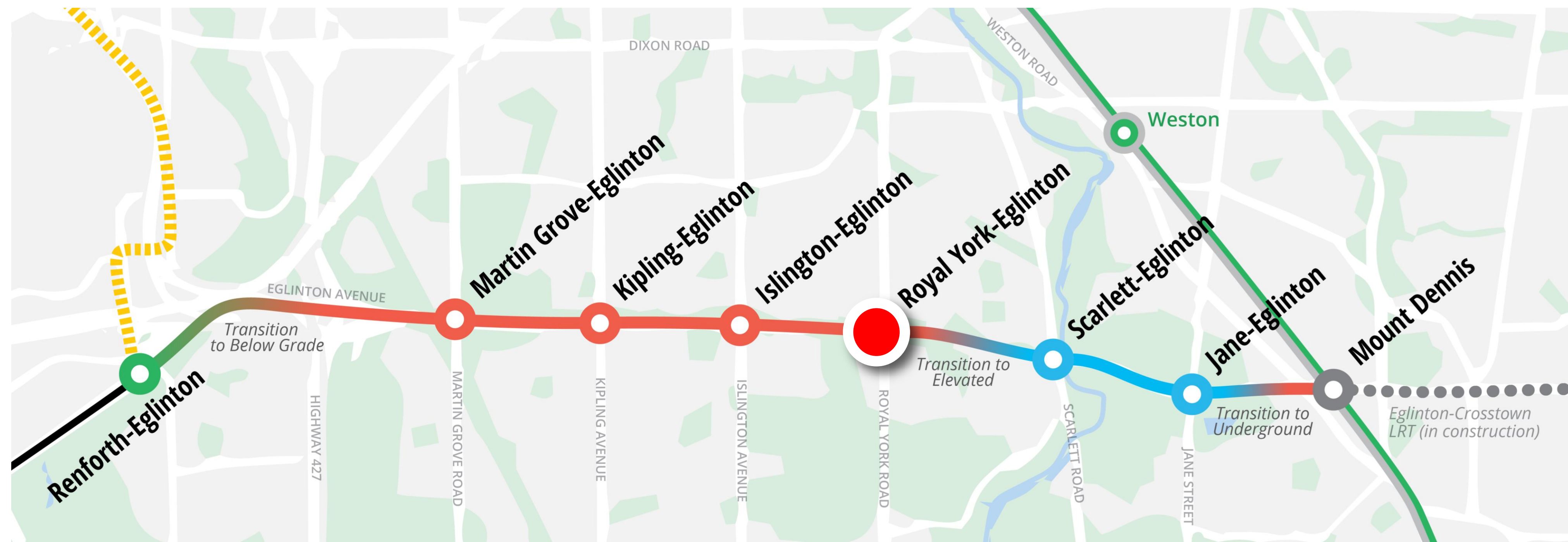
## Station highlights:

- Close to Eglinton Ave West and Humber River multi-use trails providing active transportation connections to transit
- Walking distance to existing paths around the Richview apartment buildings

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# Meet your station - Royal York-Eglinton



Conceptual rendering of Royal York-Eglinton Station along Eglinton Avenue West

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## Station features:

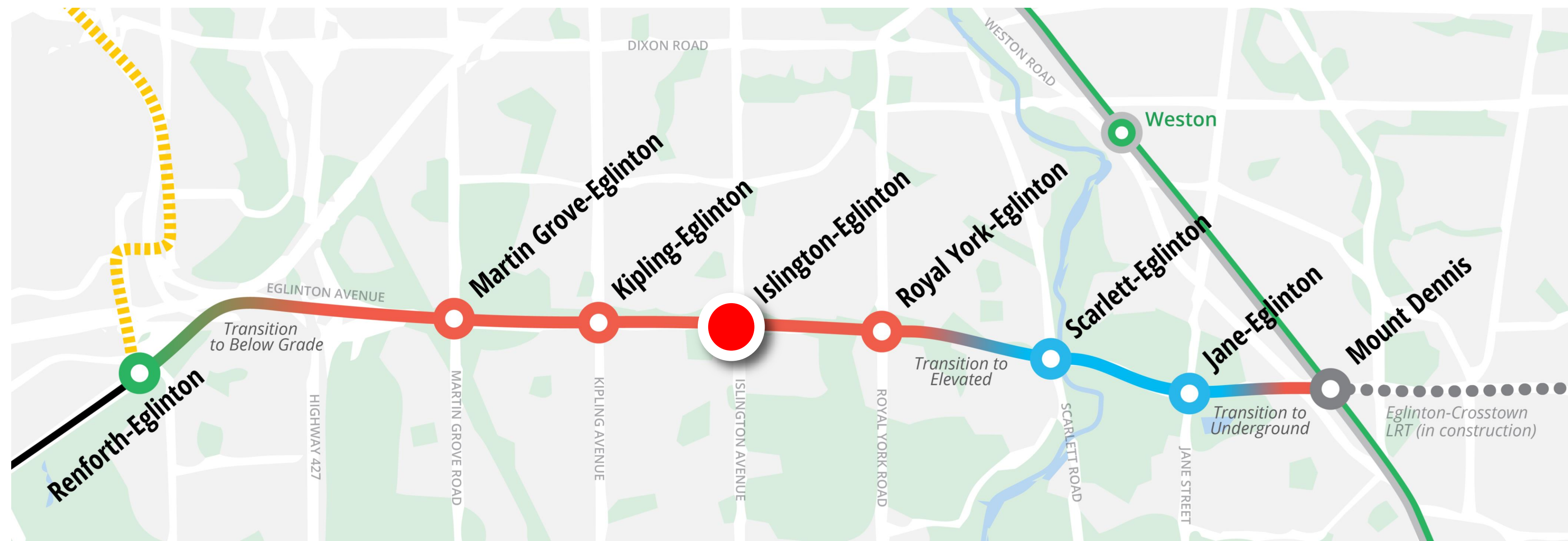
- Accessible underground station on the northwest corner of Royal York Road and Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- Green roof provided for all station buildings per the Toronto Green Standard (requires up to 80% green roof line wide)
- One accessible entrance on the east side of Royal York Road
- Wayfinding signage
- 40 bicycle parking spaces
- Connections to bus routes
- Sustainable landscaping in station plaza including native trees, raised planters and ornamental grass planting
- Skylight to provide natural light underground
- Natural ventilation in the station to conserve energy and be more sustainable

## Station highlights:

- Close to Eglinton Ave West multi-use trail and bike lanes on Royal York Road providing active transportation connections to transit
- Station design reflects the heritage character of the Mary Reid House
- View of the Mary Reid House from the road is maintained
- Heritage stone wall will be removed, labelled, catalogued, stored off-site and put back after station construction is complete



# Meet your station - Islington-Eglinton



Conceptual rendering of Islington-Eglinton Station at Eglinton Avenue West

## Station features:

- Accessible underground station on the northwest corner of Islington Avenue and Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- Green roof provided for all station buildings per the Toronto Green Standard (requires up to 80% green roof line wide)
- One accessible entrance on the west side of Islington Avenue
- Wayfinding signage
- 40 bicycle parking spaces
- Connections to bus routes
- Sustainable landscaping in station plaza including native trees, raised planters and ornamental grass planting
- Skylight to provide natural light underground
- Natural ventilation in the station to conserve energy and be more sustainable

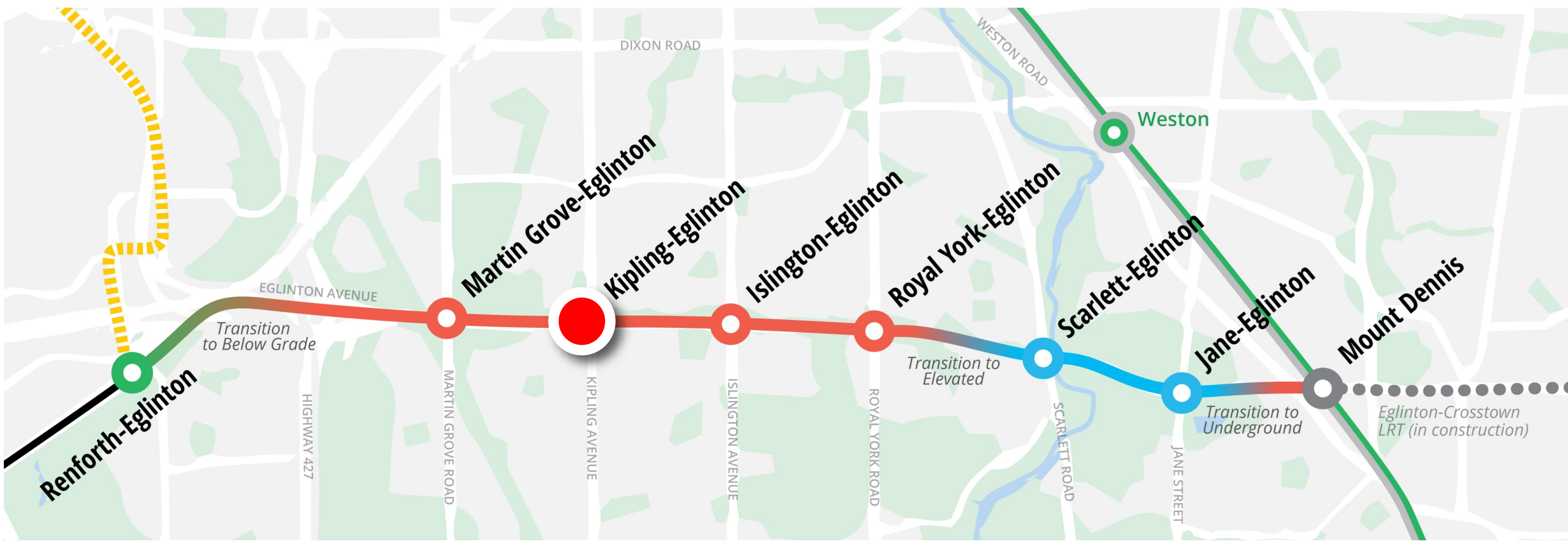
## Station highlights:

- Close to Eglinton Ave West multi-use trail providing active transportation connections to transit
- The station building will be designed and constructed narrower than others due to steepness of the area
- Richview Toronto Public Library Branch and Richview Collegiate Institute are nearby

*\*Design is conceptual; all renderings are illustrative and subject to change*



# Meet your station - Kipling-Eglinton



### Station features:

- Accessible underground station on the northwest corner of Kipling Avenue and Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- Green roof provided for all station buildings per the Toronto Green Standard (requires up to 80% green roof line wide)
- One accessible entrance on the west side of Kipling Avenue
- Wayfinding signage
- 40 bicycle parking spaces
- Connections to bus routes
- Sustainable landscaping in station plaza including native trees, raised planters and ornamental grass planting
- Natural ventilation in the station to conserve energy and be more sustainable

### Station highlights:

- Close to Eglinton Ave West multi-use trail providing active transportation connections to transit
- Station designed to minimize impact on the woodlot
- Additional trees to be planted on boulevard in front of the station

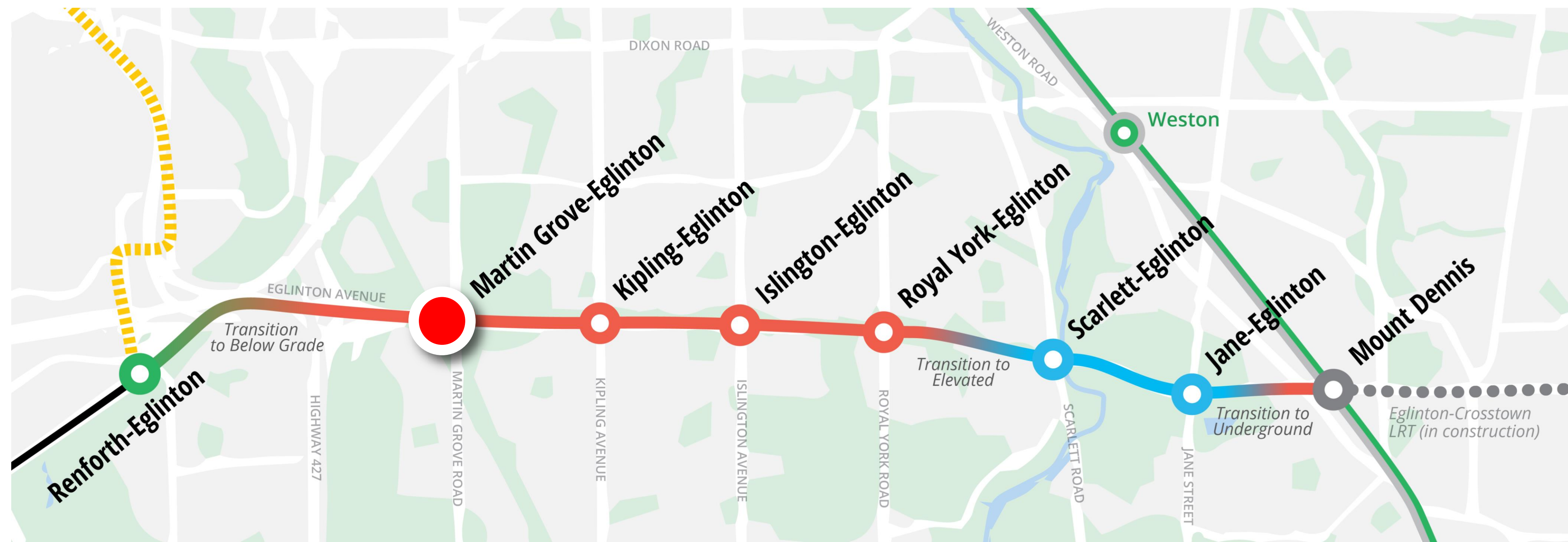


Conceptual rendering of Kipling-Eglinton station entrance

*\*Design is conceptual; all renderings are illustrative and subject to change*



# Meet your station - Martin Grove-Eglinton



Conceptual rendering of Martin Grove-Eglinton station main entrance

## Station features:

- Accessible underground station on the northeast and northwest corner of Martin Grove Road and Eglinton Avenue
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown LRT
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- Green roof provided for all station buildings per the Toronto Green Standard (requires up to 80% green roof line wide)
- Two accessible entrances on the east and west sides of Martin Grove Road
- Wayfinding signage
- 40 bicycle parking spaces
- Connections to bus routes
- Sustainable landscaping in station plaza including native trees, raised planters and ornamental grass planting
- Skylight to provide natural light underground
- Natural ventilation in the station to conserve energy and be more sustainable

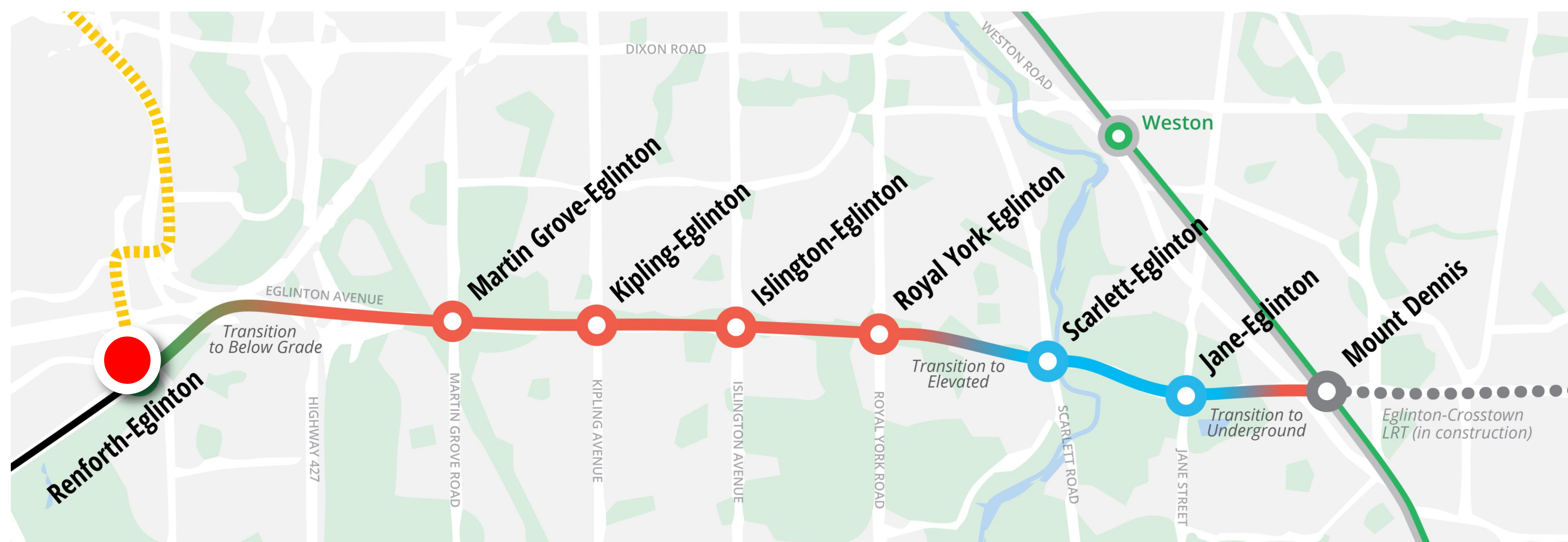
## Station highlights:

- Close to Eglinton Ave West and West Deane multi-use trails as well as bike lanes on Martin Grove Road providing active transportation connections to transit
- Richview Park, Martin Grove Collegiate Institute and local businesses are nearby

*\*Design is conceptual; all renderings are illustrative and subject to change*



# Meet your station - Renforth-Eglinton



Conceptual rendering of Renforth-Eglinton station entrance

## Station features:

- Accessible below grade station on the northwest corner of Renforth Drive and Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown LRT
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- Green roof provided for all station buildings per the Toronto Green Standard (requires up to 80% green roof line wide)
- Three accessible entrances serving the LRT station
- Wayfinding signage
- 40 bicycle parking spaces
- Connections to bus routes
- Short transfer time between MiWay BRT and LRT with the same platform
- Sustainable landscaping in station plaza including native trees, raised planters and ornamental grass planting
- Skylight to provide the below grade station with natural light
- Natural ventilation in the station to conserve energy and be more sustainable

## Station highlights:

- Close to Eglinton Ave West multi-use trail and bike lanes on Renforth Drive providing active transportation connections to transit
- No trees removed for station construction
- A transit hub connecting to bus services on GO Transit, MiWay and TTC
- Plans being considered to extend the ECWE to Pearson International Airport
- Close to major employers in the Airport employment zone
- Centennial Park is nearby

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# What makes your community unique?

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Metrolinx is a new neighbour in your community.

**Please tell us about your community so we can determine any opportunities to reflect local character into the Eglinton Crosstown West Extension project**

**To help us identify what makes your community unique:**

- 1** Please scan the QR code on this panel
- 2** Tell us what characteristics make your neighbourhood unique





# Colour as a wayfinding tool



**The Eglinton Crosstown West Extension colour strategy is consistent with the Crosstown and enables passengers to clearly distinguish which station they are at when they are on the train**

- Each station's specific colour will be clearly distinguishable for people with colour vision deficiency, but complementary to Line 5's orange colour
- Adjacent stations' colours will avoid having the same hues
- Station entrances shall maintain the line wide palette of white, grey and Line 5 orange
- Station colours shown on this panel are indicative at this stage

**Please tell us what you think about the proposed colours**

**Line 5 orange colour and copper coloured anodized aluminium to be used consistently across all stations**



**Potential colour palette for station platform feature walls and ceilings**



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# Tell us what you think

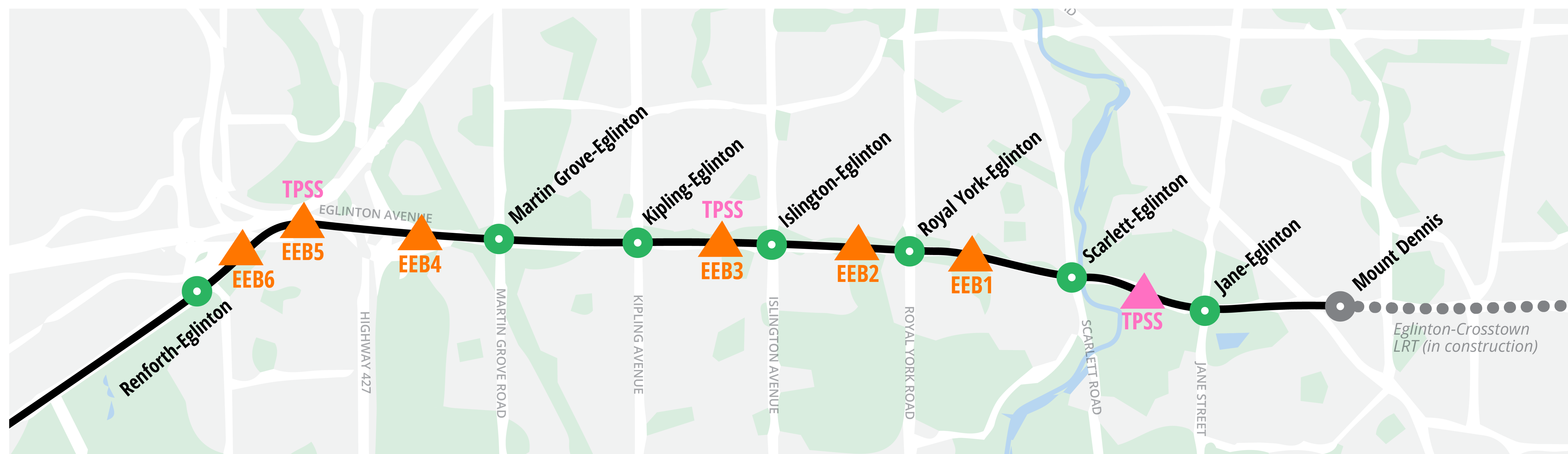
**Please tell us what you love about your community and/or what makes your community unique** *(i.e. its history, cultural make-up, identity, etc.)*

**Please tell us what you think about the proposed colors and why**

<b>Really Dislike</b>	<b>Neutral</b>	<b>Really Like</b>
-----------------------	----------------	--------------------

**Why?**

# Supporting infrastructure required for operation

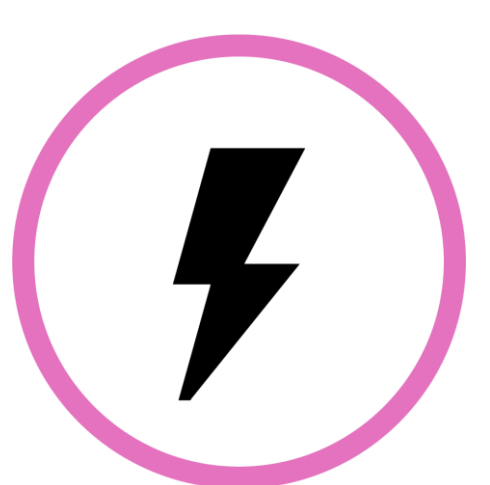


## Additional infrastructure is critical to keeping the LRT line moving:



### Emergency exit buildings (EEB)

to provide emergency service access and emergency exit points for passengers



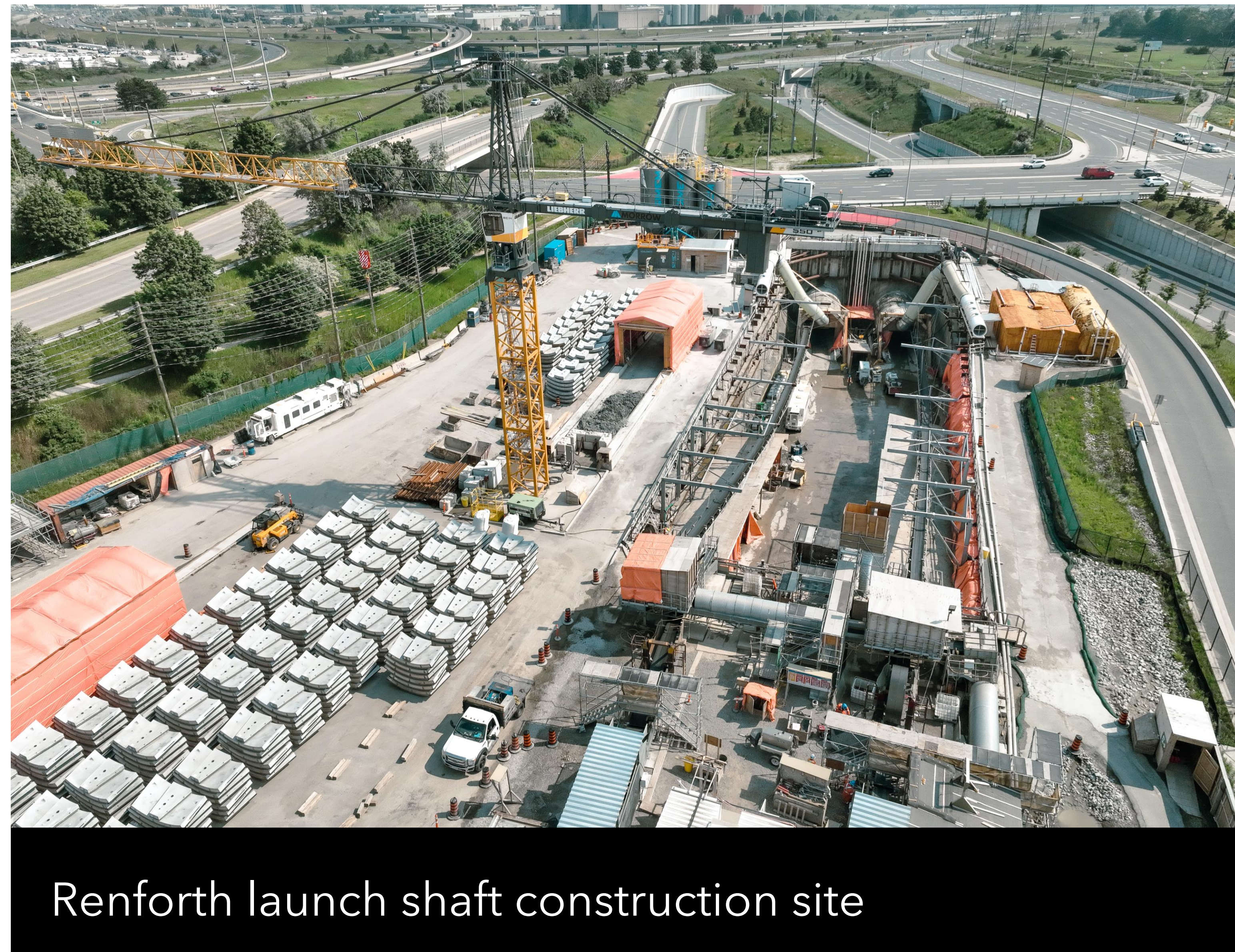
**Traction power substations (TPSS)** to convert and supply electricity to operate trains, signals, and communication equipment

## Buildings to house these facilities will be:

- Small scale above ground buildings (one-storey high)
- Architecturally designed to integrate into the local environment
- Landscaped to help reduce the visual impact

# What to expect with construction

- Each station and supporting infrastructure buildings will require temporary construction zones that are bigger than the building's footprint. The areas will be restored after construction
- Metrolinx works with its contractors to minimize impacts of construction and is committed to:
  - Keeping sidewalks open and safe
  - Keeping bus stops active for the duration of construction
  - Reducing impacts of traffic staging and maintaining active lanes
  - Reducing impacts of noise and dust to surrounding neighbours
  - Reducing the impact on vegetation as much as possible
  - Maintaining an accessible and clean construction zone
- Construction details and mitigation measures will be discussed at future open houses

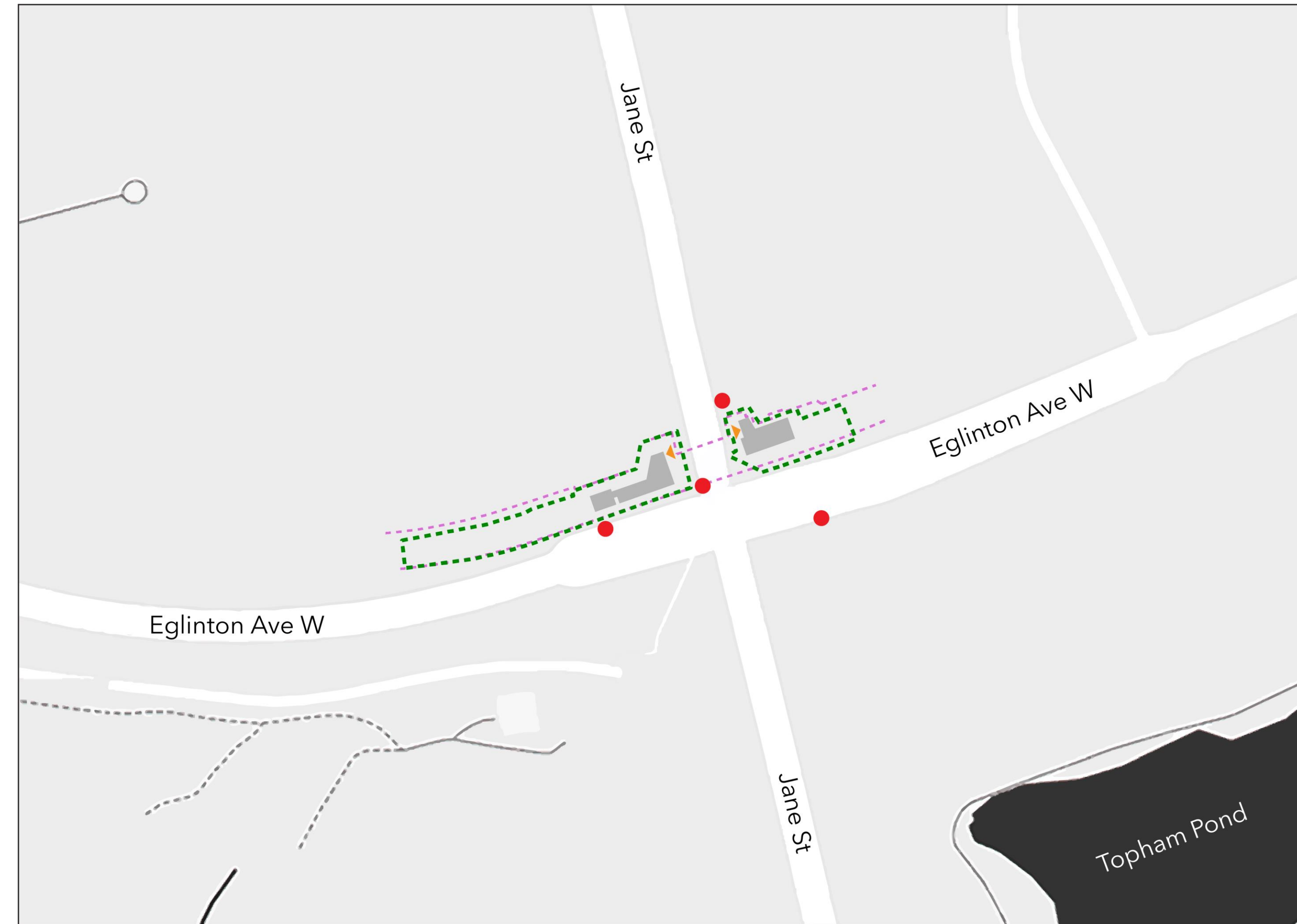


## What is a temporary construction zone?

- A specific area(s) where construction work takes place
- Located adjacent to station construction sites
- Required for the duration of construction and is not permanent
- May include temporary storage of equipment, materials and office trailers
- Fenced area provides safety for public and workers
- Area restored after construction completion

# Temporary construction zones

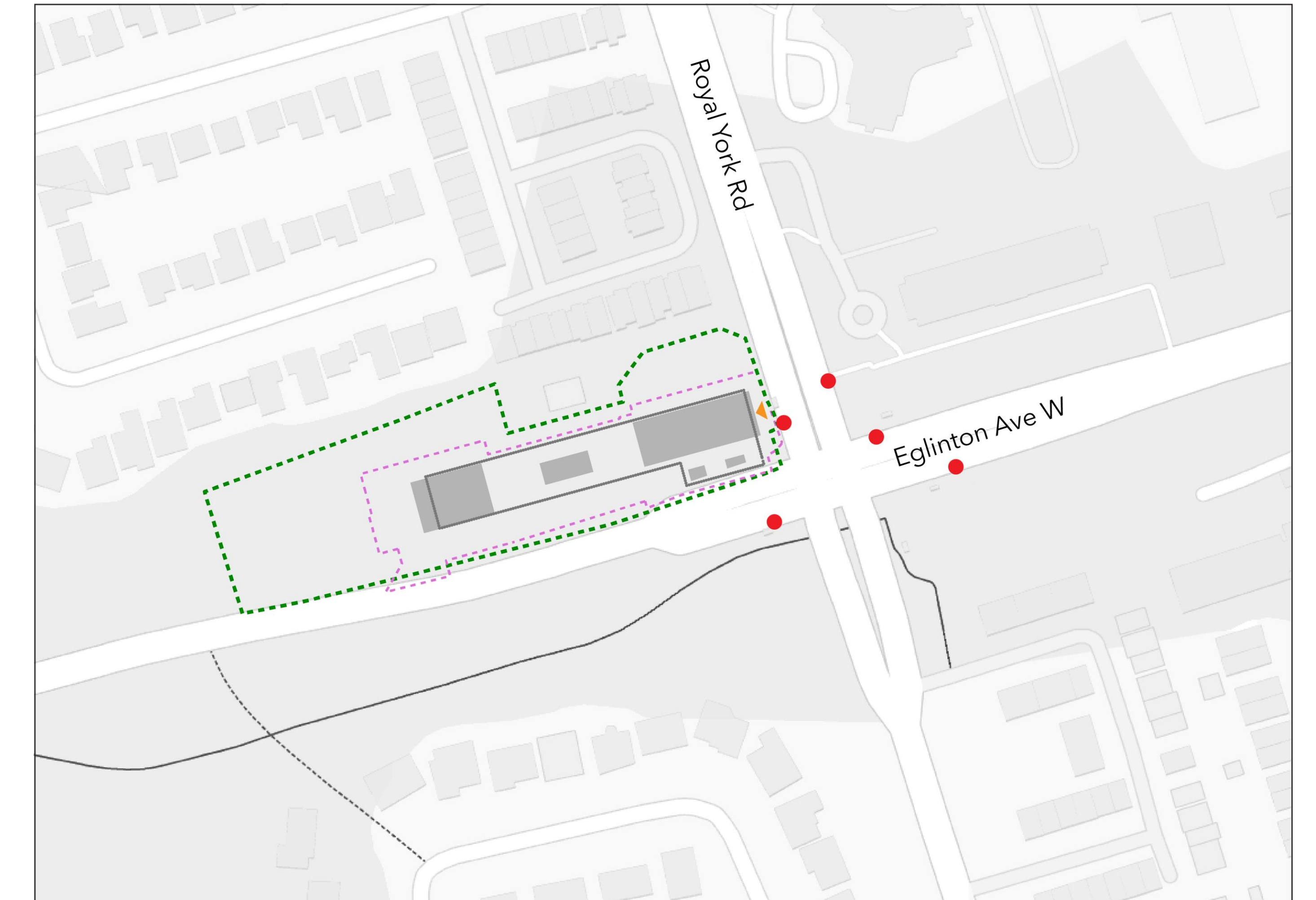
Jane Station



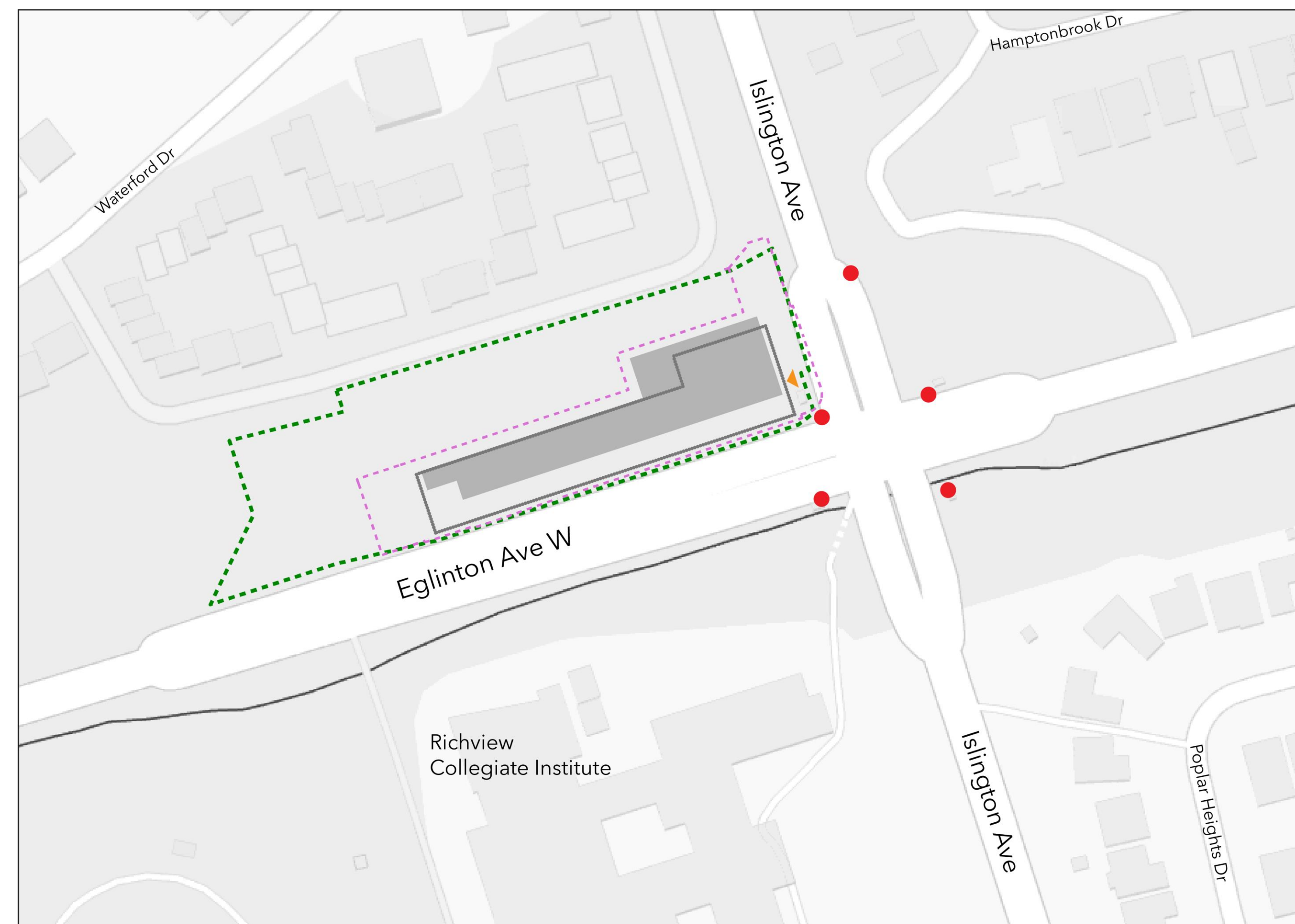
Scarlett Station



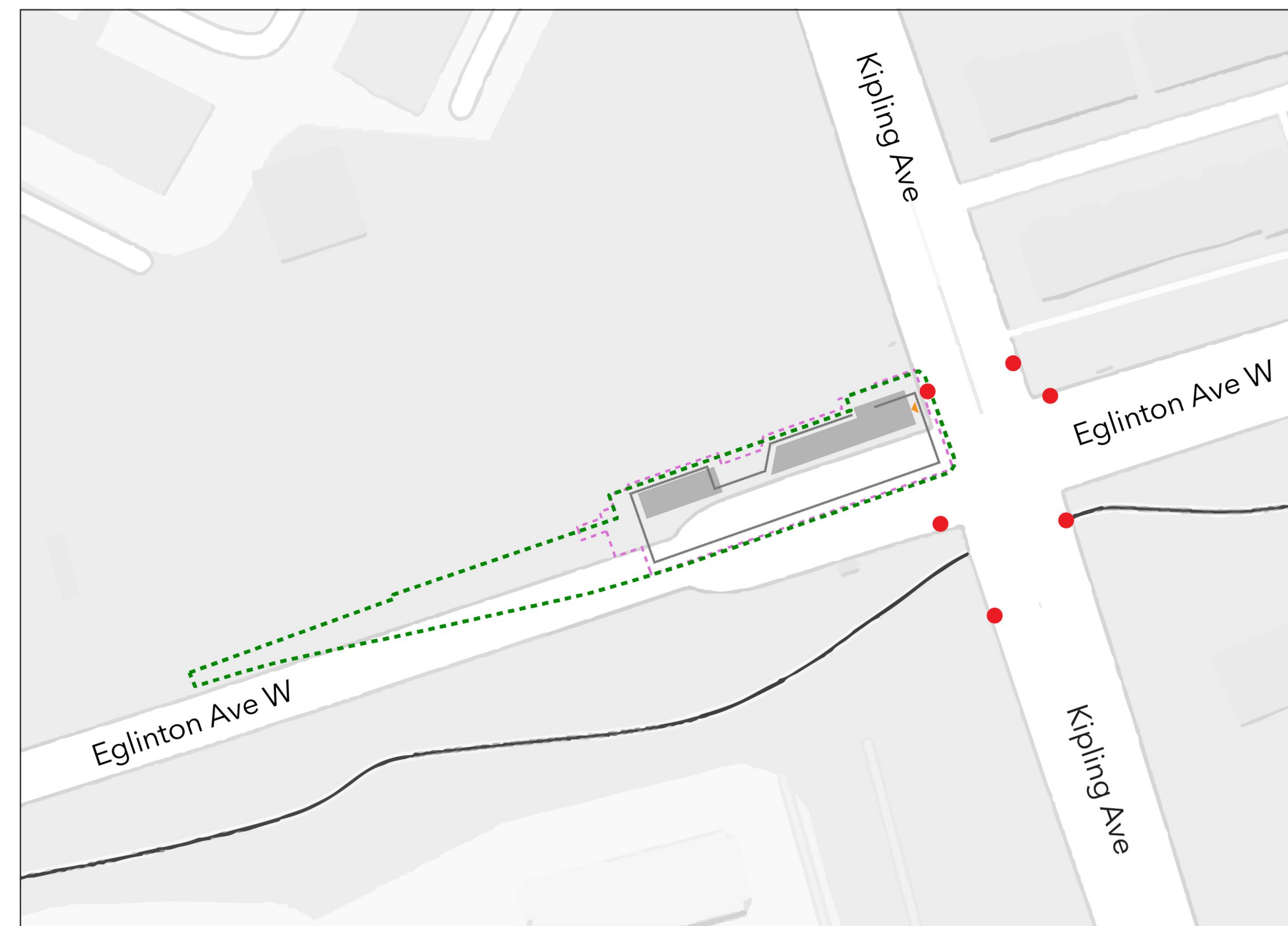
Royal York Station



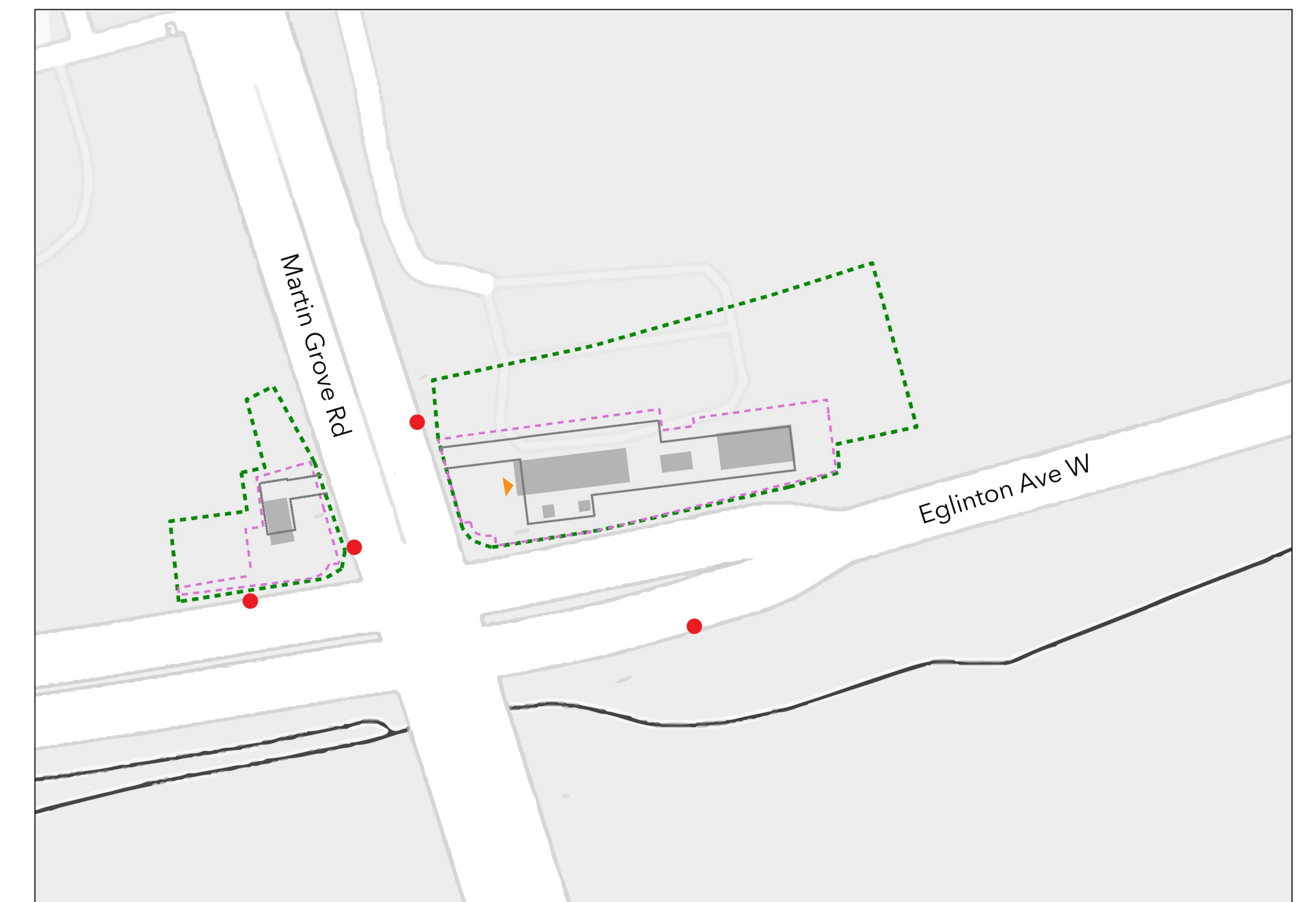
Islington Station



Kipling Station



Martin Grove Station



- - - CONSTRUCTION LAYDOWN AREA
- - - PROJECT PERMANENT LANDS
- STATION/ANCILLARY BUILDING
- EXISTING PROPERTY LINE
- BUS STOP
- ▲ STATION ENTRANCE

Plans to restore temporary construction zones are being developed with a focus on naturalized landscapes

# Restoration planning

- Metrolinx is developing restoration plans for lands being impacted by the LRT line construction in two stages:
  - **Step 1** - confirm vision, principles and requirements (**summer - fall 2023**)
  - **Step 2** - develop restoration plans (**summer 2023 - spring 2024**)
- Metrolinx is engaging with the local community, the City of Toronto, Toronto Region Conservation Area, Indigenous Nations and other relevant stakeholders
- Restoration will focus on naturalized landscapes to enhance the health of local ecosystems along the alignment and surrounding areas



Northwest corner of Eglinton Avenue and Islington Avenue



An example of a Landscape plan



A photo of field work

# What's Next?



*We are here*

Summer 2023	Fall 2023	Late 2023
<p><b>Open House:</b></p> <ul style="list-style-type: none"><li>• Station design</li><li>• Incorporating what we've heard</li><li>• Seeking input on reflecting local character in station design</li></ul>	<p><b>Community Outreach Event:</b></p> <ul style="list-style-type: none"><li>• Pop-up in the park</li><li>• Share stations and landscape restoration information</li><li>• Learn about station areas through community polls and interviews</li></ul>	<p><b>Workshops:</b></p> <ul style="list-style-type: none"><li>• Community discussions about landscape restoration and the character of local neighbourhoods</li></ul>
<p><b>Ongoing meetings with agencies and Indigenous Nations</b></p>		
<p><b>Ongoing community engagement with residents, business owners, and key stakeholders</b></p>		

SCAN ME



# Tell us what you think

**Please provide your thoughts on the proposed station information shared**

A large, empty white rectangular area with a thin pink border, intended for users to provide their feedback.



# Thank you for your feedback

We appreciate your input because it helps move the Eglinton Crosstown West Extension forward in a way that strengthens the community. ***Your feedback is vital to this process.***



**Visit us at the  
Community  
Office**

326 Scarlett Road

Tuesdays and  
Thursdays,  
10 a.m. – 5 p.m. or  
by appointment

## Want to know more?

**Visit:** [metrolinx.com/EglintonWest](https://metrolinx.com/EglintonWest)

   @EglintonWestEXT

**Email us:** [EglintonWest@metrolinx.com](mailto:EglintonWest@metrolinx.com)

**Call us:** 416-202-8001