

Eglinton Crosstown West Extension

**Stations Design
Virtual Open House**

Land Acknowledgement

Let us take a moment to acknowledge we are on lands that have, and continue to be, home to many Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Huron-Wendat peoples.

We are all Treaty people. Many of us have come here as settlers, as immigrants or involuntarily as part of the trans-Atlantic slave trade, in this generation, or generations past.

We acknowledge the historic and continued impacts of colonization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on territories and lands covered by many treaties that affirm and value the rights of Indigenous communities, Nations and Peoples.

We understand the importance of working towards reconciliation with the original caretakers of this land. At Metrolinx, we will conduct business in a manner that is built on a foundation of trust, respect and collaboration.

Safety moment

- All road users are encouraged to share the road, stay alert and exercise caution
- Be aware of other road users, especially vulnerable road users
- Reduce speed in community and school zones, turn carefully at intersections and obey traffic signs, make sure all lights and reflectors are working properly
- Everyone has a role to play in safety



Engagement guidelines

Joining as a participant?

Enter code here



Questions
and
Answers



Polls
Slido Code:
3349246



Closed
Captions



French
Translation

Welcome

Today we will share:

- 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

Introducing the Project Team



Aman Gill
Community
Engagement
Manager,
Metrolinx



Abbas Ali
Senior
Advisor,
Metrolinx



Mario Nalli
Senior
Project
Manager,
Metrolinx



**Deanne
Mighton**
Design
Manager,
Metrolinx



**Omid
Nakhaei**
Principal,
Arup
Canada



Karla Kolli
Partner,
Dillon
Consulting

The Eglinton Crosstown West Extension



9.2 km of new rapid transit line



Seven (7) new stations



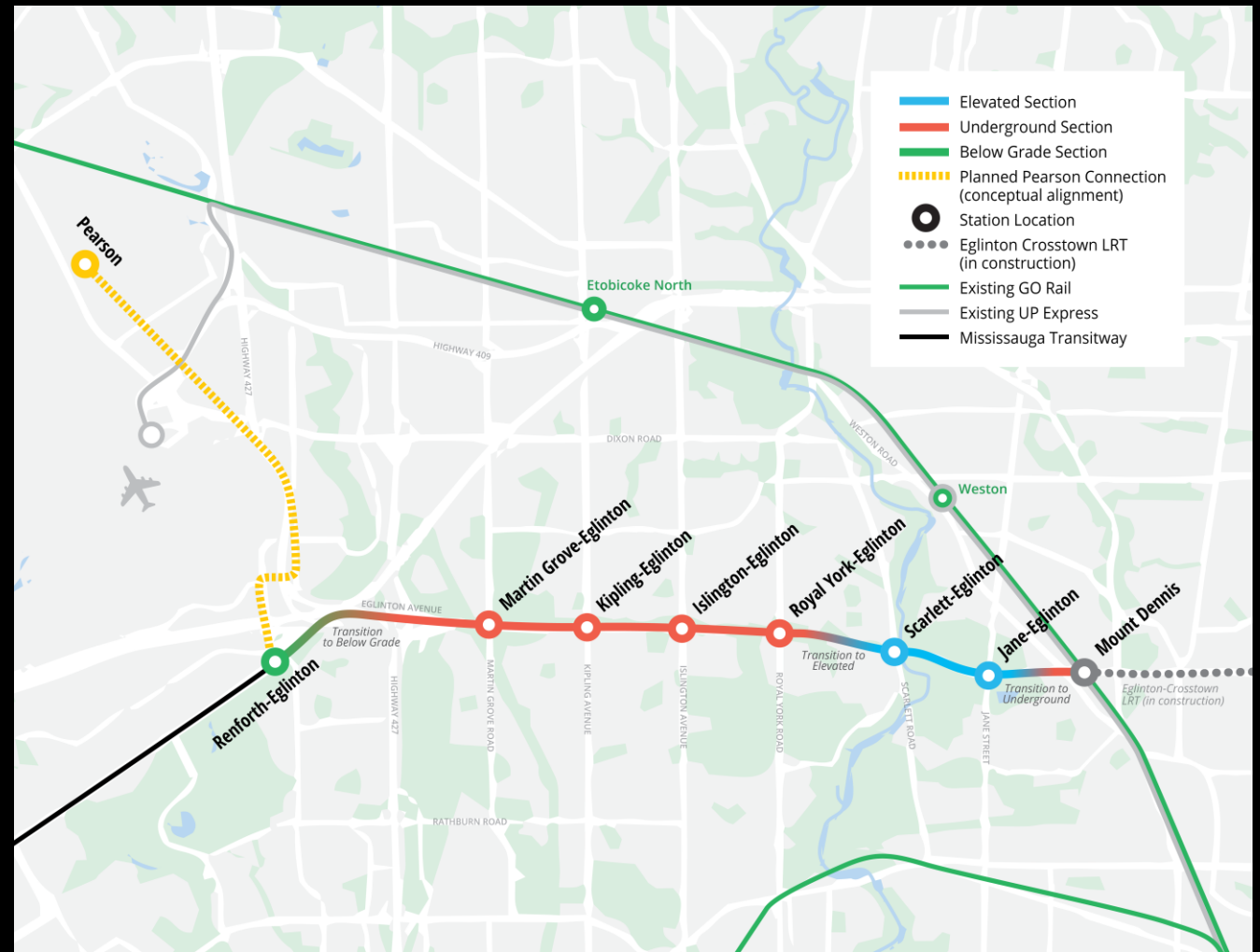
Five (5) connections to other transit options, including: UP Express, Kitchener GO Train, GO Transit, TTC and MiWay buses



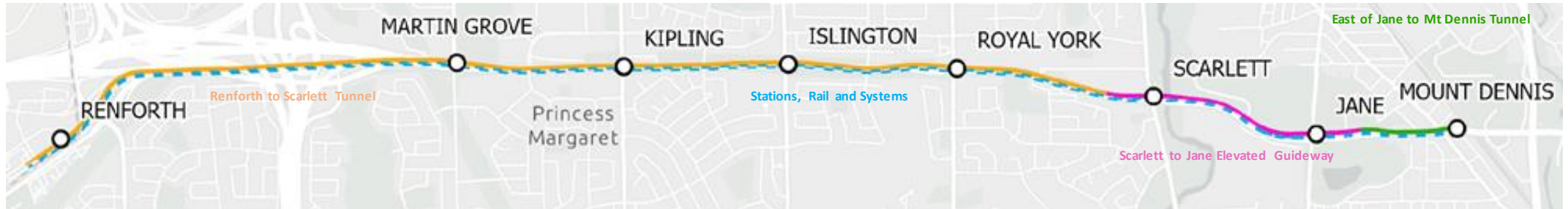
37,500 more people within walking distance to transit



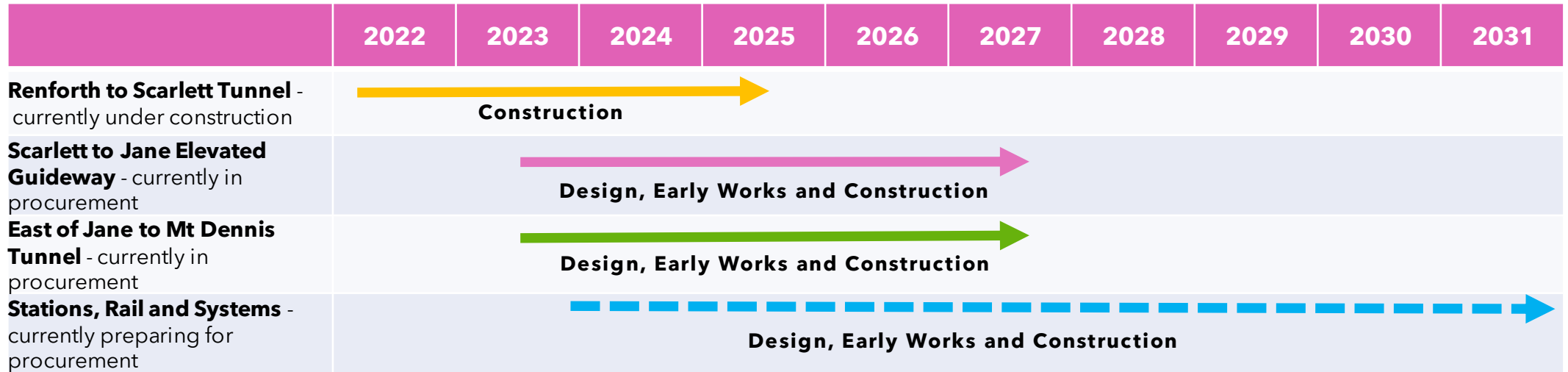
23,600 more jobs within walking distance to transit



Construction timelines

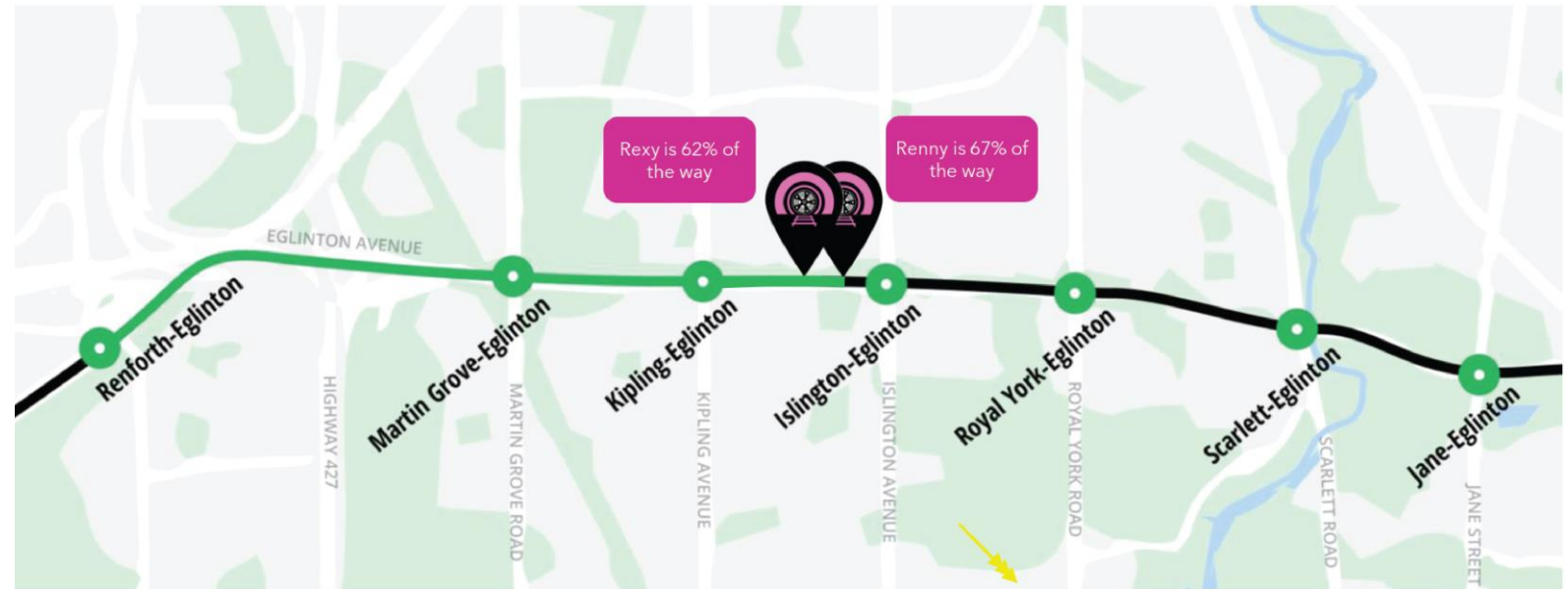


The project is being delivered through four contracts, with separate contractors



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




What is a "headwall"?

Concrete columns used to support future station excavation and construction

- Tunnel boring is expected to be complete in 2024 at the portal west of Scarlett Road; tunnel related works will continue until 2025



Community engagement

3 

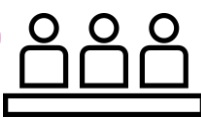
Online Surveys

300+
respondents



30+
blog stories

issued, **monthly** e-newsletter,
weekly e-blasts

19 

Open Houses

2,000+
people engaged

74 pop-ups
and

90 

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

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)

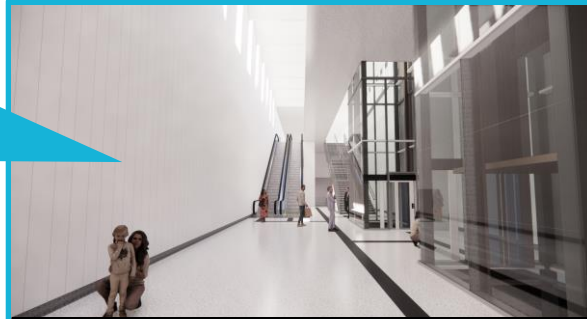
Consider secondary entrances to reduce pedestrian road crossings



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

- Inclement 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 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

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

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

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 slide are indicative at this stage

Please tell us what you think about the proposed colours

www.slido.com / code: 3349246

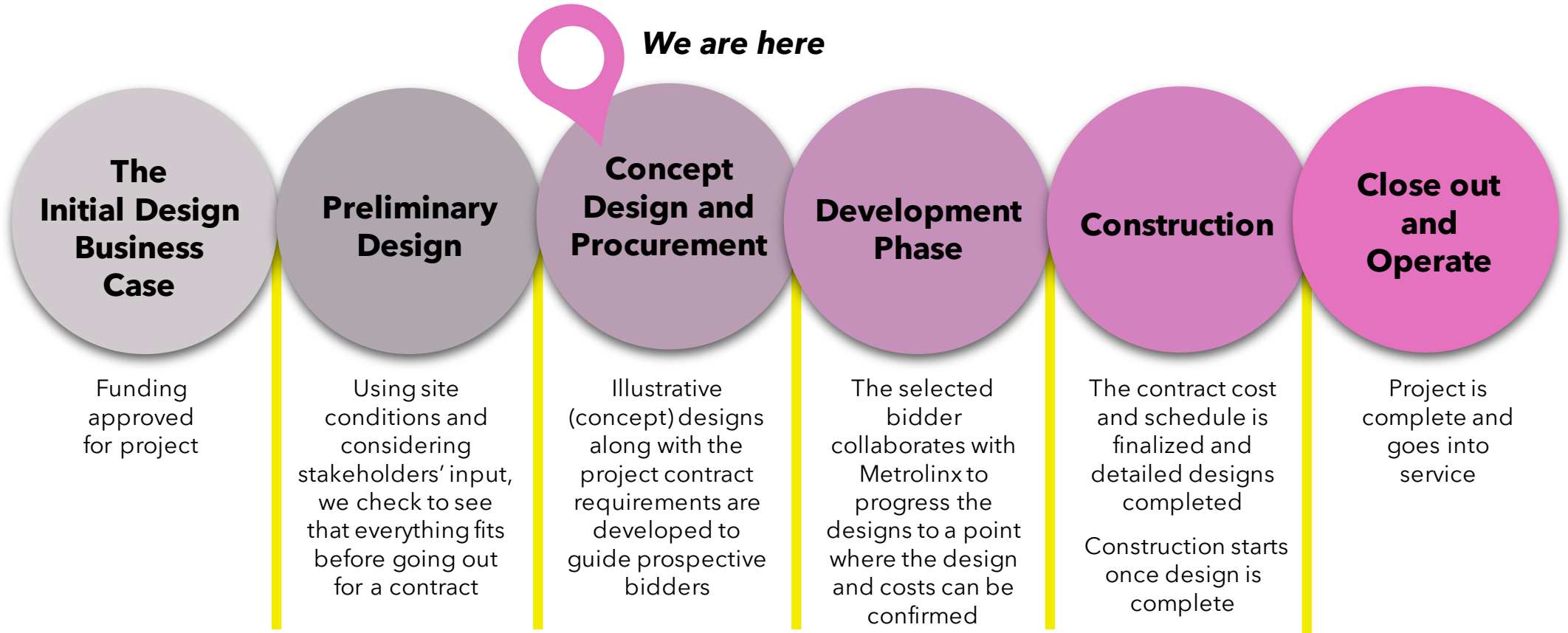
Line 5 orange colour and copper coloured anodized aluminium to be used consistently across all stations



Potential colour palette for station platform feature walls and ceilings



Station design phases



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



Underground platforms



Elevated platforms

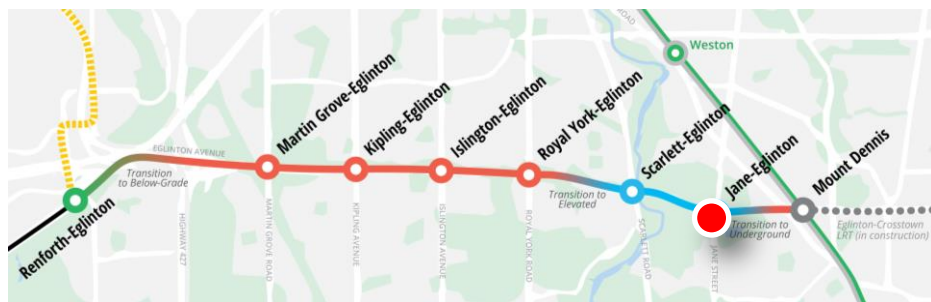


Cross section (elevated station)

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



Meet your station - Jane-Eglinton



Conceptual rendering showing Jane-Eglinton Station entrance looking West

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Station features:

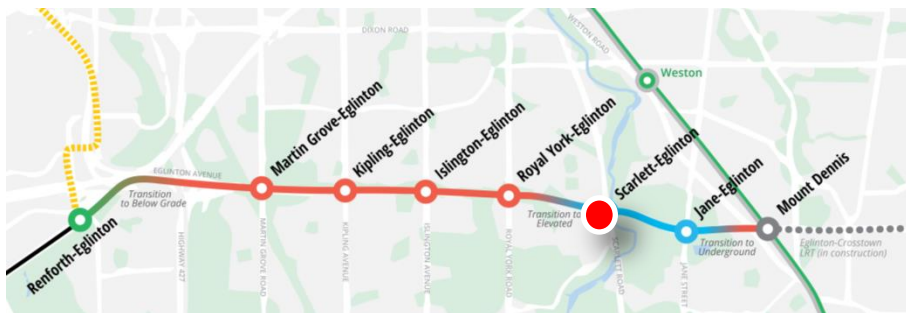
- Accessible station integrated into an elevated structure that will straddle Jane Street north of Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx 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



Meet your station - Scarlett-Eglinton



Conceptual rendering of Scarlett-Eglinton Station from Eglinton Avenue West looking North

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Station features:

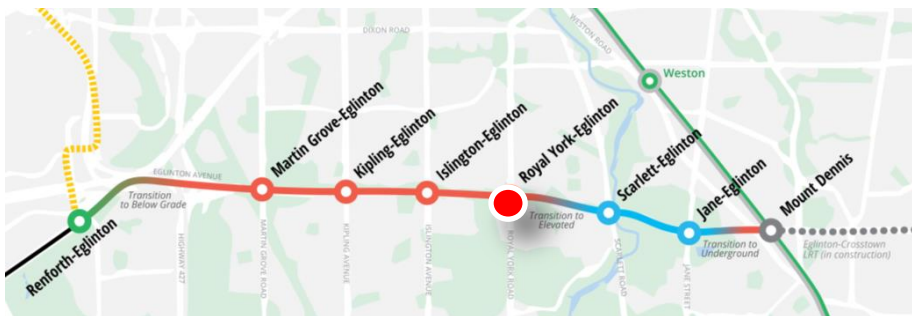
- Accessible station integrated into an elevated structure that will straddle Scarlett Road on the north side of Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown
- Bird safe vertical glass windows
- "T" marker to identify 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



Meet your station - Royal York-Eglinton



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

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

Station features:

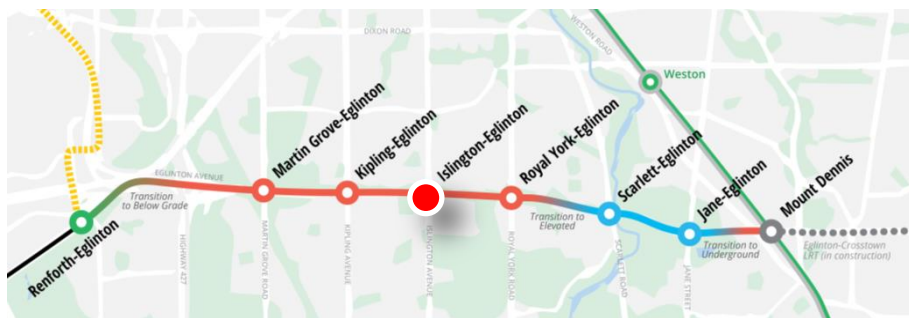
- Accessible underground station on the northwest corner of Royal York Road and Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- Green roof 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

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

Station features:

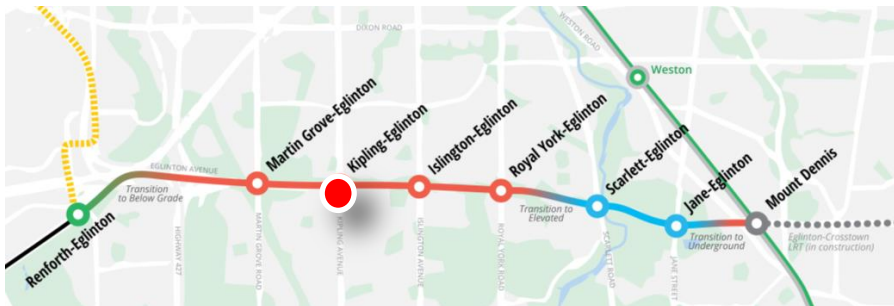
- Accessible underground station on the northwest corner of Islington Avenue and Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- Green 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



Meet your station - Kipling-Eglinton



Conceptual rendering of Kipling-Eglinton station entrance

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

Station features:

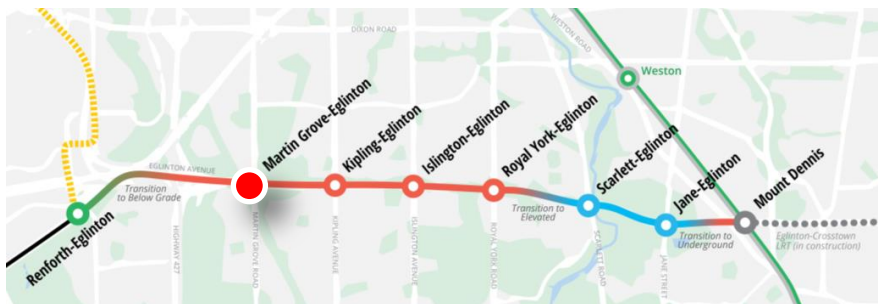
- Accessible underground station on the northwest corner of Kipling Avenue and Eglinton Avenue West
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- Green roof 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



Meet your station - Martin Grove-Eglinton



Conceptual rendering of Martin Grove-Eglinton station main entrance

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

Station features:

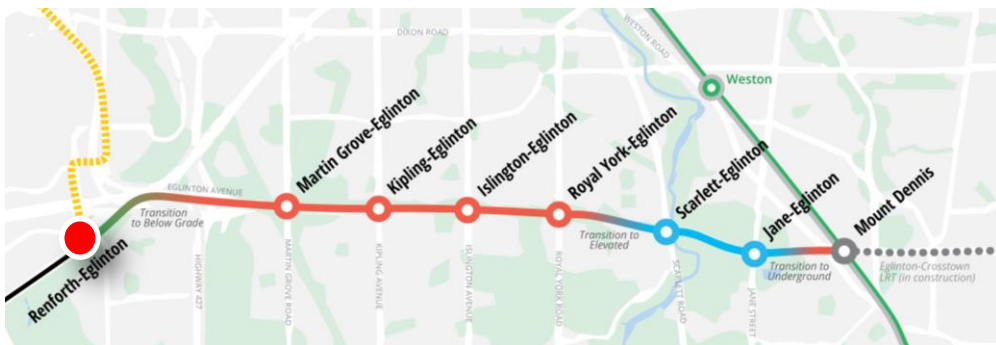
- Accessible underground station on the northeast and northwest corner of Martin Grove Road and Eglinton Avenue
- White/grey colour scheme and pops of orange colour on the exterior, consistent with the Eglinton Crosstown LRT
- Bird safe vertical glass windows
- "T" marker to identify the Metrolinx network
- 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



Meet your station - Renforth-Eglinton



Conceptual rendering of Renforth-Eglinton station entrance

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

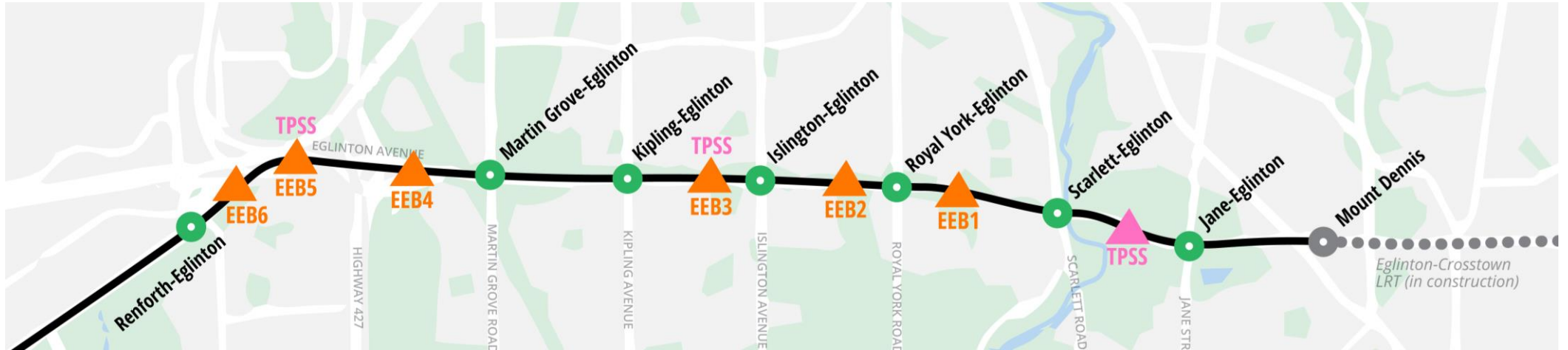
Station features:

- 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

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



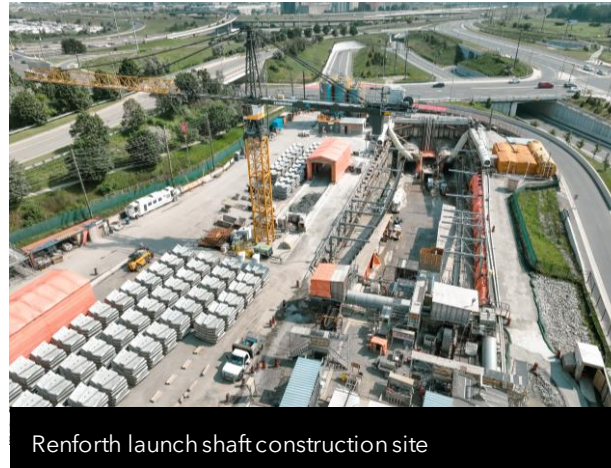
Traction power substations (TPSS) to convert and supply electricity to operate trains, signals, and communication equipment

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



Renforth launch shaft construction site

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

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

An example of a Landscape plan



Northwest corner of Eglinton Avenue and Islington Avenue



A photo of field work



What makes your community unique?

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

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What we've heard so far:

A range of transportation options

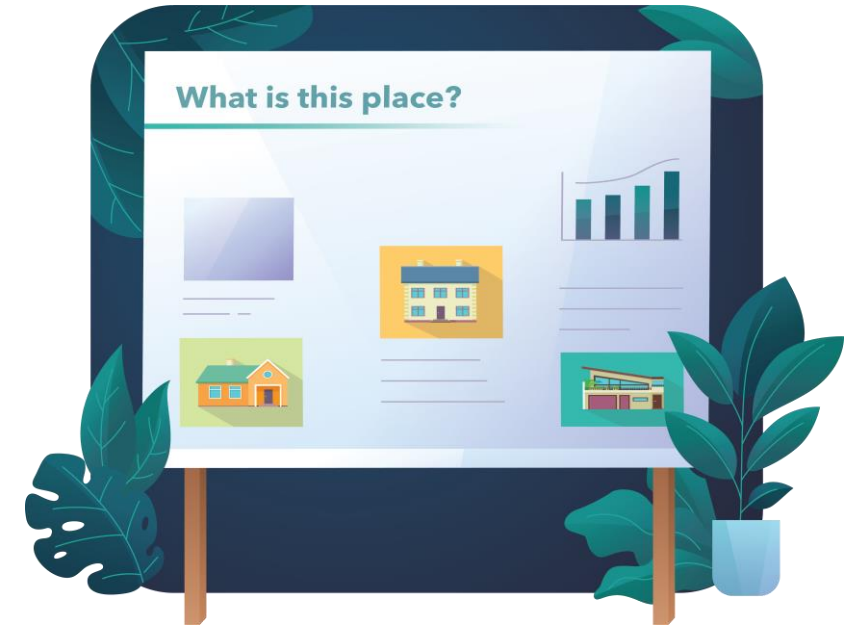
Inclusive and friendly people

A diverse cultural makeup

Progressive urbanization over time

A number of amenities and services within the community

Access to nature and greenspaces



What's next?



We are here

Summer 2023	Fall 2023	Late 2023
<p>Open House:</p> <ul style="list-style-type: none">• Station design• Incorporating what we've heard• Seeking input on reflecting local character in station design	<p>Virtual Open House:</p> <ul style="list-style-type: none">• Station design• Seeking input on local character and proposed colors in station design <p>Community Outreach:</p> <ul style="list-style-type: none">• Share stations and landscape restoration information• Learn about station areas through community polls and interviews	<p>Open House:</p> <ul style="list-style-type: none">• Community discussions about landscape restoration and environmental mitigation <p>Construction Work:</p> <ul style="list-style-type: none">• Relocation of Cycle Track along Eglinton Avenue

Ongoing meetings with agencies and Indigenous Nations

Ongoing community engagement with residents, business owners, and key stakeholders

Panel discussion



Aman Gill
Community
Engagement
Manager,
Metrolinx



Abbas Ali
Senior
Advisor,
Metrolinx



Mario Nalli
Senior
Project
Manager,
Metrolinx



**Deanne
Mighton**
Design
Manager,
Metrolinx



**Omid
Nakhaei**
Principal,
Arup
Canada



Karla Kolli
Partner,
Dillon
Consulting

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

   @EglintonWestEXT

Email us: EglintonWest@metrolinx.com

Call us: 416-202-8001

 **METROLINX**