

# Eglinton West/Allen Road Station Preliminary Design Online Consultation

Feb 2, 2012 – Feb 17, 2012

2/3/2012

# Online Consultation Overview

## Part 1

- Introduction
- Crosstown Update
- Station Design 101 - Design Principles

## Part 2

- Eglinton West Station Preliminary Design

\*Our partners in City Planning can answer any questions about existing development applications at Eglinton West or the future Land Use Study around Crosstown Stations

# The Purpose of this Online Consultation

- Provide a brief Crosstown project update
- Present the Crosstown station design philosophy
- Explain the anatomy of a station and challenges
- Display the preliminary design of Eglinton West Station

**Most importantly:**

**\*Get your input on the *Preliminary Design* early in this process.**

- Architectural Station design will be prepared for Open House #2 in late Spring 2012. Significant outreach will follow prior to construction.

# Eglinton West Station Design Process

## Timelines

**Open House #1 - Feb 2, 2012**

**Online Consultation – Feb 2 to Feb 17, 2012**

**Open House #2 – late Spring, 2012**

- Response to Open House #1 input
- Architectural Treatments
- Final Station Design Open House
- Tunnel Extraction & Launch Shaft Construction Plans

**Tunnel Extraction Shaft at Allen West - Summer 2012 (TBD)**

**Launch Shaft Construction at Allen East - Fall 2012 (TBD)**

**Open House #3 - Fall 2013**

- Station Construction staging
- Ongoing Outreach on Construction

**Eglinton West Station-specific Construction - Spring 2014 (TBD)**

# Format for Feedback

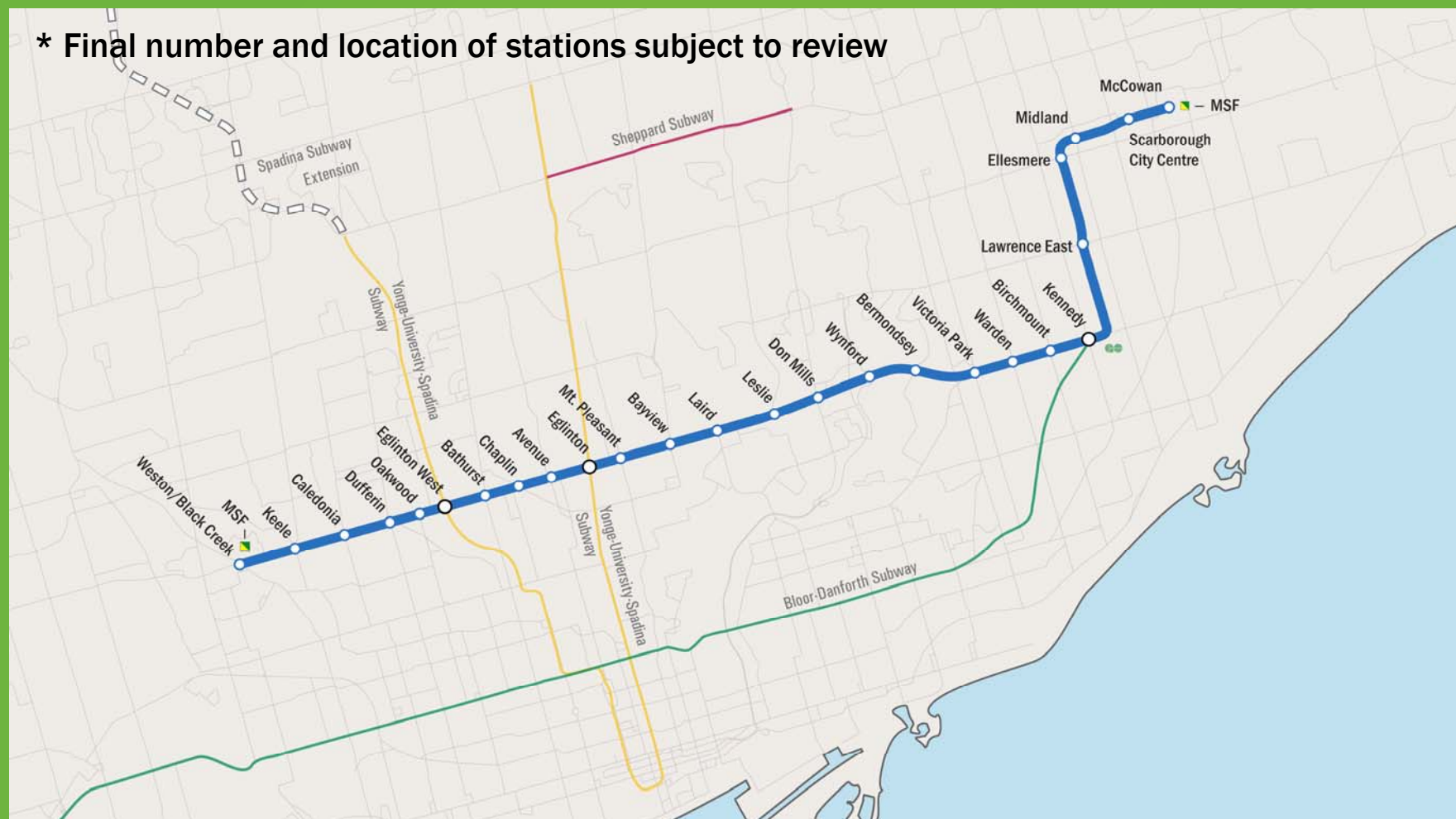
- Please submit your feedback online at [www.thecrosstown.ca](http://www.thecrosstown.ca) by February 17, 2012
- A consultation report to inform the designers will be posted online at: [www.thecrosstown.ca](http://www.thecrosstown.ca)

# Presentation Part 1:

## Crosstown Overview & Construction Update

# The Crosstown

\* Final number and location of stations subject to review





# Congestion Today





# The Eglinton-Scarborough Crosstown Plan

- \$8.4 billion transit investment from the Province of Ontario through Metrolinx
- 25 km east-west transit corridor between Black Creek Drive and Scarborough Centre
- 60% faster than bus service today (e.g. *only 15 minutes from Keele to Yonge*)
- 19 km underground tunnel (Black Creek Drive to Kennedy Station)\*
- 6km seamless service will replace the SRT from Kennedy Station to Scarborough Centre
- Up to 26 stations
- \*Exact alignment west of Keele Street and east of Laird Drive TBD

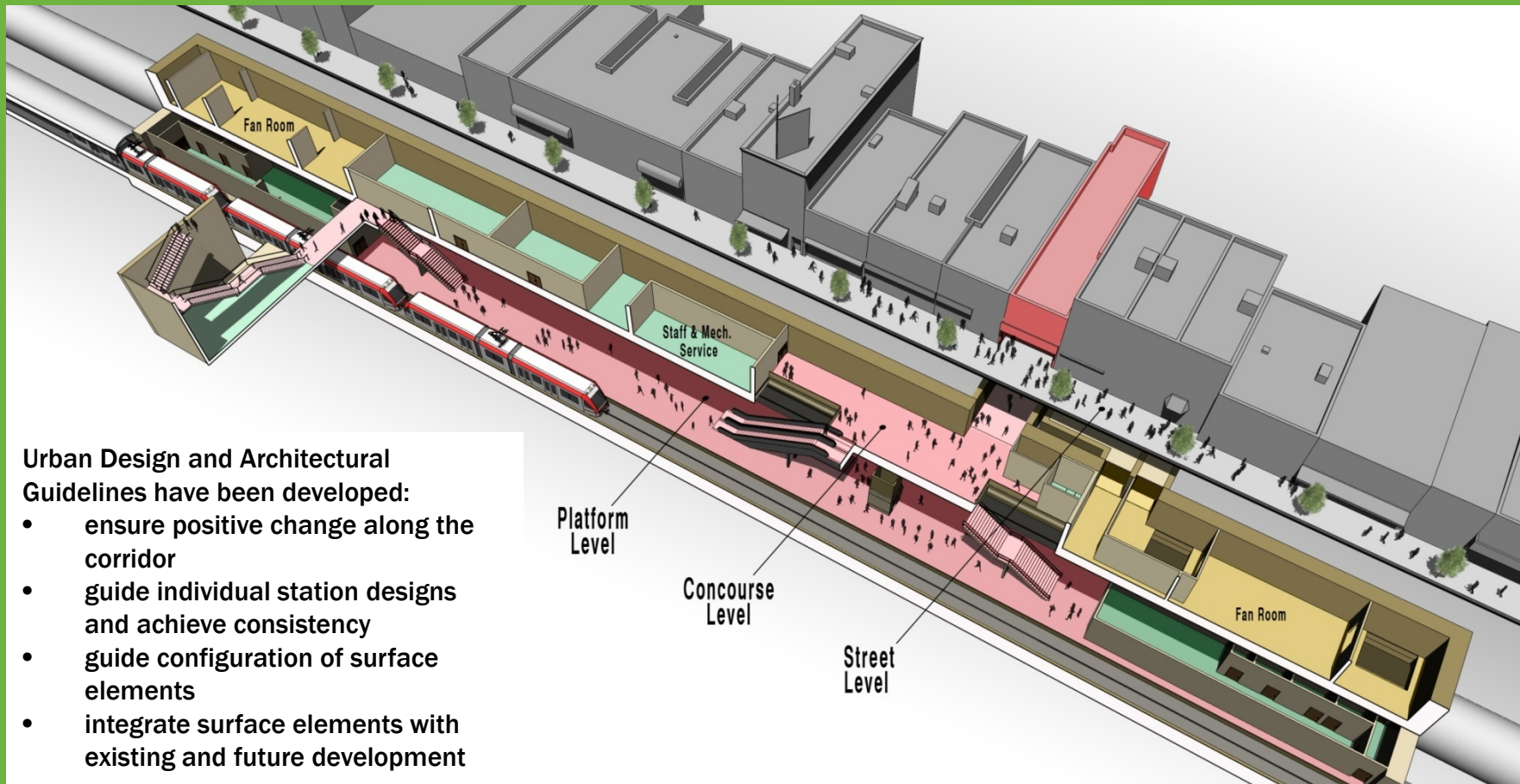
# Crosstown Construction Update

- Crosstown tunnel preparation work at Black Creek and Eglinton in Keelesdale Park
- Piling rigs are building concrete support walls for the future tunnel launch shaft
- The shaft will enable tunnelling eastward in summer 2012
- Soil testing for the tunnel and stations continues from Keele Street to Kennedy Station in Scarborough



# Conceptual Design

## Typical Crosstown Station



# Stations 101

## What's needed to make a Station Work?

- Main Entrance
- Secondary Entrance
- Passenger Transportation (elevators, escalators)
- Mechanical and Electrical Systems
- Ventilation Shafts and Ventilation Fan Rooms
- Traction Power Substations

### Guiding Principle:

*Consolidate Surface Elements to enhance design  
& minimize impacts*

- Reduce construction impacts (traffic, staging area, noise, dust )
- Preserve public space and development potential
- Save \$



# Design Philosophy

- Integrate with surrounding neighbourhood
- Safe and enjoyable user experience
- Full accessibility
- Preserve space for future re-development
- Enhance the local “sense of place”
- Long-term sustainability
- Reduce Construction Footprint & Impacts
- Reduce Costs



Accessibility for all users



Compatible scale

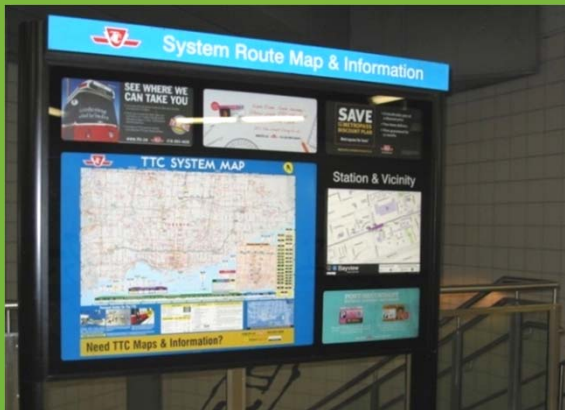
# Accessibility Principles & Features

- Access for persons with all levels of mobility
- Elevators
- Escalators
- Low-Floor Access



# Safety and Security Features

- Monitored CCTV Security Cameras
- Urban Braille
- High Quality Lighting





# Public Realm Elements

Elements to be determined and considered:

- Streetscape & integration of Public Realm Elements
- Wayfinding
- Bicycle Facilities



# Architectural Design Approach

- Excellence in architectural/urban design treatments
- Cost effective and maintainable structures
- Standard station box configurations
- Creative use of materials, color, textures, artwork, light
- Brand identification with graphics
- Use standard elements whenever possible

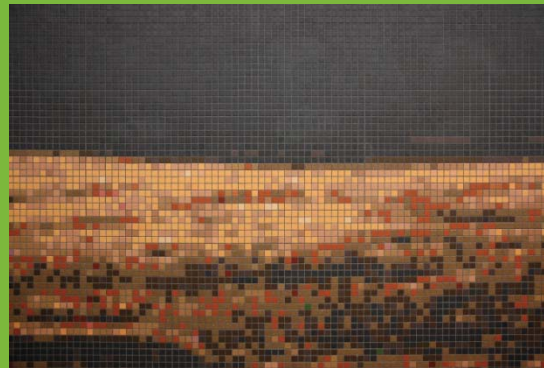


Eglinton West Station

# Integrated Artwork

Any architectural finish can contain integrated artwork, including:

- walls
- floors
- ceilings
- glazing





# Presentation Part 2:

## Eglinton West Station

### Preliminary Design

Preliminary Design by:



Hanscomb



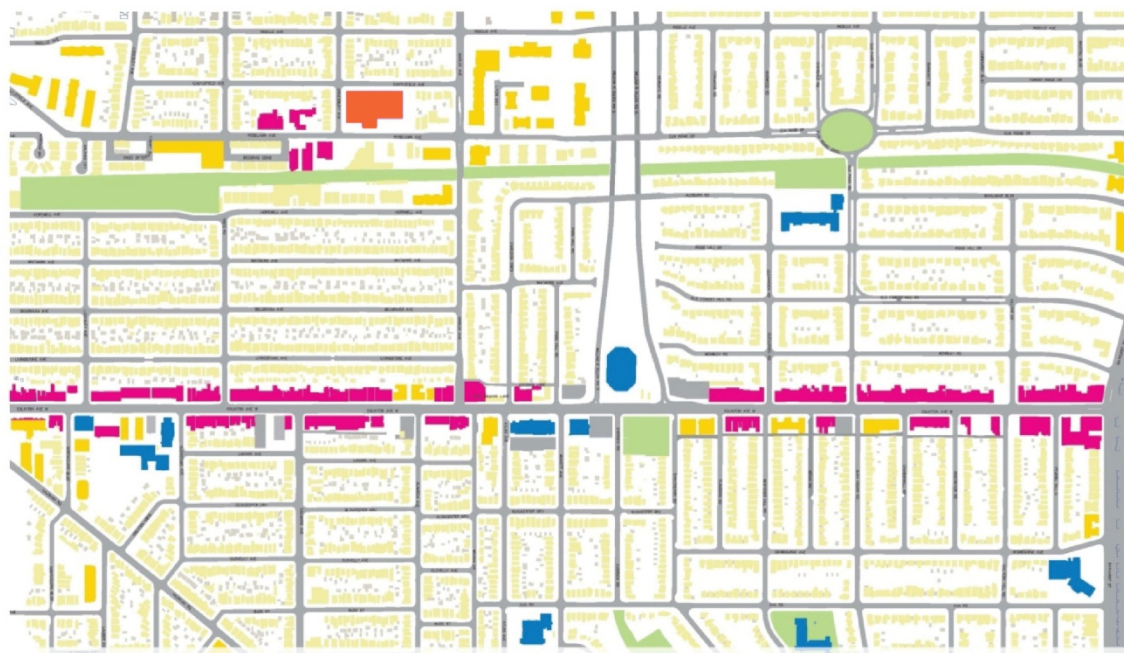
L E G I O N



BILLINGSJACKSON DESIGN

# Eglinton West Station

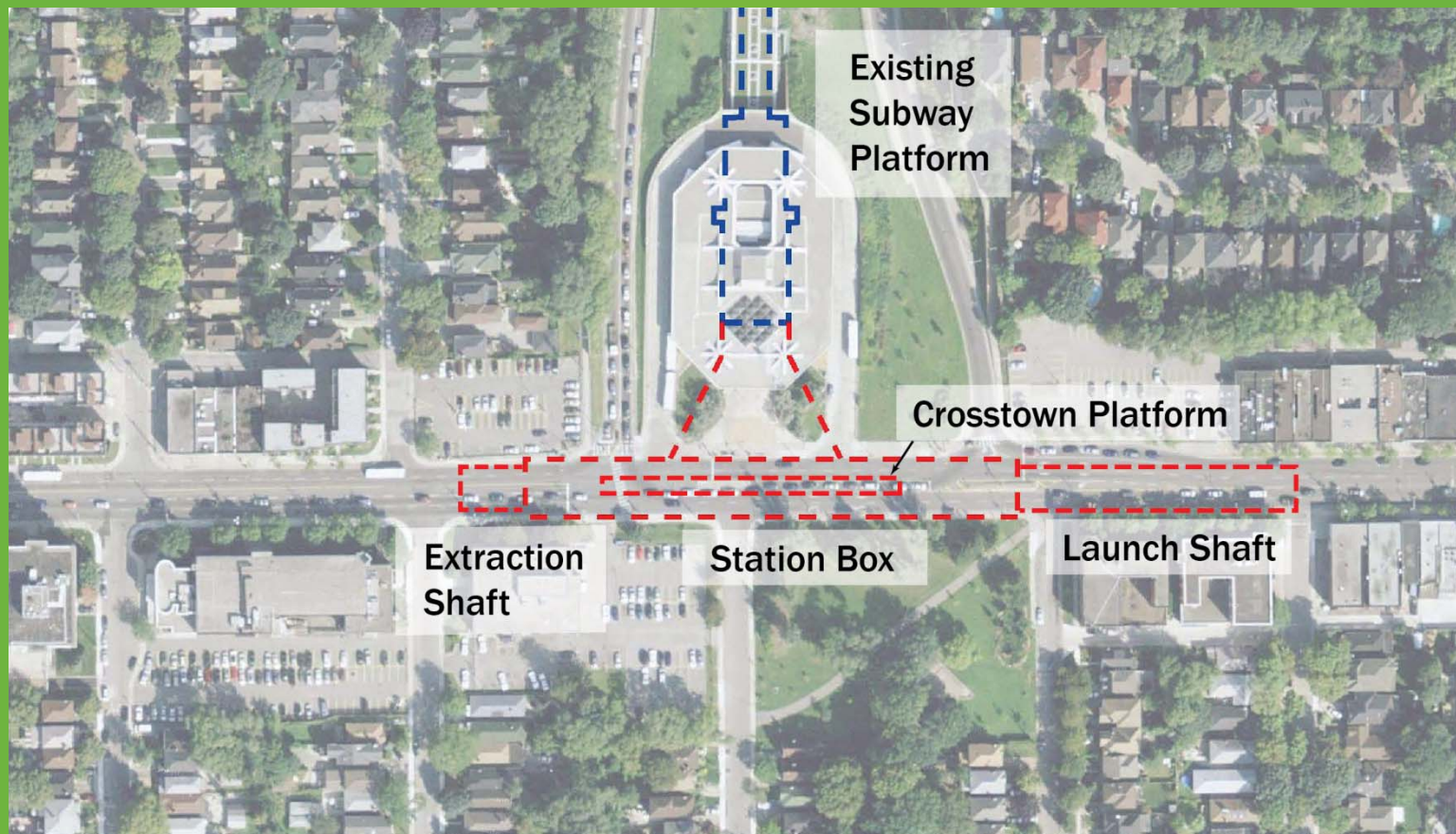
## Existing Built Form and Land Use



- RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL/RETAIL
- INDUSTRIAL
- INSTITUTIONAL
- OPEN SPACE/PARK

# Eglinton West Station

## Local Site Context





# Eglinton West Station

## Local Context





# Eglinton West Station

## Local Context

### Upper Village Business Improvement Area (BIA)

- [www.uppervillagetoronto.ca](http://www.uppervillagetoronto.ca)
- Represents merchants, shops and services from Allen Road to Bathurst Street
- Wide selection of shops, restaurants and services



# Eglinton West Station

## Existing Transportation Network



# Eglinton West Station




## Existing Conditions – Eglinton West Subway Station

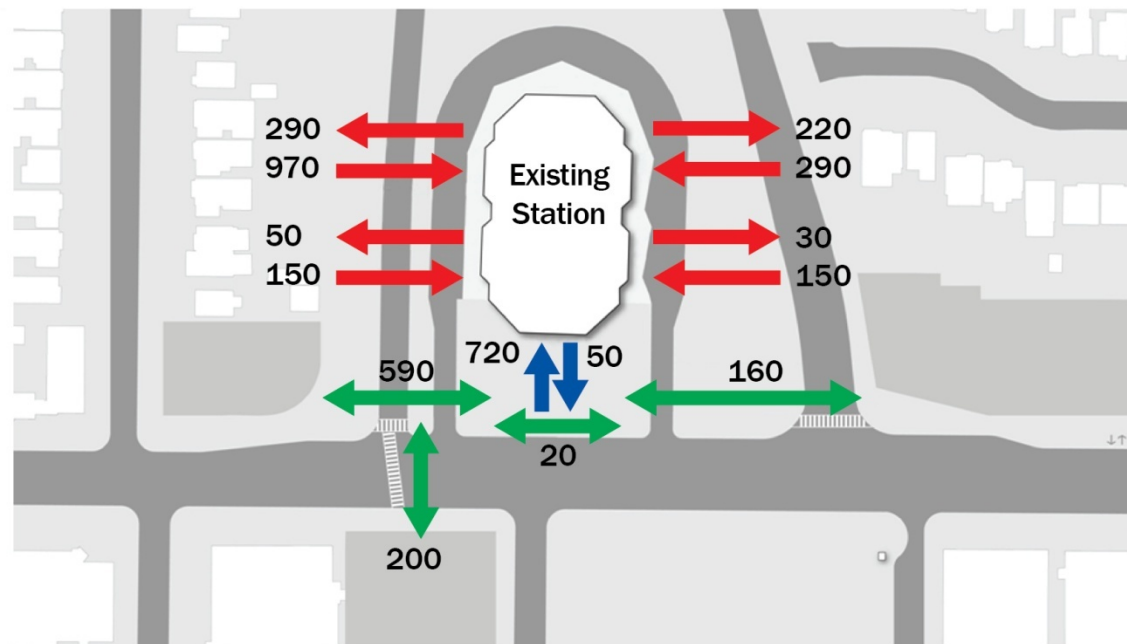


# Eglinton West Station

## Existing Pedestrian and Passenger Traffic:

AM Peak Hour

-  Total Pedestrians
-  Pedestrians In & Out of Station
-  Bus Passengers In & Out





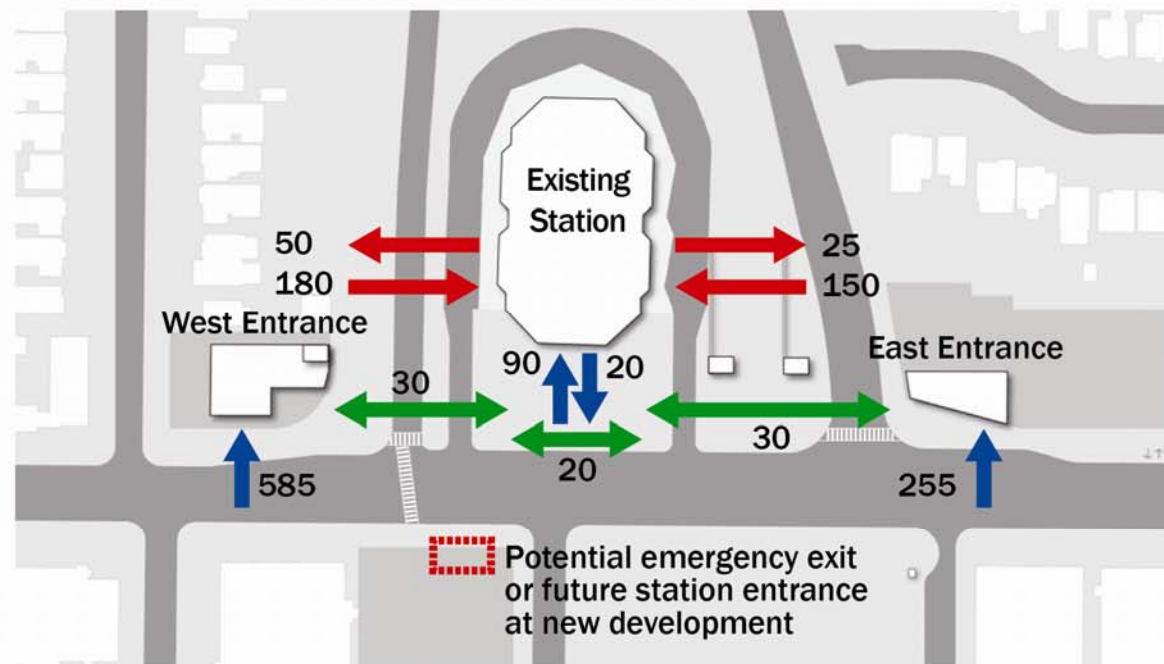
# Eglinton West Station

## Future Pedestrian and Bus Traffic:

### AM Peak Hour

- new entrances at west and east enhance pedestrian safety
- fewer crossings of Allen Road

- ↔ Total Pedestrians
- ↔ Pedestrians In & Out of Station
- ↔ Bus Passengers In & Out

































# Eglinton West Station

## Existing Passenger Transfer Volumes

AM Peak Hour -  
**2,937 Total**







AM Peak Hour -  
2,937 Total

		<div><div></div>32A Eglinton <div></div></div>	<div><div></div>32D Eglinton <div></div></div>	<div><div></div>32C Eglinton <div></div></div>	<div><div></div>32 Eglinton <div></div></div>	<div><div></div>63 Ossington / Oakwood</div>	<div><div></div>109 Ranee</div>	<div><div></div>Subway <div></div></div>	<div><div></div>Subway <div></div></div>	<div><div></div>Walk Out</div>	Total
FROM	<div><div></div>32A Eglinton <div></div></div>	-	-	-	-	0	0	33	93	13	139
	<div><div></div>32D Eglinton <div></div></div>	-	-	-	-	0	0	0	0	0	0
	<div><div></div>32C Eglinton <div></div></div>	-	-	-	-	0	0	27	132	6	165
	<div><div></div>32 Eglinton <div></div></div>	-	-	-	-	0	0	165	800	0	965
	<div><div></div>63 Ossington / Oakwood</div>	0	0	0	0	-	0	5	137	8	150
	<div><div></div>109 Ranee</div>	0	0	0	0	0	-	0	151	13	164
	<div><div></div>Subway <div></div></div>	47	26	67	82	23	0	-	-	25	270
	<div><div></div>Subway <div></div></div>	30	11	37	207	26	25	-	-	26	362
	<div><div></div>Walk In</div>	15	21	29	163	5	11	67	411	-	722
Total		92	58	133	452	54	36	297	1724	91	2937

# Eglinton West Station

## Projected Passenger Transfer Volumes 2031

AM Peak Hour - **11,430** Total

FROM	TO					
	CROSSTOWN	 Bus	 Subway	 Walk Out	Total	
	CROSSTOWN	–	0	2350 <b>4125</b>	135	6610
	 Bus	0	–	90 240	25	355
	 Subway	3265	75	– –	185	3525
	 Walk In	295	20	100 525	–	940
Total	3560	95	2540 <b>4890</b>	345	<b>11430</b>	

\* The peak movement during the AM peak hour (2031) is from the Crosstown to the Subway southbound



# Eglinton West Station

## Eglinton 32 and 34 Bus Service After The Crosstown Opens

- A decision on the future of the Eglinton 32 and 34 bus service will be made closer to the opening of the Crosstown, based on forecast ridership and budget availability compared to passenger needs across the system.
- The TTC recognizes the importance of providing local accessibility. Today, some sections of the subway do have parallel bus service and some do not.





# Eglinton West Station

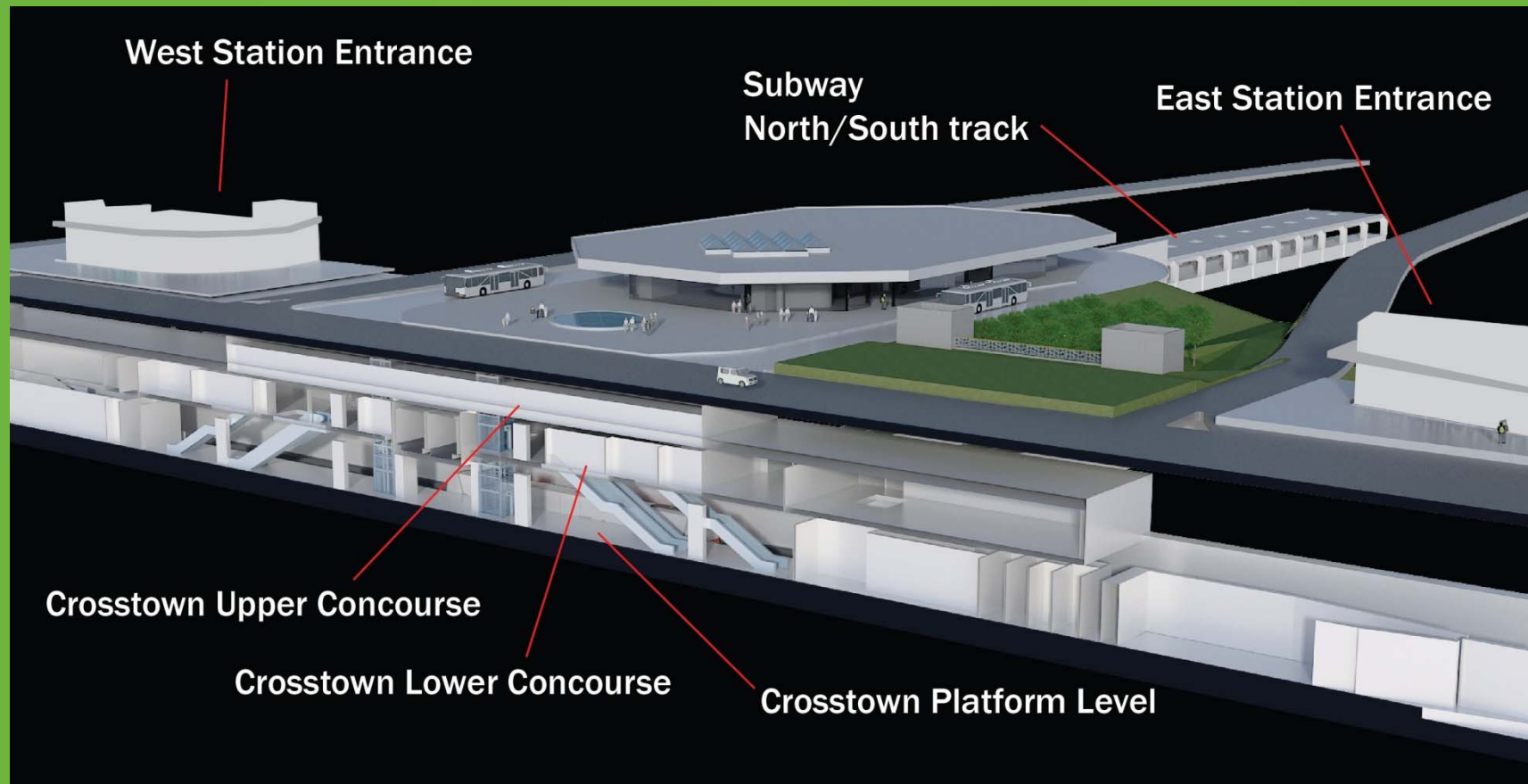
## Future Crosstown Station Entrances





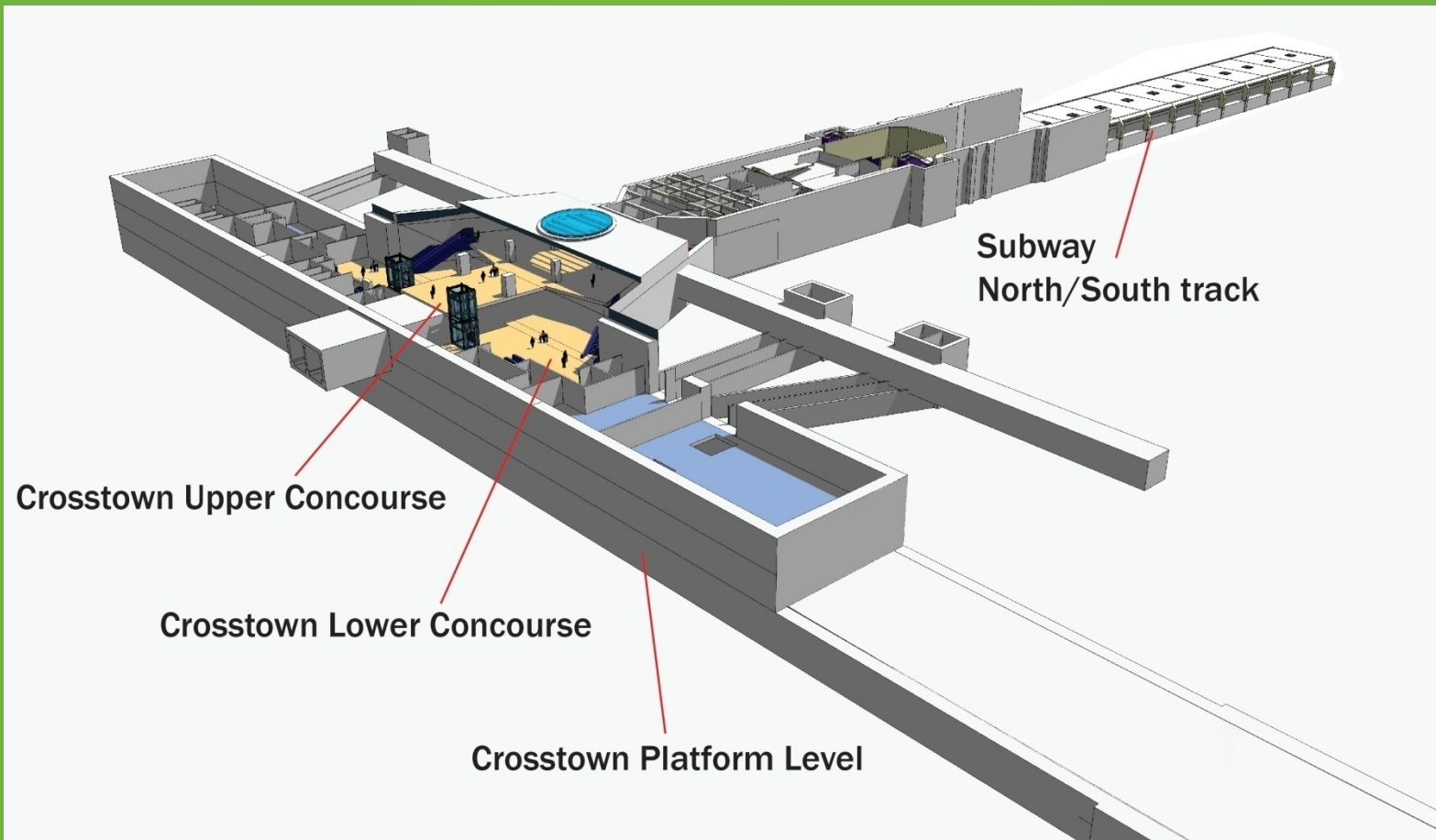
# Eglinton West Station

## New Preliminary Design 2012



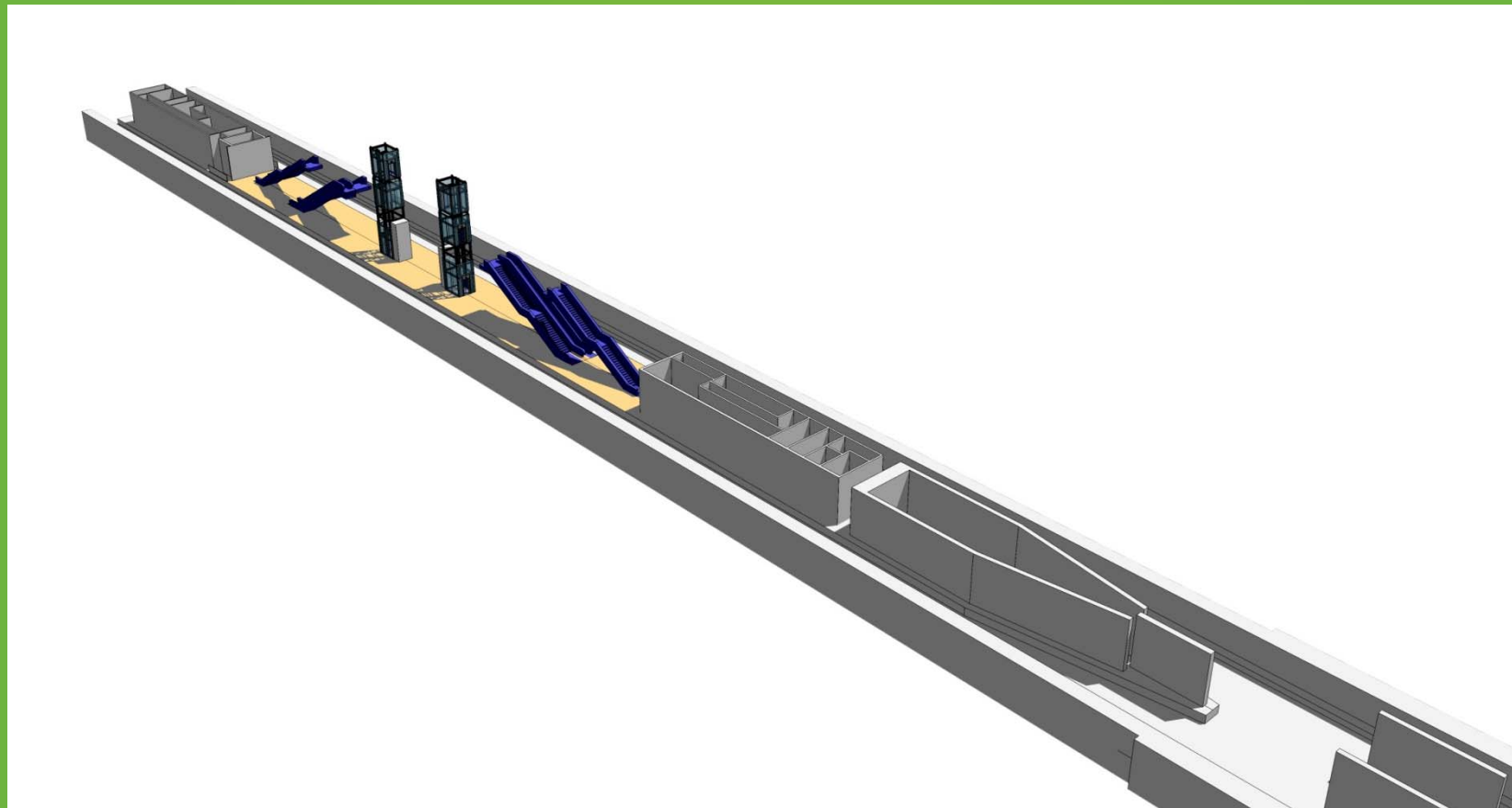
# Eglinton West Station

## Crosstown Concourse Levels



# Eglinton West Station

## Centre Platform – Crosstown Level



# Eglinton West Station

## Crosstown FAQs

- 1. If I enter at the existing Subway entrance on Eglinton, how will I get to the Crosstown?**  
Use the existing staircases and elevators (or two new escalators that are being installed) to get to the subway platform level, where you'll proceed through a new corridor and down one level to the Crosstown platform.
- 2. How many levels below the main subway entrance is the future Crosstown?**  
The Crosstown is three levels below the existing subway entrance, and three levels below the future West and East entrances.
- 3. If I get off of the subway at Eglinton West Station northbound or southbound, how will I connect to the future Eglinton Crosstown (escalators, elevators)?**  
There will be escalators, an elevator and stairs to take you down to the Crosstown level.
- 4. Which future Crosstown entrances will have an elevator?**  
The west entrance will be accessible with an elevator.
- 5. At which level will I pay my fare to get on the Crosstown?**  
Fares will be paid at the Upper Concourse Level.
- 6. Will I be able to pay my fare at a Crosstown entrance and access the subway instead of the Crosstown?**  
Yes



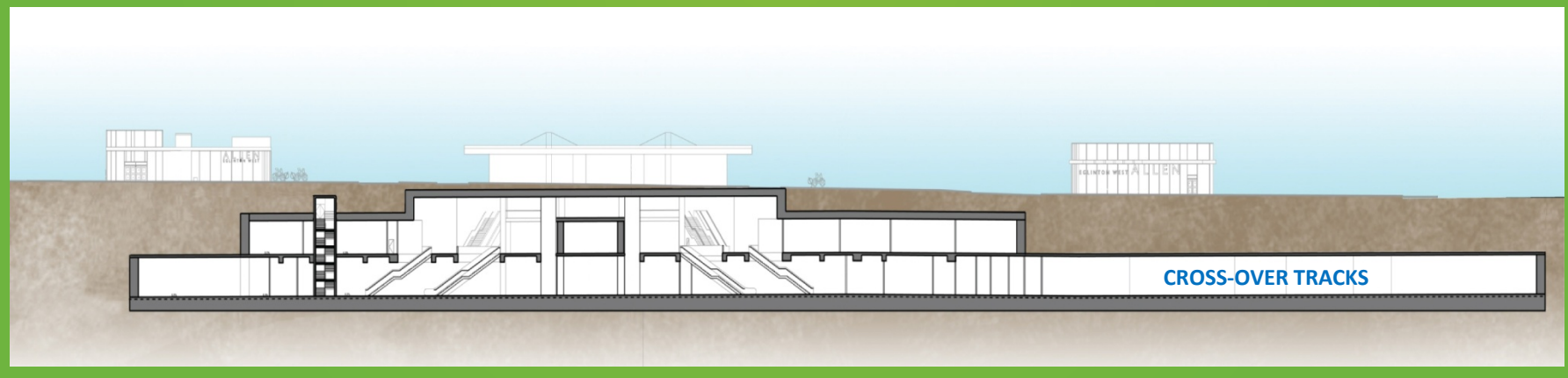
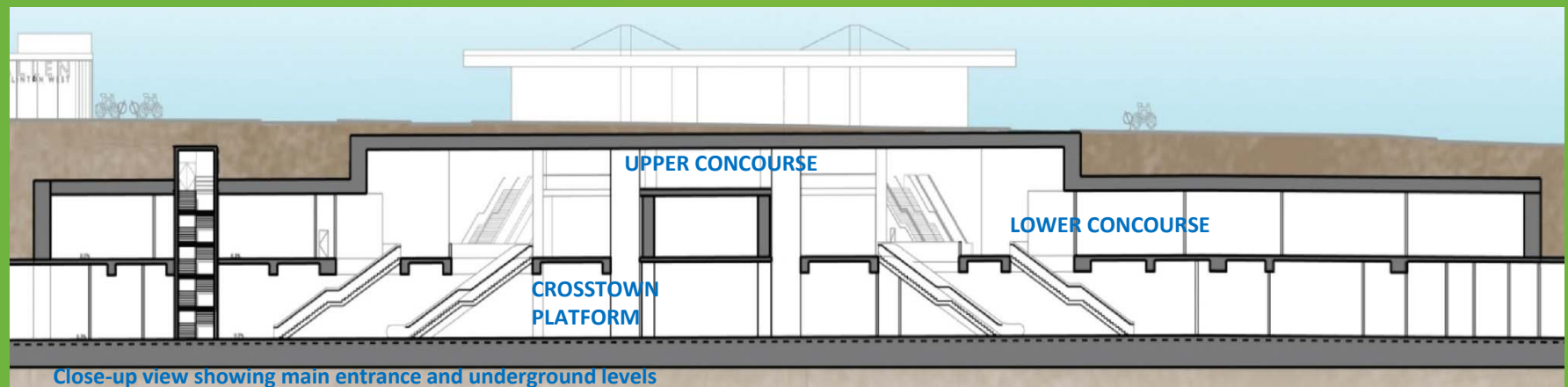
# Eglinton West Station

## Key Advantages of New Design

- Reduces construction footprint, cost & impacts
- Improves look and feel from street for community
- New pedestrian underground walkway from east and west entrances to safely cross underneath Allen Road
- Preserves potential for future station entrance in Police Station Parking Lot when/if land is developed

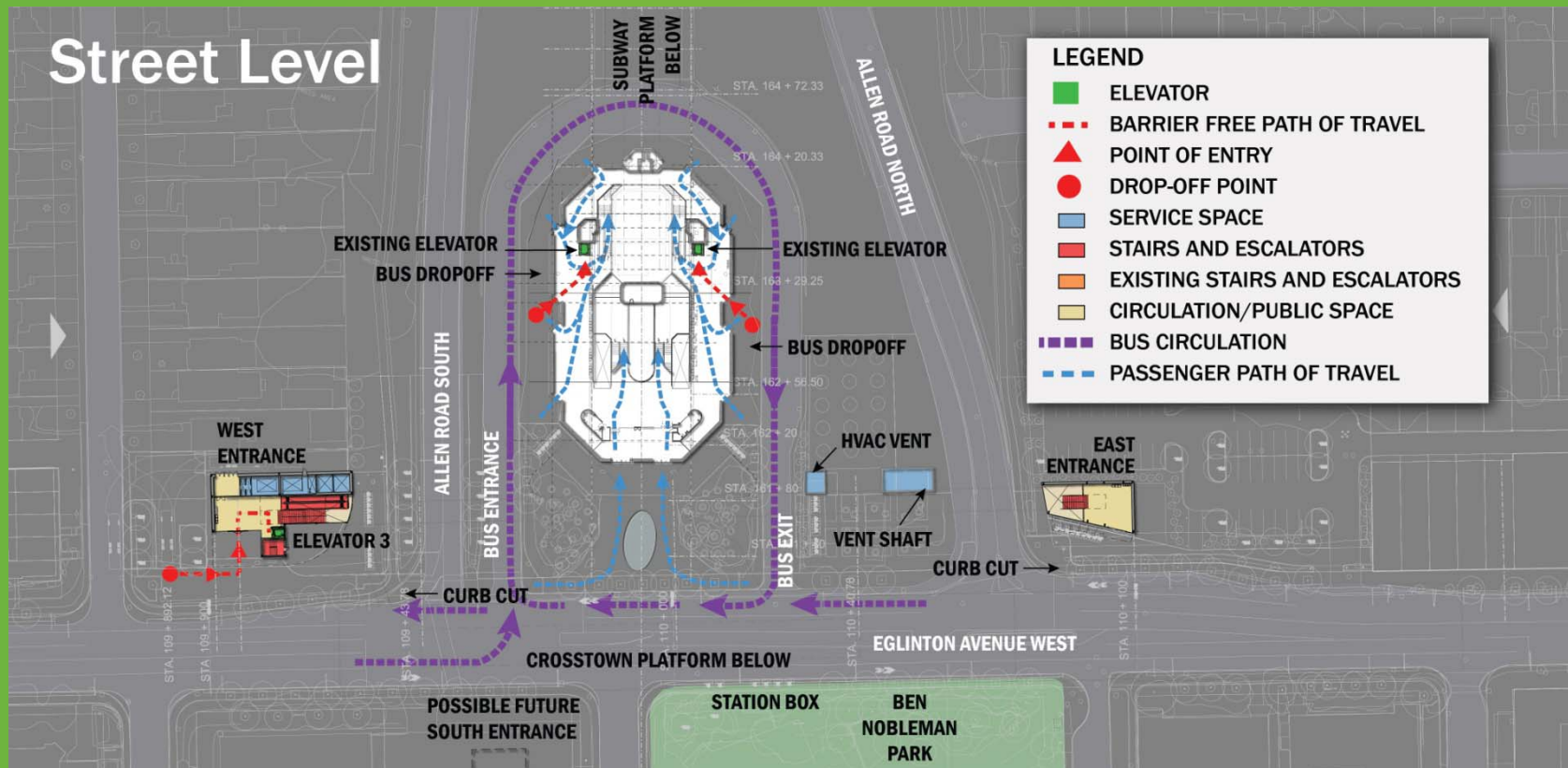
# Eglinton West Station

## Longitudinal Section 2012



# Eglinton West Station

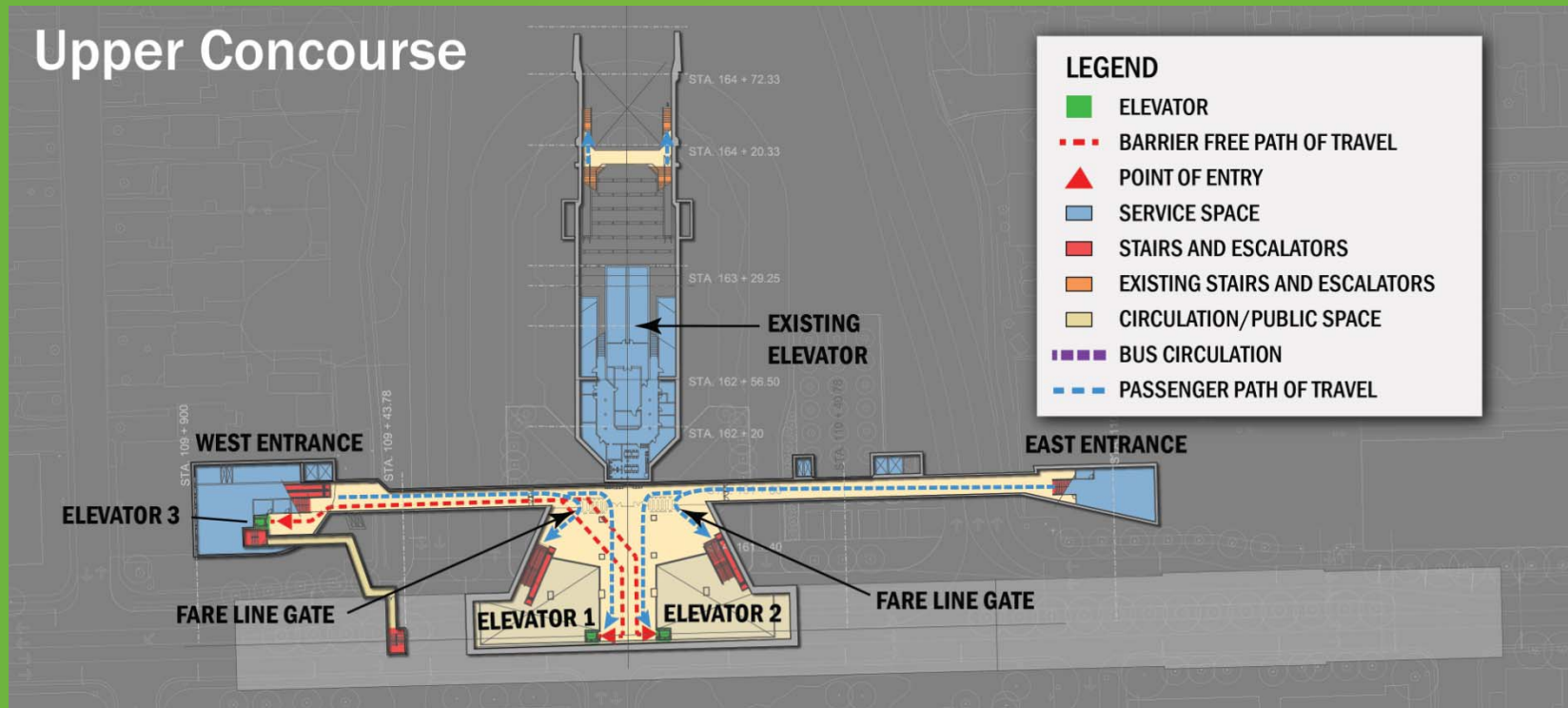
## Preliminary Design – 2012



# Eglinton West Station

## Preliminary Design – 2012

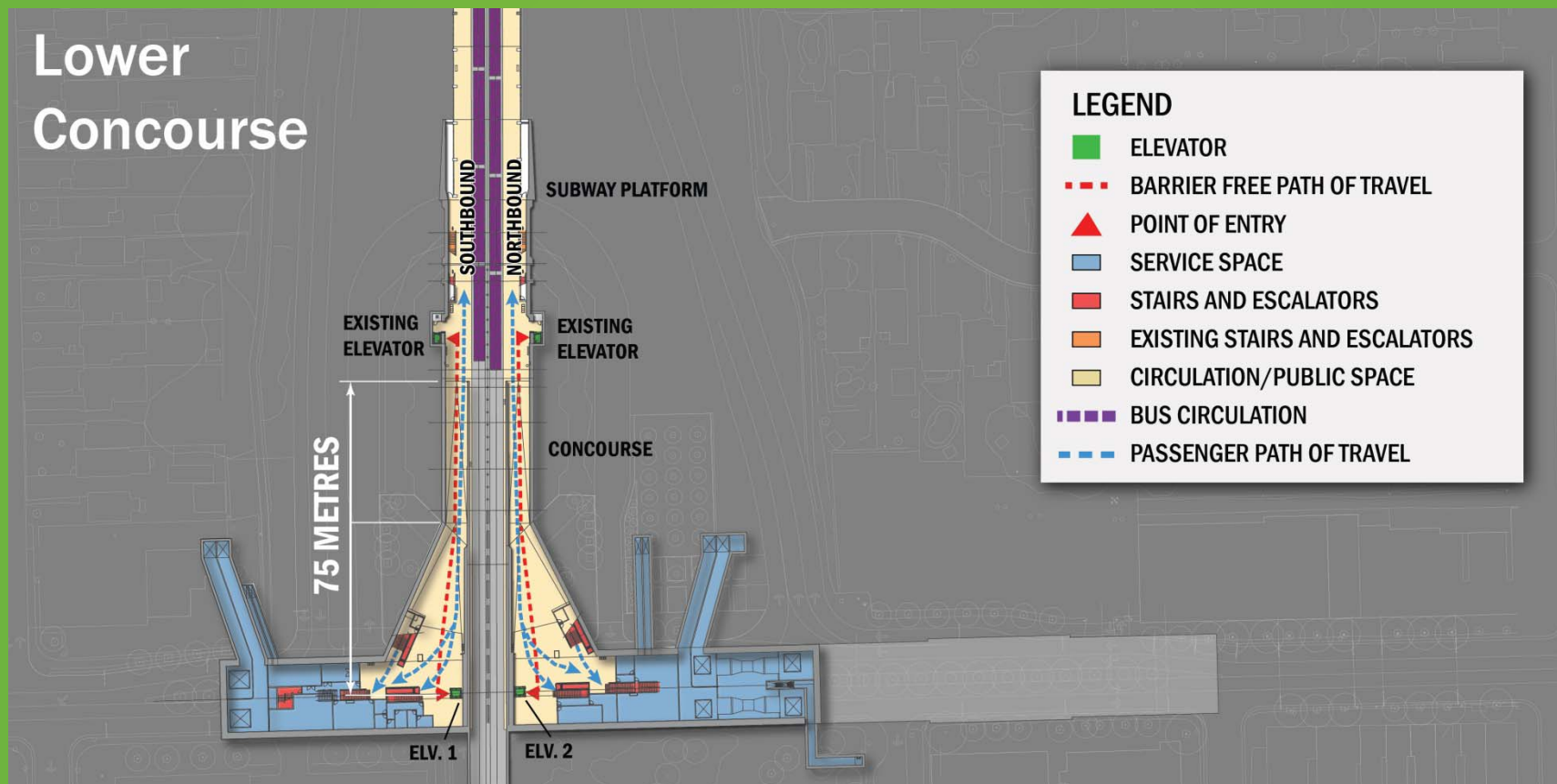
### Upper Concourse





# Eglinton West Station

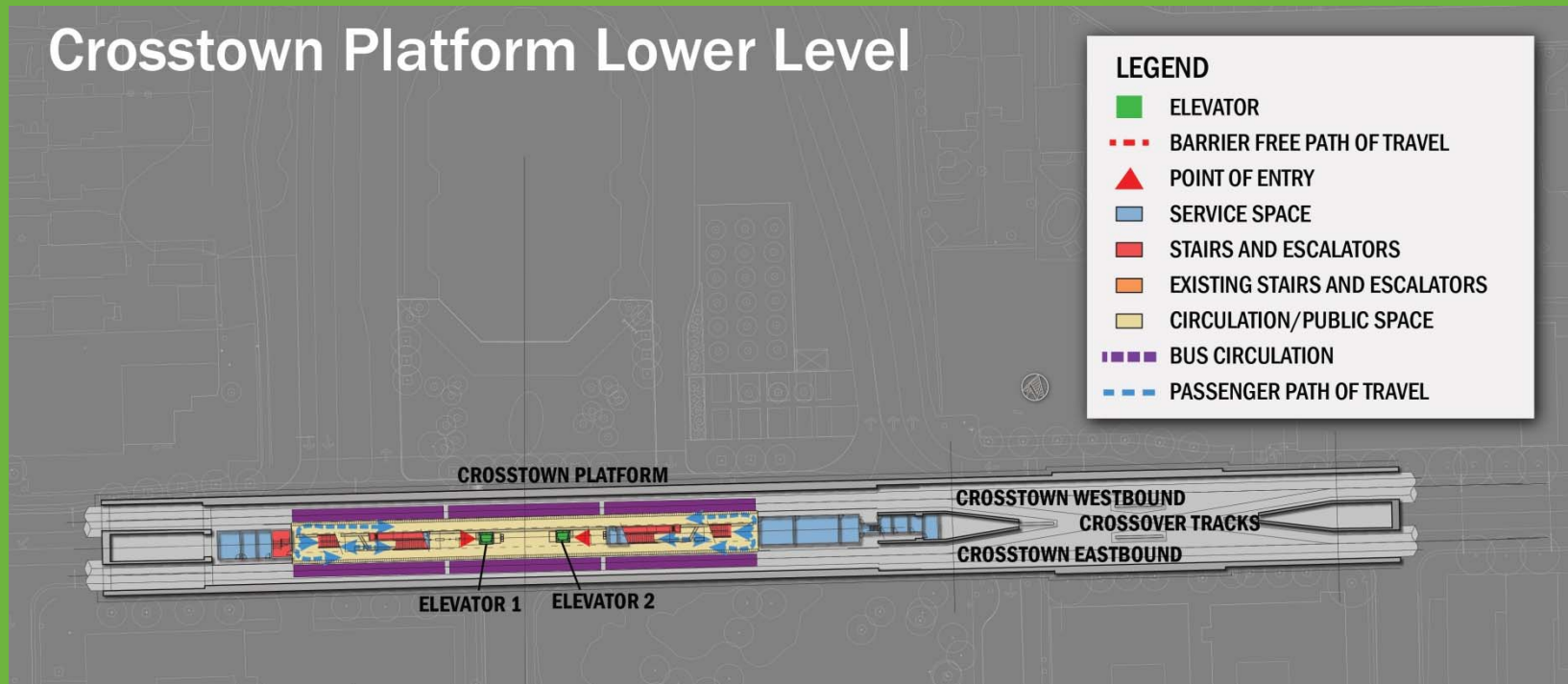
## Preliminary Design – 2012



# Eglinton West Station

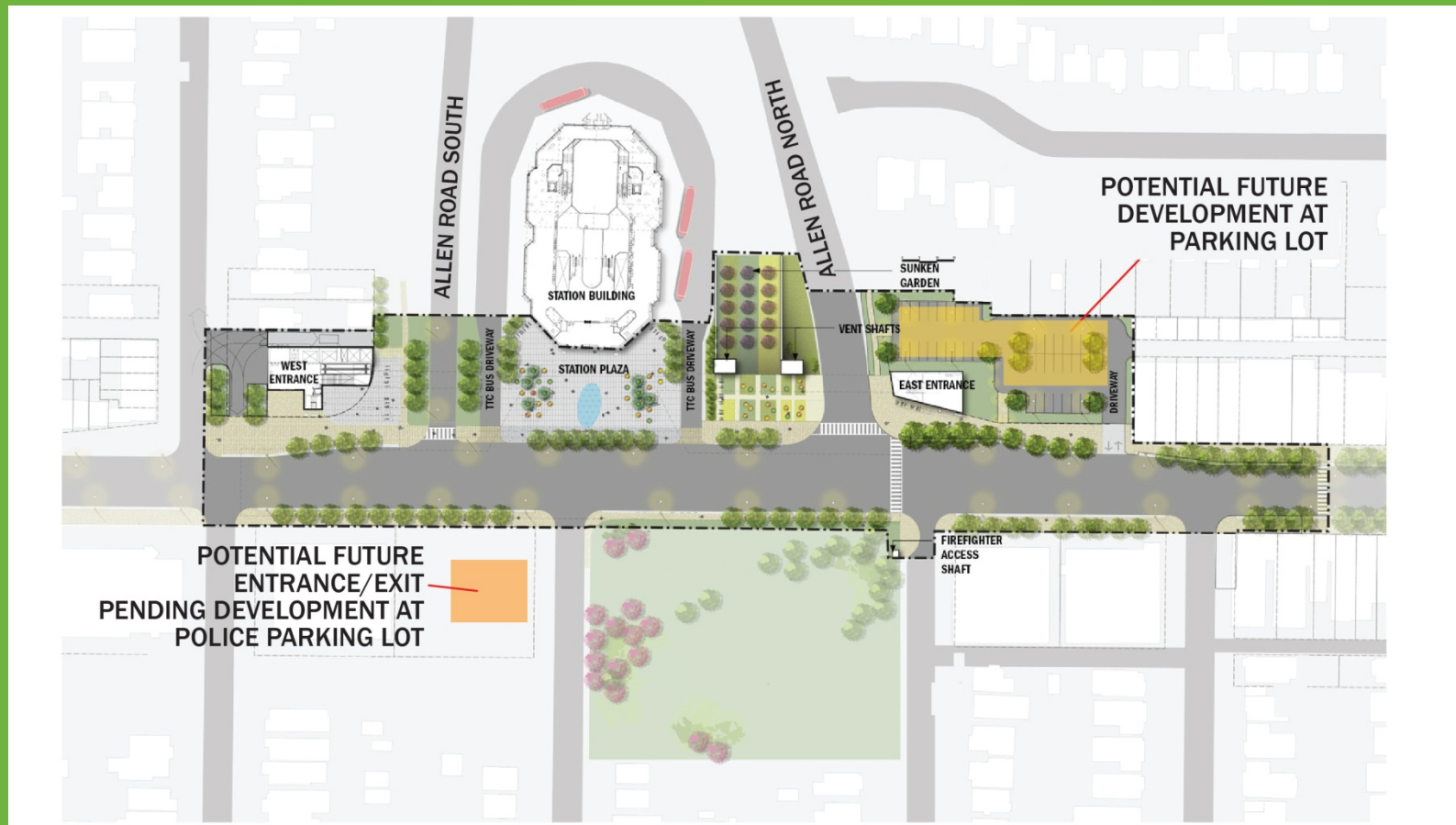
## Preliminary Design – 2012

### Crosstown Platform Lower Level



# Eglinton West Station

## Proposed Surface Layout 2012



# Eglinton West Station

## Surface Area Improvements

### Key Improvements:

- New Crosswalks
- Wider Sidewalks
- Reinforcing pedestrian clearway with continuous paving and wider sidewalks
- Consolidation of litter bins, multi-publication boxes
- New seating area for station plaza areas and entrance zones
- Pedestrian lighting along walkways and secondary entrance zones
- New sunken garden along tunnel connecting main station building and east entrance



# Eglinton West Station

## West Station Entrance –Surface Design - 2012



# Eglinton West Station

## East Station Entrance –Surface Design - 2012



# Eglinton West Station

## New Walkway Under Allen Road

- Walkway connecting the two new station entrances will allow pedestrians to cross Allen Road underground
- Existing crossings at street level will remain
- Existing entrance to Eglinton West Subway Station remains



Walkway & Sunken Garden – between east & west entrances



# The Crosstown Team

## Please Get in Touch with Us!

Devin Horne, Franca Di Giovanni,  
Denise Jayawardene

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Online: [www.thecrosstown.ca](http://www.thecrosstown.ca)

Tel: 416-338-6310

Fax: 416-397-8193

TTY: 416-481-2523

Visit our West Community Office at  
1848 Eglinton Avenue West  
(at Dufferin)

### Community Office Hours – 2012

Monday, Wednesday, Friday:

9:00 a.m. – 5:00 p.m.

Tuesday: 8:00 a.m. – 4:00 p.m.

Thursday: 12:00 p.m. – 8:00 p.m.

