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What is the Crosstown?

In September 2008, **Metrolinx** launched a regional transportation plan – **The Big Move** – a 25-year, \$50 billion plan for coordinated, integrated transportation and transit in the Greater Toronto and Hamilton Area (GTHA). One of the first wave of projects currently underway is the Eglinton Crosstown, which represents an investment of \$5.3 billion (2010\$) toward better transit in Toronto.

The Crosstown is a light rail transit (LRT) line that will run across Eglinton Avenue between Mount Dennis (Weston Road) and Kennedy Station. This 19-kilometre corridor will include a 10-kilometre underground portion, between Keele Street and Laird Drive.

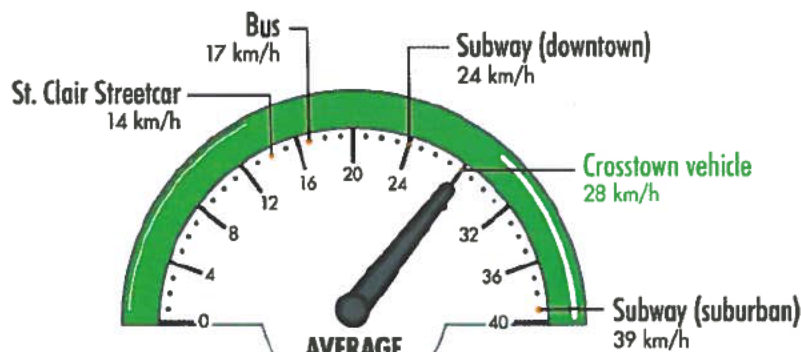


The Crosstown is part of the \$8.4 billion (2010\$) investment from the Ontario government to expand transit in Toronto. The Crosstown project is the largest transit expansion in the history of Toronto.

Construction is currently underway and the Crosstown service will begin in 2020.

Fast

The speed of service is determined by the spacing of the stops and the speed limits of surrounding traffic, and the Crosstown vehicle will average 28 kilometers/hour.



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Did You Know?



Travel on The Crosstown from Kennedy Station to Black Creek is expected to take just 35 minutes.

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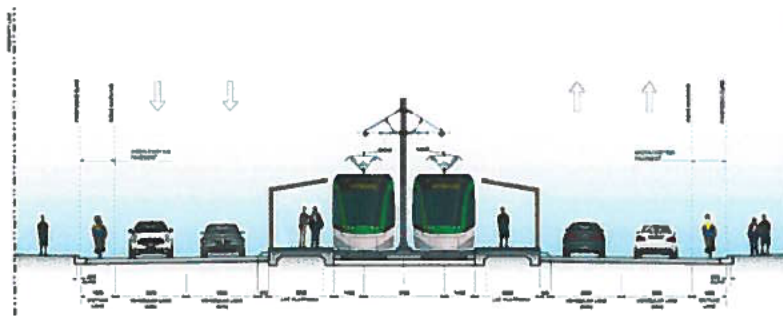


Sample travel times:

	Current (via bus)	Crosstown LRT
Kennedy station to Yonge-Eglinton	40 minutes	26 minutes
Kennedy station to Eglinton-Keele	73 minutes	38 minutes
Eglinton-Keele to Eglinton West station	16 minutes	6 minutes

Reliable

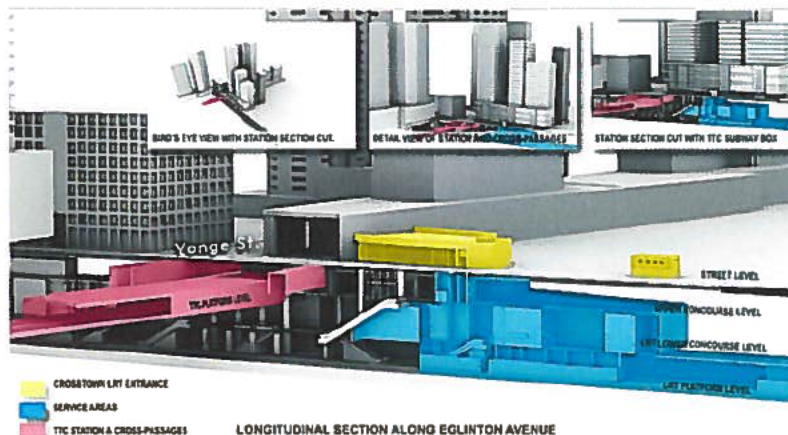
The Crosstown will carry passengers in dedicated right-of-way transit lanes separate from regular traffic, as well as priority signaling at intersections. These two components ensure that the Crosstown is reliable and that travel times are more certain.



A rendering of a typical surface stop arrangement.

Convenient

The Crosstown will have up to 25 stations and stops. It will link to 54 bus routes, three subway stations and various GO Transit lines.

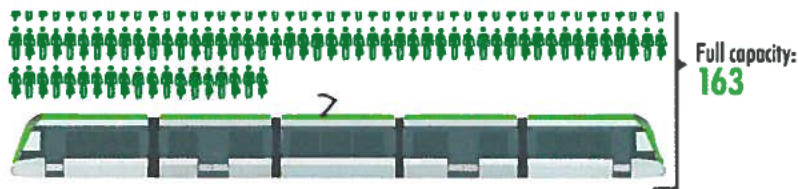


A rendering of the Eglinton station that will connect passengers to the Yonge-University-Spadina subway line.

High Capacity

The projected ridership of the Crosstown is 5,400 passengers per hour in the peak direction by 2031. The capacity of an LRT is 15,000 passengers per hour, per direction. LRT cars can be removed or added easily, thus providing the flexibility to accommodate ridership demands.





Note: Graphic shows one vehicle. Up to three vehicles can be connected into trains to carry up to 490 people.

Accessible

The Crosstown vehicles will have multiple entrances and low floors to ensure fast and accessible boarding. In addition, each vehicle will use the PRESTO proof-of-payment system.



Proven Technology

LRT is a proven technology that is used around the world, including cities with variable temperatures such as Edmonton, Calgary and Minneapolis.

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Stations and Stops

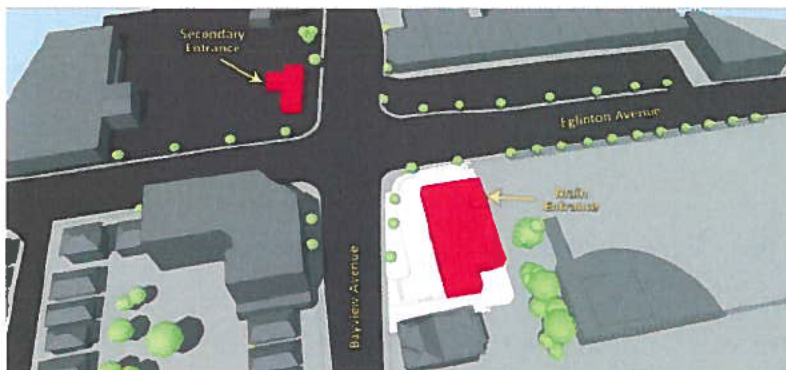
Station design is one of the most exciting and most critical components of the Crosstown construction.

There are a number of major considerations for station design, including accessibility, development potential, integration with surrounding communities, and management of construction disruption.

Station design is currently underway. The Crosstown team has hosted several public consultations on the station design progress.

Station Features

All stations, stops and vehicles will be accessible for wheelchairs and strollers. The main station entrances will all have elevators and escalators and the vehicles will all have low floors for easy boarding. Each station will also have safety features such as Designated Waiting Areas and close circuit TV monitoring. All stations will have outdoor bike parking, with at least 50% covered. Select stations (Mount Dennis, Eglinton West, Don Mills, Kennedy) will have secure indoor parking.



Above is a rendering of the proposed Bayview Station Preliminary Design Concept.

Connections

At **Eglinton West Station** (Allen Road) and **Eglinton Station** (Yonge Street) the Crosstown line will be built to cross underneath the existing subway lines. The design will include elevators and escalators as well as stairways for passengers to conveniently transfer between lines.

At **Kennedy station**, new LRT facilities will be built to ensure convenient connections between the upgraded Scarborough line and the Crosstown.

The station design will also include elevators and stairway access for passenger transfers to the Bloor-Danforth subway line and a walkway to connect to GO lines.

Individual Stations and Stops

What is the Crosstown?

Stations and Stops

[Avenue Station](#)
[Bathurst Station](#)
[Bayview Station](#)
[Bermondsey Stop](#)
[Birchmount Stop](#)
[Caledonia Station](#)
[Chaplin Station](#)
[Don Mills Station](#)
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[Eglinton Station](#)
[Eglinton West Station](#)
[Ferrand Stop](#)
[Ionview Stop](#)
[Keele Station](#)
[Kennedy Station](#)
[Laird Station](#)
[Lebovic Stop](#)
[Leslie Stop](#)
[Mount Dennis Station](#)
[Mount Pleasant Station](#)
[Oakwood Station](#)
[Pharmacy Stop](#)
[Victoria Park Stop](#)
[Warden Stop](#)
[Wynford Stop](#)

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Click below on individual stations and stops in the table below to see maps and renderings of design concepts.

Station and stop locations from west to east:
Mount Dennis
Keele
Caledonia
Dufferin
Oakwood
Eglinton West
Bathurst
Chaplin
Avenue
Eglinton
Mount Pleasant
Bayview
Laird
Leslie
Don Mills
Ferrand
Wynford
Bermondsey
Victoria Park
Pharmacy
Lebovic
Warden
Birchmount
Ionview
Kennedy

Maps

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Did You Know?



The vehicles used on The Crosstown will feature accessible, low floors and all stations will have main entrances with elevators and escalators for passenger accessibility.

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Metrolinx Encouraging Development at GO and Crosstown LRT Stations

February 26, 2015 5:44 pm | by Cale Vanderveen | [1 Comment \(/news/2015/02/metrolinx-encouraging-development-go-and-crosstown-lrt-stations#disqus_thread\)](#)

Metrolinx will take a step into the real estate market tomorrow, when it issues an RFP for development above its new Crosstown LRT stations. Metrolinx has already been using a more hands off approach to encourage development around its GO Transit stations, which has seen some success with some condominiums now in the preconstruction stage which are located immediately adjacent to a GO station.

The Crosstown is a \$5.3 billion dollar LRT line running 19km across Eglinton Avenue, and will feature 14 new underground stations which have potential to have transit oriented development constructed on top. Metrolinx is beginning the process with selling the development rights to 4 of their sites, 2 at the future Keele station, and 1 site each at Weston Road and Bathurst Street. The sale of these properties is expected to raise upwards of \$10 million dollars, and if successful it could prove to be a good way to recoup a small amount of transit expansion costs. If the sale of these initial 4 properties proves to be successful, Metrolinx may then move to sell the development rights it has on top of the other stations along the coming LRT line.

Two of the sites, the Weston Road and Bathurst Street sites, are zoned for high-rise residential towers, while the two at Keele have mid-rise zoning rights. Metrolinx is distancing itself from the full development process however, and developers would be free to apply to rezone the properties for higher densities after the purchase from Metrolinx through the regular process with the City of Toronto.



[/sites/default/files/imagecache/display-slide-show/images/articles/2015/02/15242/15242-47915.jpeg](http://sites/default/files/imagecache/display-slide-show/images/articles/2015/02/15242/15242-47915.jpeg)

Preliminary renderings of the Bathurst LRT station; the development would replace the main entrance to the right, image courtesy of Metrolinx

Intensification above and immediately adjacent to transit stations doesn't only have a financial benefit to Metrolinx however, it also drives transit ridership. Metrolinx and GO Transit are looking for ways to reduce the use of the parking at their stations, and having a large amount of residents living right beside the station reduces that need. Adjacent development can also prove to be advantageous for regular transit users, as it can create retail spaces and provide the population to support them, which provides a higher level of amenity to transit users.

Metrolinx has been encouraging transit oriented development adjacent to their GO stations as well, although in a less involved manner. Developments adjacent to their stations have been popping up around the GTA recently, such as at Burlington and Mimico GO stations. The intensification projects already underway at GO stations are proving to be great examples of what Transit Oriented Development can be. Burlington's

development, known as Paradigm Condominiums, includes 5 towers with 20 floors each. Also included are 7 retail units and 3 floors of office space. The development will provide employment space with access to rapid transit, retail spaces that will see increased viability due to the nearby transit station, and a large population base which will also be located directly adjacent to the GO station. Another project currently under way, On the GO Mimico, is a 26-storey condominium with a grocery store in the base. The grocery will likely prove to be a great amenity for the GO station users, who will soon be able to grab their groceries on the way home from work.



<https://sites/default/files/imagecache/display:slideshow/images/articles/2015/02/15242/15242-47914.jpeg>

On the GO Mimico will be directly adjacent to Mimico GO Transit Station, image courtesy of Stanton Renaissance

If you want to learn more about the stations, you can click on the dataBase links below. To add your thoughts, you can join in on the conversation in the associated Forum threads, or leave a comment in the space provided on this page.



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News / City Hall

Metrolinx to sell development rights at Eglinton Crosstown LRT stops

Ontario's transportation agency expects to earn up to \$76 million selling rights to build at four stations on the line currently under construction.

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DAVID COOPER / TORONTO STAR [Order this photo](#)

Construction of the Eglinton Crosstown LRT, seen here in November, will result in increasing development along the corridor. Metrolinx hopes to take advantage of that by selling off the rights to build above several stations.

By: **Tess Kalinowski** Transportation reporter, David Rider and Published on Wed Feb 25 2015

Ontario's regional transportation agency expects to earn up to \$76 million selling rights to build above four LRT stations it will construct on the new **Eglinton Crosstown** line.

On Friday, Metrolinx will issue requests for proposals to build above stations at Hollis Rd. in Weston, the northeast and southeast corners of Eglinton Ave. and Keele St., and the northeast corner of Bathurst St. and Eglinton.

The agency expects to earn between \$14 million and \$19 million per station from developers who build "mixed residential and retail spaces," which in turn increase ridership. Metrolinx hopes to sell development rights later for other locations on the 25-station line.

"This is exciting for us, as it is the first example in recent times of achieving 'land value capture' in the GTA-Hamilton area, Metrolinx spokesperson Anne Marie Aikins said in an email.

Land value capture is one means of financing big projects, relying on the benefits from a jump in property values triggered by access to new transit — a feature coveted by homebuyers and businesses.

Metrolinx hopes to choose a developer for each station by May and execute purchase agreements by December.

The province is paying the full \$5.3-billion cost of the 25-station Crosstown line. Metrolinx plans to contract-out maintenance but the TTC will actually operate the line.



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Councillor Josh Colle, the TTC chair, told reporters he is "shocked and amazed" the TTC is not doing more to leverage the value of its properties.

"Look at the Bloor (subway) line — 60 years later and we have nothing built, or two- and three-storey buildings, so I think it's a huge missed opportunity."

However, Colle said, as city rules stand now, the TTC is supposed to transfer surplus land to Build Toronto, a city agency tasked with maximizing revenue from the development and sale of surplus land. The Star reported last fall that, in 2013, [Build did not make a single property sale](#).

Jennifer Keesmaat, the City of Toronto's chief planner, said in an email that, in discussions with Metrolinx, she argued against plans for single-storey stations and that, "in an urban context, station entrances should be integrated into buildings."

"I believe this is a critical approach to linking and integrating land-use planning with transit infrastructure investments," Keesmaat said.

"It should be noted that densification does not mean 'anything goes' or any intensification is good," she said, adding that the city's "built form" framework "provides direction to ensure this intensification is in keeping with the character of existing neighbourhoods and respects adjacent sites."

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Toronto transit agency Metrolinx to take 'modest first step' into real estate

STEPHEN WICKENS

Special to The Globe and Mail

Published Wednesday, Feb. 25 2015, 3:00 AM EST

Last updated Wednesday, Feb. 25 2015, 3:00 AM EST

The Toronto regional transit agency will take an unprecedented step into the real estate business Wednesday when it issues a request for proposals to develop four of its Eglinton-Crosstown station properties.

Following in the footsteps of financially successful transit agencies overseas, Metrolinx's plan will aggressively seek returns on transit investments by ensuring new stations are parts of mixed-use buildings from Day One. It's a long-term strategy that infrastructure funding experts say should revolutionize how Canadians think about paying for transit expansion.

While initial proceeds will defray only a small part of the \$5.3-billion rapid transit line's capital costs, Metrolinx is eyeing bigger returns on the other 22 Eglinton stations and, eventually, its largely underused property holdings across the region.

Such "land-value-capture" revenue streams are mostly untapped in North America, but they've helped East Asian cities to continually expand rail systems.

"Finally, this is so overdue for Toronto," said Steve Fry, who studied Asian infrastructure funding while doing an MBA at Oxford and has since advised on the subject through his business consultancy, Pacific Links.

"In this part of the world, our rapid-transit cost calculations are always wrong because we never consider net costs; we never account for the money we should make off properties we have to buy to build subways," said Mr. Fry, who lives in his native Toronto even if little of his work is here.

He said Metrolinx won't make as much as it could because it's selling the four sites rather than playing developer. "But if they get this right it's a great first step ... it should transform thinking around here, where we usually build wasteful stand-alone stations."

Metrolinx, which has retained real estate services firm Avison Young to advise on Phase I of a "competitive procurement process," is slated to officially launch the request for proposals on Wednesday. Winning bids are expected to be chosen in May.

The lands in play are on Eglinton Avenue West – at Bathurst Street, Weston Road and two sites at Keele Street. Industry sources say they'll likely fetch \$14-million to \$22-million in total. But the 19-kilometre LRT line will have 25 stations when it opens and requests for proposals for many other properties could be issued soon.

"Depending on the success of these first projects, we're likely to repeat it ... that is our objective," Metrolinx spokeswoman Anne Marie Aikins said by e-mail. "It's the first example of achieving land-value capture in the [Greater Toronto and Hamilton Area] for transit and it will inform future engagement between Metrolinx and the development community."

Avison Young declined a request for comment.

The Weston Road site can take high-rises, while eight-storey buildings are the tallest permitted by the city on the other three.

Though not talking publicly, developers and real estate firms have been abuzz while studying the sites and preparing bids in recent days.

Transportation and urban-governance consultant Richard Gilbert – a long-time critic of Toronto's often sprawling one-storey, single-use subway stations – said Metrolinx's initiative should be applauded, even if this is "only a modest first step."

"In Toronto, we've considered stations as burdens that raise costs, so we've tried to keep the number of them to a minimum," the former city councillor said. "It's absurd. In some cities, stations are seen as revenue generators. If station-related development is planned for *before* stations are built, stations can be features of developments paid for by developers."

Toronto has periodically considered capitalizing on its transit properties. It published lists of prime undeveloped TTC sites in 2002, but never acted. In 2003, then-city councillor David Miller got a motion passed at the TTC calling for a report on "models such as a transit development corporation that would both ensure appropriate densities where new subways are proposed and directly capture the wealth created by the subways to help pay for their creation."

It's unclear if the report was ever done and, as mayor, Mr. Miller opted instead to promote street-based light rail because initial capital costs are lower. Promises by his successor, Rob Ford, that Toronto could build subways fully paid for by developers are seen as unrealistic by proponents of land value capture.

Aside from basic profit potential, Mr. Fry argues that benefits extend to transit operations as well as the capital side. He cites examples from Japan, Hong Kong and Singapore, where the co-development of stations has sped creation of urban-style land uses that in turn boost fare revenues.

Though cautioning about differences between Hong Kong and Canadian cities, he and Mr. Gilbert are fans of MTR Corp., which builds and operates that city's subways, while also being a major developer and landlord. MTR, which has been profitable for more than 35 years, is 77-per-cent owned by the public. The other 23 per cent of its shares trade on the Hang Seng index.

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Quick Facts

- 19 kilometres of new light rail transit (LRT) along Eglinton Avenue from Mount Dennis (Weston Road) to Kennedy subway station, with approximately 10 kilometres underground; 25 proposed stations & stops
- Rapid Transit Connections: TTC Subway at Eglinton West Station and Eglinton Station to Yonge-University-Spadina lines, and Kennedy Station to the Bloor-Danforth line
- Total capital costs: \$ 5.3 billion (\$2010)
- Part of the \$8.4 billion funding commitment from the Province of Ontario
- Projected Ridership: 5,400 people per hour in the peak direction by 2031
- The Eglinton Crosstown LRT is currently under construction, and is expected to be complete by 2020

The Project

The Eglinton Crosstown LRT is an east-west light rail transit line that will run along and underneath Eglinton Avenue through the heart of Toronto from Mount Dennis (Weston Road) in the west to Kennedy subway station in the east. Ten kilometres of the line will be tunnelled underground between Keele Street and Laird Drive, and will continue eastward at surface in a dedicated right-of-way, separate from traffic. At the eastern end, passengers can transfer to the Bloor-Danforth line at Kennedy Station.

The Crosstown will reduce travel time along Eglinton significantly and will link to 54 bus routes, three interchange subway stations and GO Transit. All Crosstown stations will accept the new PRESTO payment card system and stations and vehicles will be fully accessible.

Project Status

Construction is currently well underway on the Crosstown. Tunneling began in June 2013.

Project Costs

The Eglinton Crosstown project is fully funded as part of the \$8.4 billion commitment from Province of Ontario to transit expansion in Toronto. The Crosstown project is the largest of the transit projects in the city with a total cost of approximately \$5.3 billion.

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Crosstown LRT brings new development, and controversy, to Eglinton

MARIA VANTA

Globe and Mail Update (Includes Correction)

Published Friday, Jan. 09 2015, 5:02 PM EST

Last updated Wednesday, Jan. 14 2015, 7:46 PM EST

Eglinton Avenue sweeps up from river parkland to the green factory campuses surrounding Don Mills Road, an unexpected oasis between the malls of Leaside and Scarborough. But condos are coming, along with the Eglinton Crosstown LRT.

Six major rezoning requests have been filed with the City by owners looking to rezone lots totalling 132.6 hectares near Don Mills Road. Re-zoning these lands to mixed use would allow new developments including condo towers, offices and retail spaces. All six requests were denied.

The LRT is spurring new development and making clear the effects a big transit project can have on an area with loads of untapped development potential. But the form of proposed development projects is at odds with the city's Official Plan, which protects office and industrial space and calls for mid-rise buildings, not towers.

Such questions might become widespread if Mayor John Tory's proposed transit plan, [SmartTrack](http://www.theglobeandmail.com/news/toronto/john-torys-smarttrack-why-his-big-bet-on-transit-is-a-real-risk/article20177429/) [http://www.theglobeandmail.com/news/toronto/john-torys-smarttrack-why-his-big-bet-on-transit-is-a-real-risk/article20177429/], is implemented. The plan calls for \$8-billion in heavy rail, with much of the funding to come from increased taxes from proceeds of new development.

But if that development comes, what will it look like? On Eglinton, the city and developers generally have different ideas.

Celestica Inc. is one of the applicants in Don Mills. The company is seeking to convert its property, at 844 Don Mills Road, a former factory and office complex for IBM, to a mixed-use complex. The initial proposal detailed a plan to build eight new condo towers which would include 2,897 condo units. The city refused the application for an Official Plan Amendment; the company is appealing to the Ontario Municipal Board.

Terry West, President of the Don Mills Residents Association sees it as one of many potential developments that will change the area. "There have been a number of proposals for high density development. The discussion is still ongoing but we expect many more [developments] to come," Mr. West says.

The story is much the same all along the 19-kilometre LRT route. Landowners and developers see the potential for large-scale residential development. Planners see it differently: the city designates Eglinton as an "Avenue," which means the zoning specifies mid-rise buildings of generally six to eight storeys.

"An Avenue is one where land use and transit are married. So we're not trying to scramble to change the plan now that the province has funded the LRT. [We are] implementing part of the vision of the official plan," says Lorna Day, manager of the Eglinton Connects Planning Study.

Since construction of the Crosstown line was announced, more than 40 similar rezoning requests have been made to City Planning. Though these requests suffered the same fate as Celestica's, at least half are also being or have been appealed to the OMB. So far, two mid-sized projects have been approved and will be going up along Eglinton West.

Many redevelopment proposals apply to sites which are currently industrial, which the City Toronto has been battling for years to retain for workplaces. "Jobs make better use of transit than residences as a land use," Day says. "People who live along the corridor need a chance to work along the corridor as well, so it's important to maintain the employment uses."

Yet successful appeals to the OMB could result in thousands more condo units than currently expected being built along the Eglinton corridor.

"You can already see Yonge and Eglinton is a maze of condos," says Parul Bansal, a broker with Century 21 Real Estate. "Why wouldn't an avid developer, able to get a good chunk of land on the Eglinton line, want to build a condo? It's going to be an accessible and lucrative spot because right now the real estate there is not as expensive," she adds.

She points out that the value of residences on and near the Eglinton corridor has also started to skyrocket, especially in neighbourhoods where the LRT will be going underground.

"Though Toronto is experiencing an overall real estate boom, transit construction immediately causes property prices in neighbouring areas to increase," says Matti Siemiatycki, an associate professor in the Department of Geography and Program in Planning at the University of Toronto.

Day points out that commercial development in the form of office space and small to mid-sized businesses will undoubtedly follow residential development. "I expect to see more jobs and more people living along the corridor. We expect the whole corridor to intensify over the next ten years," she says.

Steven Farber, an assistant professor in the Department of Human Geography at the University of Toronto Scarborough, points out that the benefits of investing in quality transit are massive. "The bigger piece is not just in land value increase and development. It's in the billions of dollars saved due to reduction of congestion and increases in people's health. We will save priceless green space and rural land on the fringe that we will not need to develop," Farber says.

Mr. West, of the Don Mills Residents Association, says his group doesn't oppose dense new development on Eglinton. "We expect a fair amount of increased density along the LRT; it's only logical," he says. "It's a matter of time until the [Don Mills and Eglinton] intersection alone becomes high density; we have been pushing for and expect that a future downtown relief line will come there," he adds.

Prof. Farber argues that the potential increase in density along Eglinton may also end up causing problems. "The increased density may be higher than the LRT can accommodate," he says, "leading to overcrowding, potential congestion and a situation where building a subway would have been a better option."

Editor's Note: The original newspaper version of this article and an earlier online version incorrectly said Mayor John Tory's SmartTrack plan calls for \$3-billion in light rail. In fact, the plan calls for \$8-billion in heavy rail. This online version has been corrected.

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METROLINX

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Eglinton-Scarborough Crosstown Update

June 23, 2011

Leslie Woo, Vice President, Policy, Planning & Innovation

Jack Collins, Vice President, Rapid Transit Implementation

Vasie Papadopoulos, Vice President, Strategic Communications

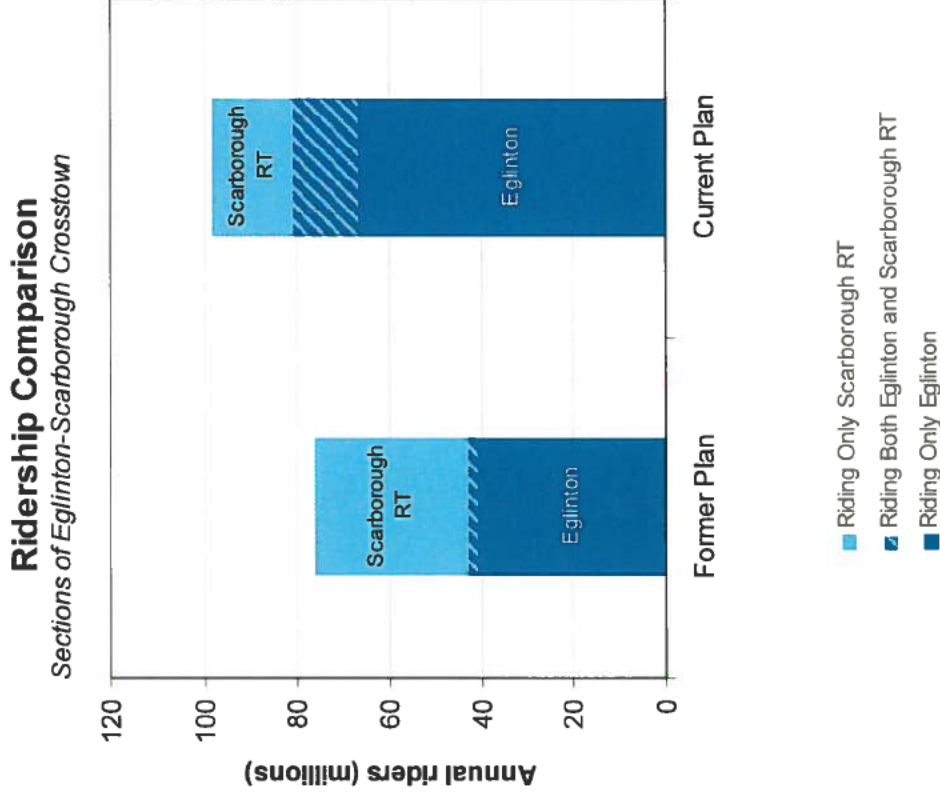


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1.0 Updated Ridership

- Eglinton-Scarborough Crosstown updated ridership forecasts jointly prepared by TTC and Metrolinx (April – June 2011)
- Shifting the Eglinton-Scarborough Crosstown to full grade-separation attracts more riders to this corridor
- Revised annual trips = 100 million riders
 - **30% increase in total riders**
- Why more riders on Eglinton section?
 - Speed is now comparable to Bloor-Danforth subway
 - Elimination of transfer at Kennedy allows one-seat ride from Scarborough Centre to Yonge line and beyond
 - Most are transit riders shifting from the Bloor-Danforth subway and parallel bus lines
 - Remainder are drivers switching to transit
- What about Scarborough RT section?
 - Small loss of riders due to termination at McCowan



1.0 Updated Ridership

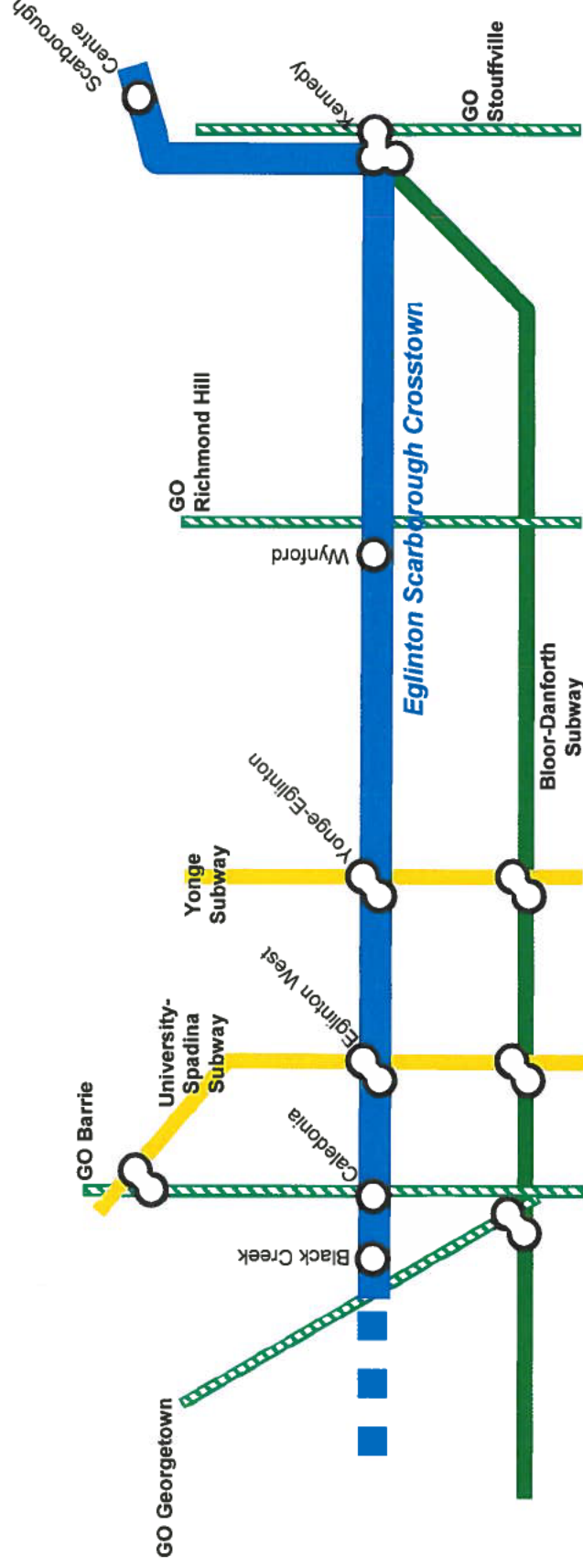
- Peak ridership on Eglinton section is **twice as high** as before:
 - 12,000 persons per hour in the peak direction (a.m. peak)
 - Approaching Yonge from east
 - Almost as high, approaching Kennedy from north
- Technology is capable of meeting this demand, on a fully grade separated line
 - Requires 3-car trains and a 2 minute headway



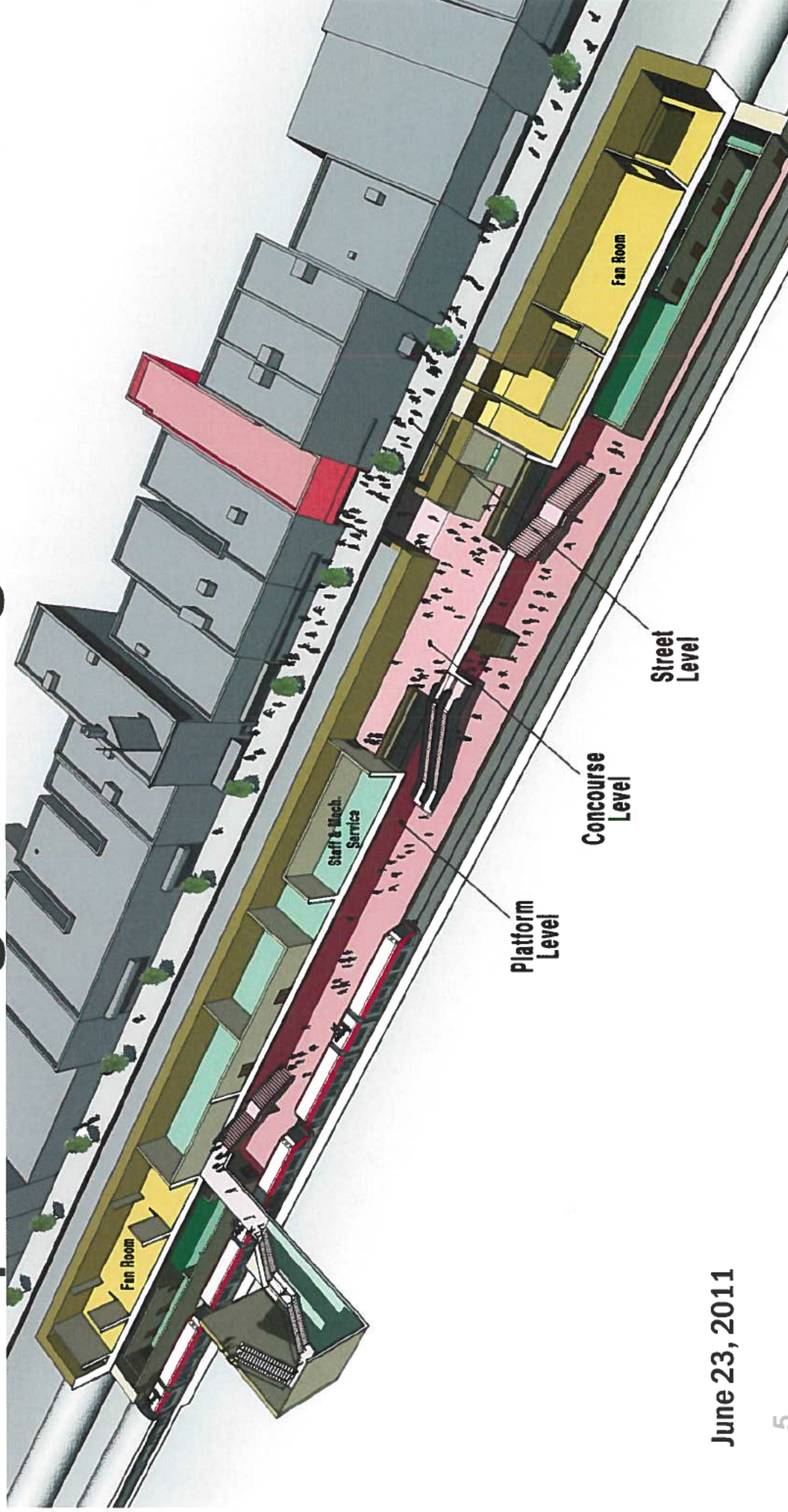
1.1 Integration with Mobility Hubs planning

Integration of Modes

- Project has good quality connections to feeder bus services
- 4 GO rail connections:
 - GO Stouffville connection at Kennedy to be enhanced as part of station design
 - Caledonia station design to incorporate possible future GO Barrie connection
 - Opportunity to improve integration at GO Georgetown line.
 - Challenging site at Richmond Hill line



Conceptual Design of Underground Stations



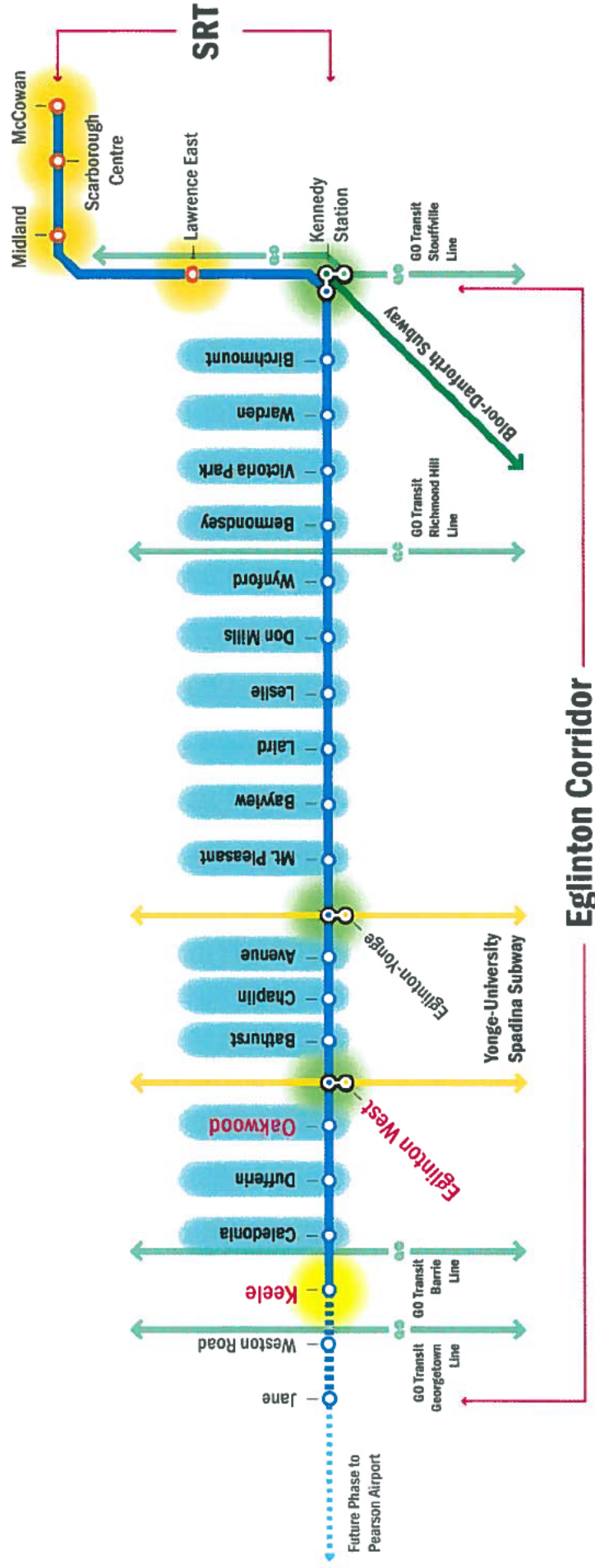
June 23, 2011

Contents

- Initial station layouts
- Standard elements



The Eglinton - Scarborough Crosstown

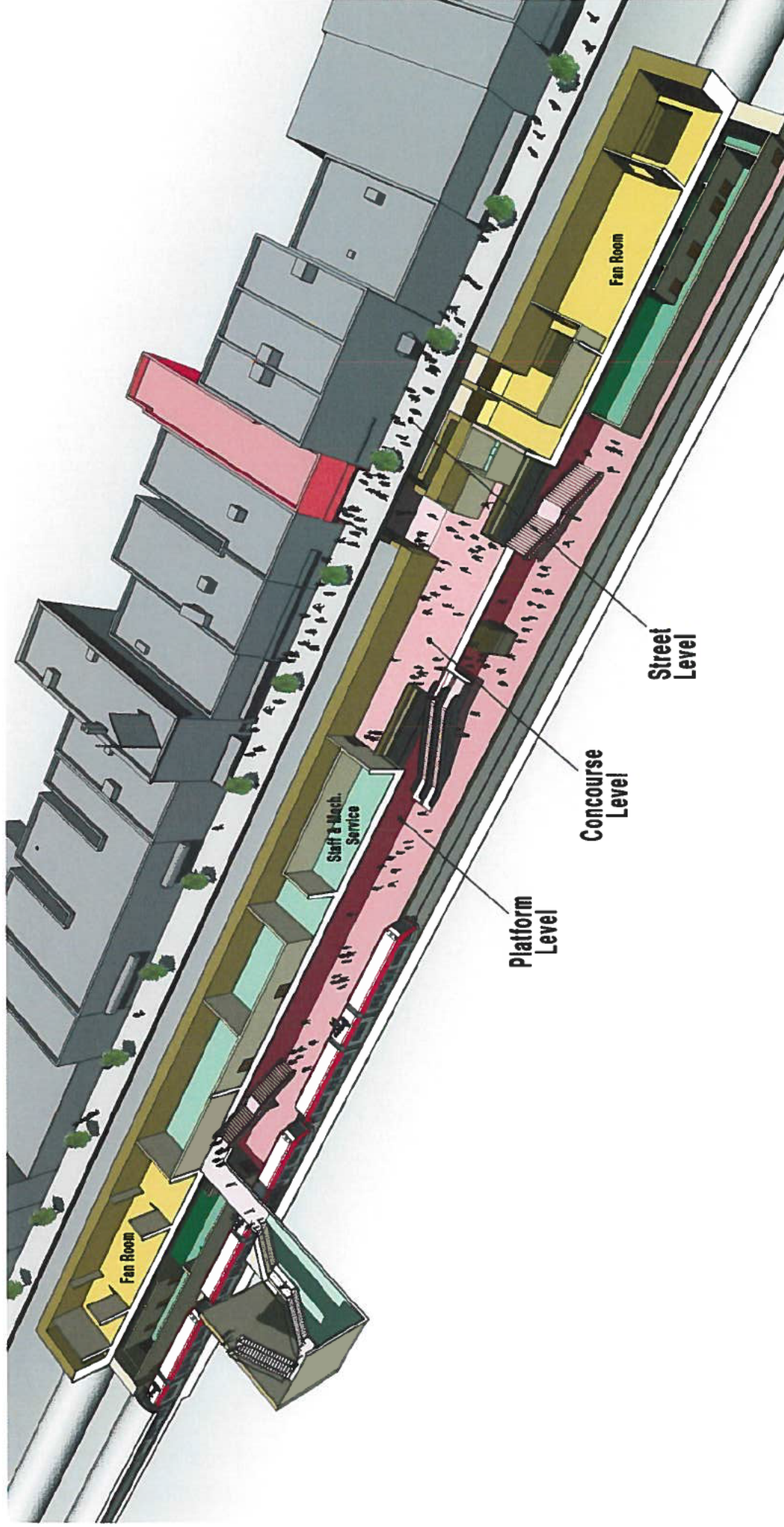


Eglinton Corridor

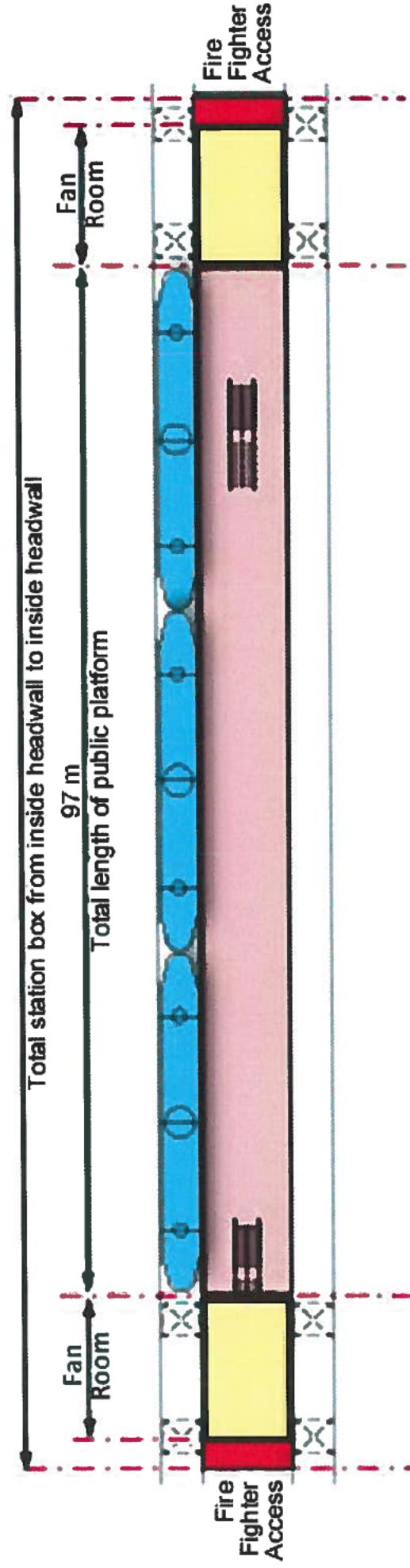
- Interchange Stations (3)
- Terminal Stations (1)
- SRT (3 Elevated, 1 at-grade)
- Inline Stations (16)

Note: Final number of station and locations will be determined as part of Environmental Assessment updates.

Anatomy of an Underground Station



Station Box - Length



Legend

Public Areas

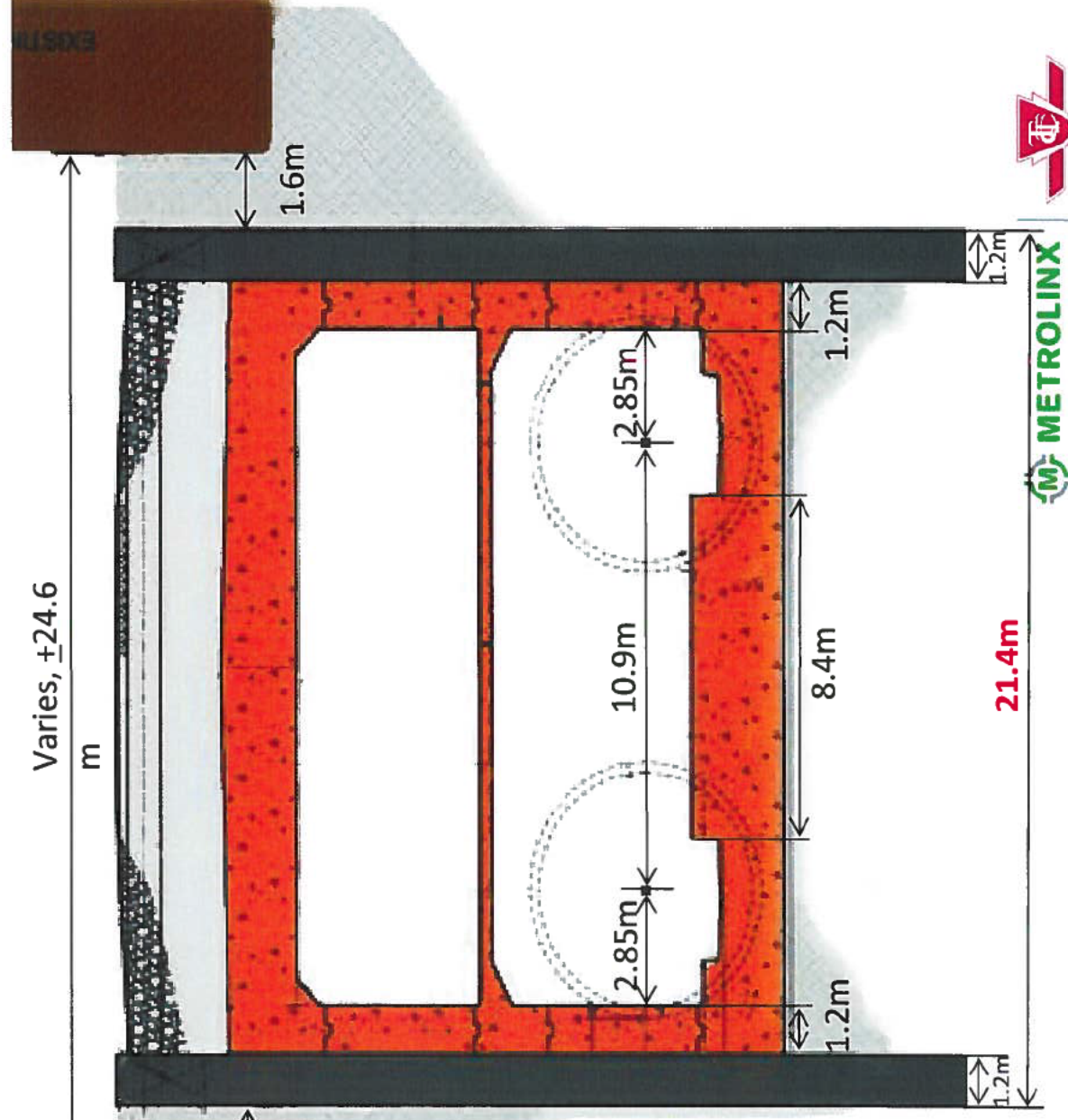
Firefighter Access

Fan Rooms



A Metrolinx TTC Project

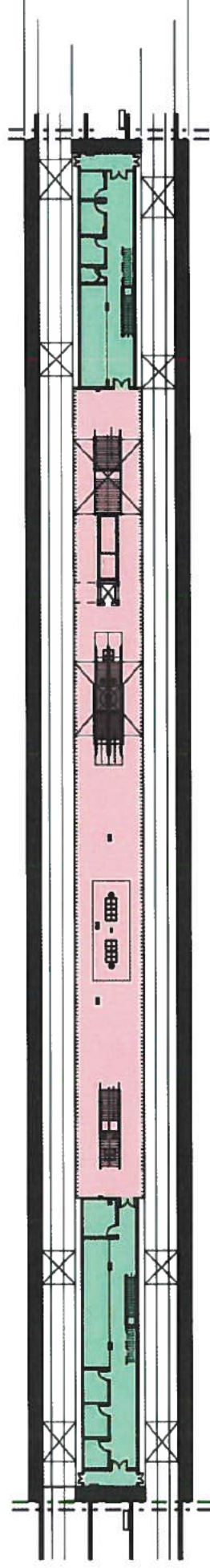
Station Box - Width



1. Width of Corridor
2. Setbacks from Buildings
3. Clearance Between Shoring/Tunnel
4. Min. center-to-center tunnel width
5. Platform width
6. Width of station box

Station Layout

Platform Level

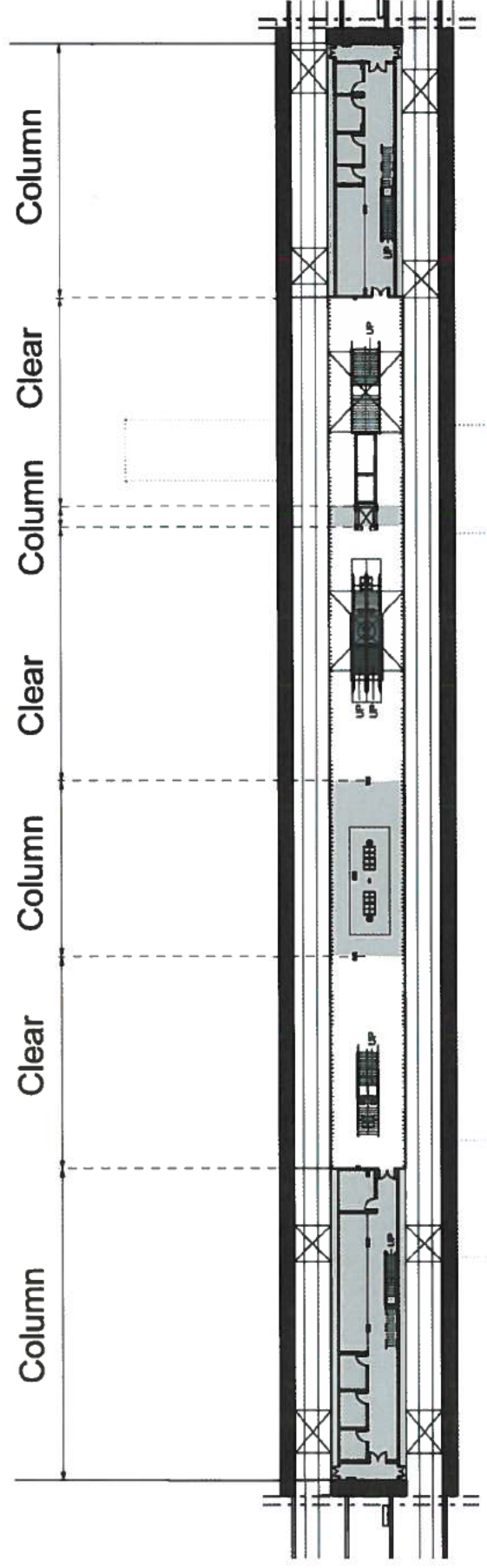


Legend

-  Public Areas
-  Staff, Mech, Electrical

Station Layout

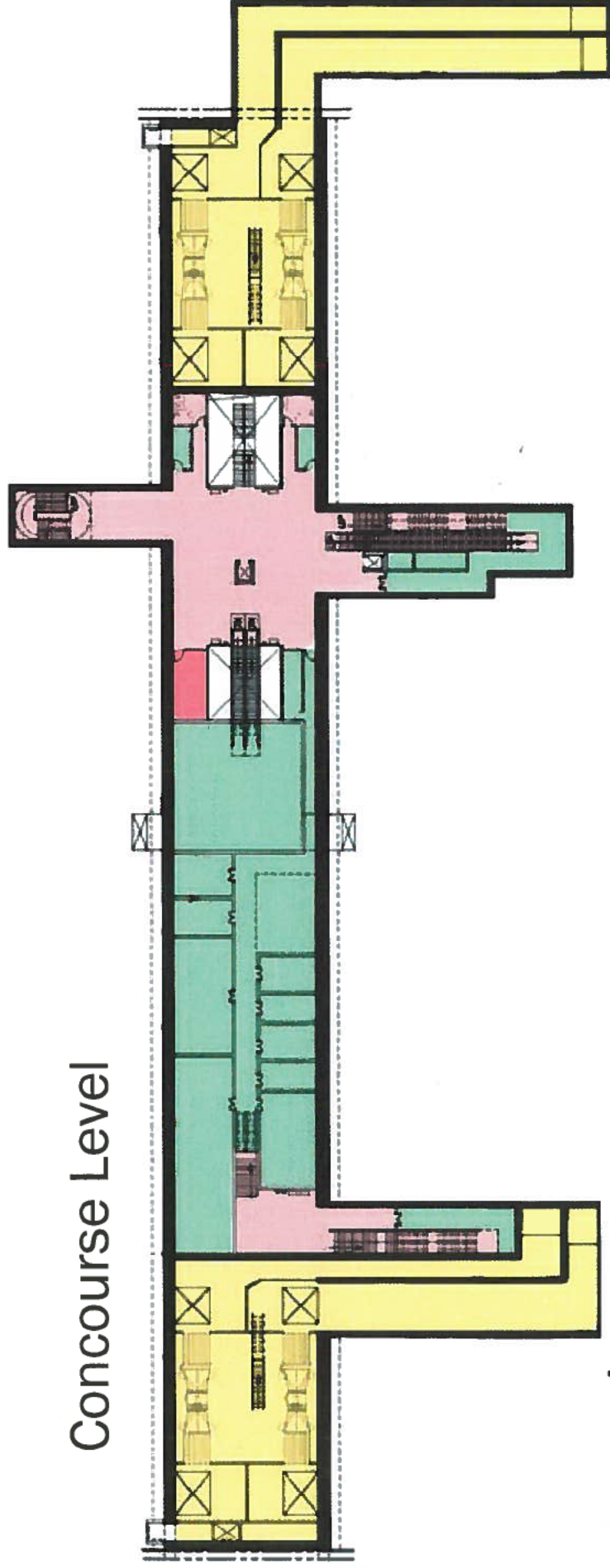
Platform Level







Structural Constraints

Station Layout

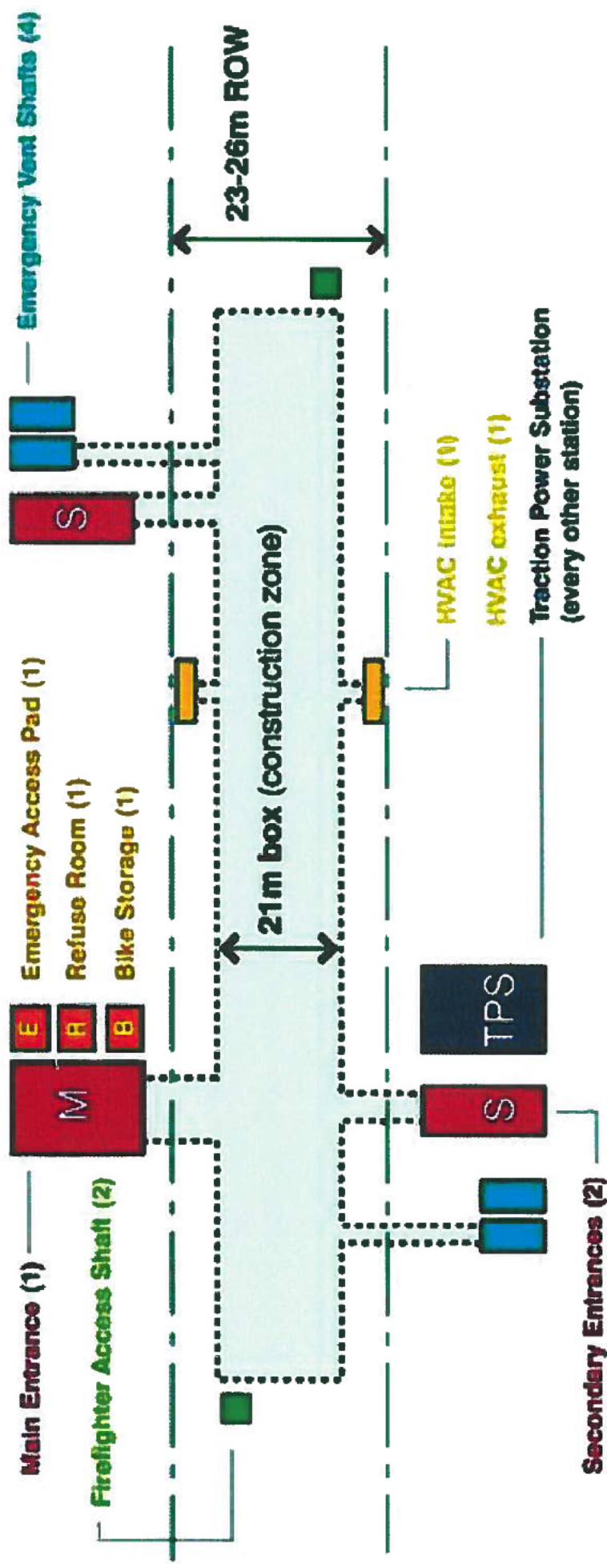
Concourse Level



Legend

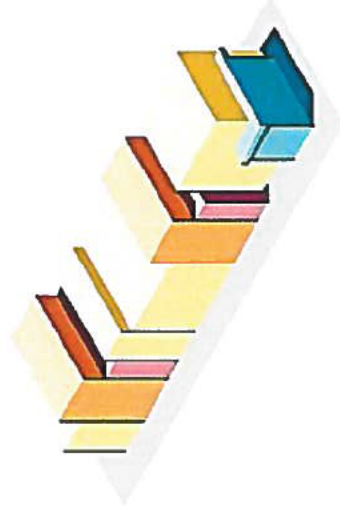
-  Public Areas
-  Staff, Mech, Electrical
-  Fan Rooms
-  Retail

Surface Elements



Surface Elements

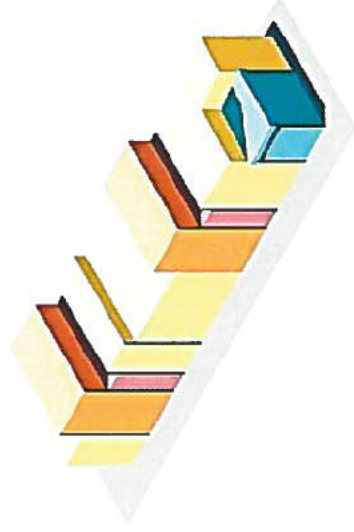
Four general entrance types...



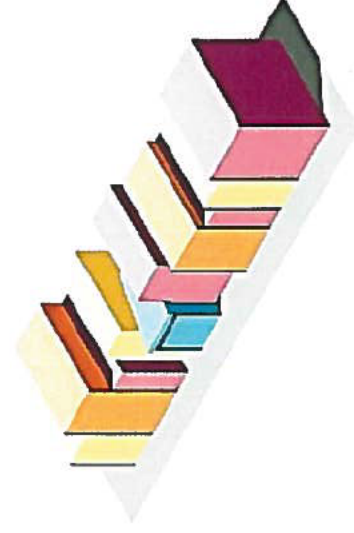
Integrated Station



Pavilion Station



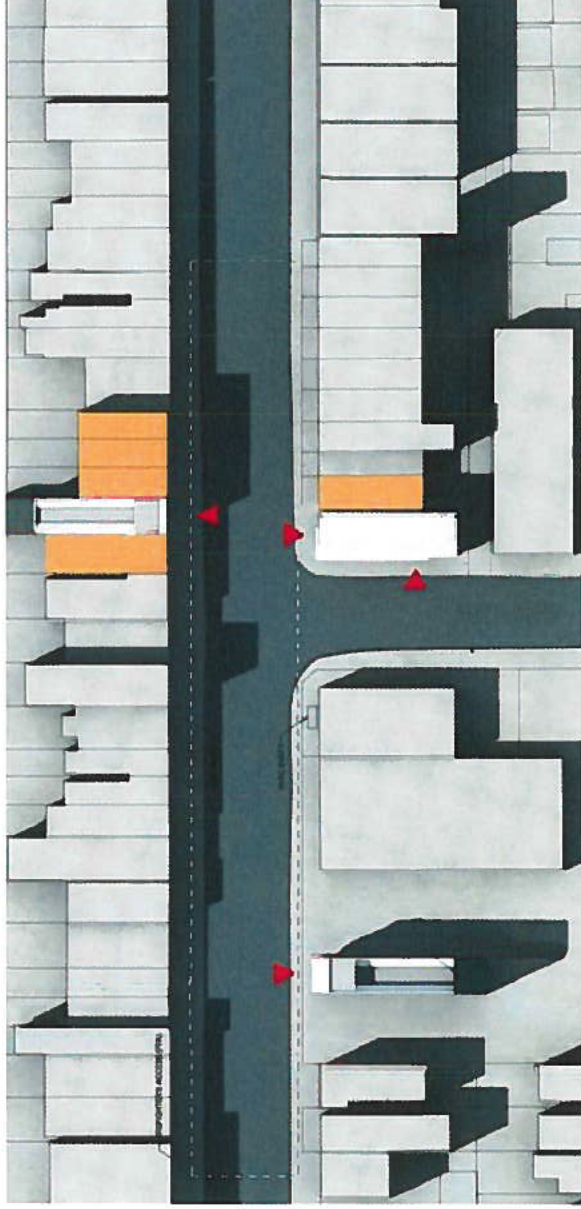
Wrapped Station



Facade Station

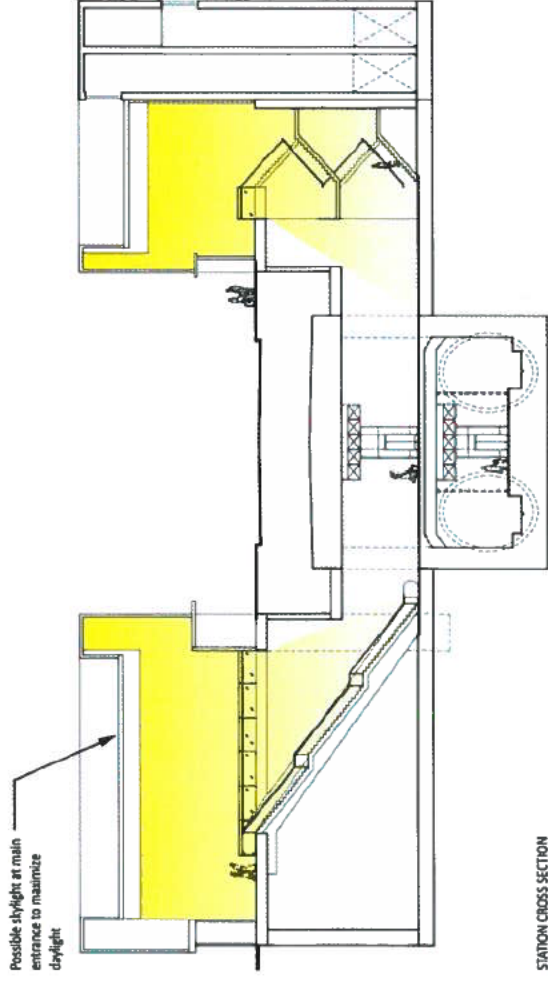
Guiding Principles – Surface Elements

- Stations are fully accessible
- Entrances must be transparent, use natural light
- High quality public realm
- Design to code/best practices
- Consolidate vent shafts, integrate with entrances
- Integrate surface elements into local context

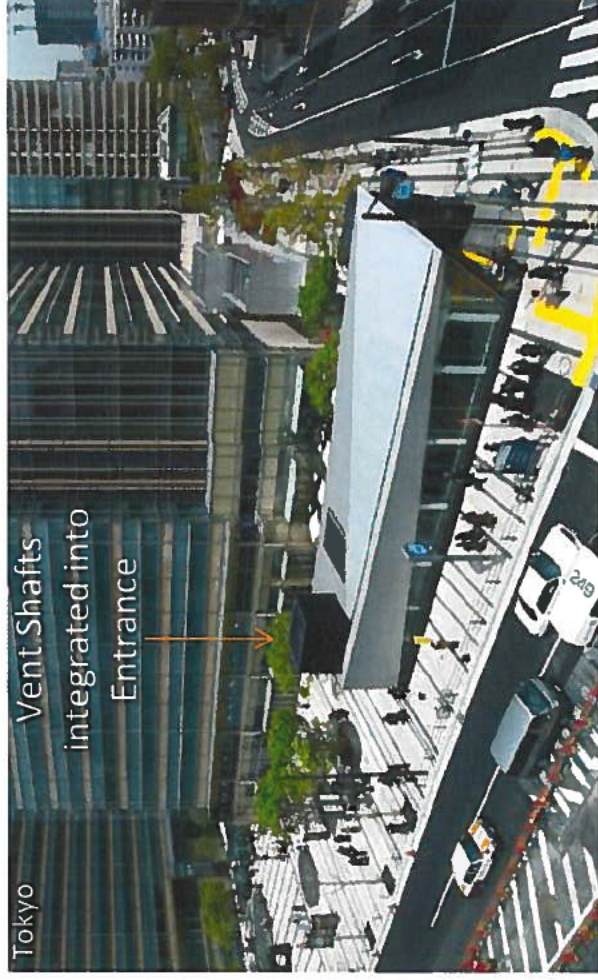


Station Entrances

- Public spaces which fit into the community
- Use of height/massing to create unique structure
- Highly visible, transparent,
- Promote Transit-Oriented Development
- Maximize daylight opportunities
- Well lit at night for enhanced passive surveillance



Ventilation Shafts



Vent Shafts disguised architecturally

Traction Power Substations

- Every two kilometres, at stations
- Many different configurations
- Above-, at-, and below-grade
- Urban design guidelines to be developed



Toronto Hydro Substation in Scarborough



Leslie Station

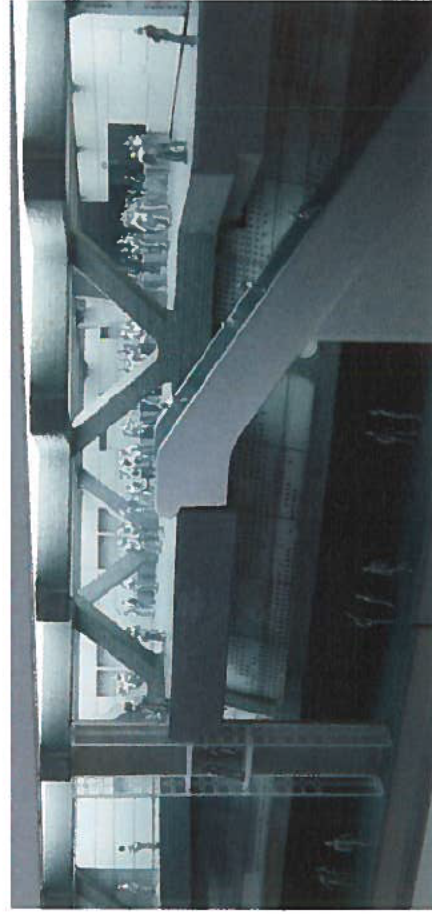


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Standard Elements

- Main entrance fully accessible to platform
- Designated Waiting Areas (DWA)
- Elevators and Escalators
- Stair materials
- Standard Light Fixtures in certain station areas
- Signage
- Station benches, trash and recycling receptacles
- Fare Collection Equipment (Presto)

Standard Elements



3.0 Keeping the public informed

Community meetings:

Date	Location	# Attendees
April 26, 2011	St. Clement's School	120
May 31, 2011	Leaside Memorial Gardens	107
June 8, 2011	Scarborough Civic Centre	74
June 21, 2011	Beth Sholom Synagogue	50

- To date, four very successful public meetings have been held to look at specific areas which will be impacted by the Eglinton-Scarborough Crosstown project.
- These meetings allow Metrolinx, TTC and the Ministry of Transportation to hear concerns from citizens, explain construction impacts and explaining the overall project
- Using information gathered at these three community meetings attended by over 300 people, we are able to look at some of the main concerns and questions.

3.1 Keeping the public informed – Major questions

Common concerns	Response
When will construction begin, and finish?	<ul style="list-style-type: none"> •Construction will start this year at Black Creek and Eglinton. The target is to complete the project by 2020.
Why was the original Eglinton plan changed?	<ul style="list-style-type: none"> •A partnership with the city is needed if we are to build transit in Toronto. •The revised Eglinton-Scarborough Crosstown provides significant transportation benefits
Where will stations be located?	<ul style="list-style-type: none"> •Up to 26 stations •Stations are being reviewed, particularly along Laird to Kennedy stretch given the plan to tunnel this section.
Will sections of the line be open before the entire project is complete?	<ul style="list-style-type: none"> •Both Metrolinx and TTC will be evaluating the pros and cons of opening the line in segments, or all at once.
When the SRT is being rebuilt how will passengers be accommodated?	<ul style="list-style-type: none"> •During construction SRT line will be replaced with TTC bus service.
Will construction be disruptive?	<ul style="list-style-type: none"> •Tunneling will not be overly disruptive. •Station construction will have a significant impact but we will work with communities.

3.2 Branding – Development of

Background

Present the public with a clear, memorable brand identity that is consistent with **Metrolinx's vision of an integrated transit system in Toronto and beyond**. Our goals were to:

- Straddle the TTC and Metrolinx brands
- Use the CROSSTOWN name
- Have the brand be the pivotal starting ground for communications and community relations

Qualitative and quantitative research used to test alternatives with the public, including use of the e-panel.

Name of the project: EGLINTON-SCARBOROUGH CROSSTOWN

- Overall positive reaction to Crosstown name with both riders and corridor residents stating it captured the magnitude of the project that sees it connecting the city from east to west
- Many mentioned the need to place geography and location of the future service, as well as, being in line with transit naming conventions on the TTC.

3.3 Branding

Logo and Look

Final Logo

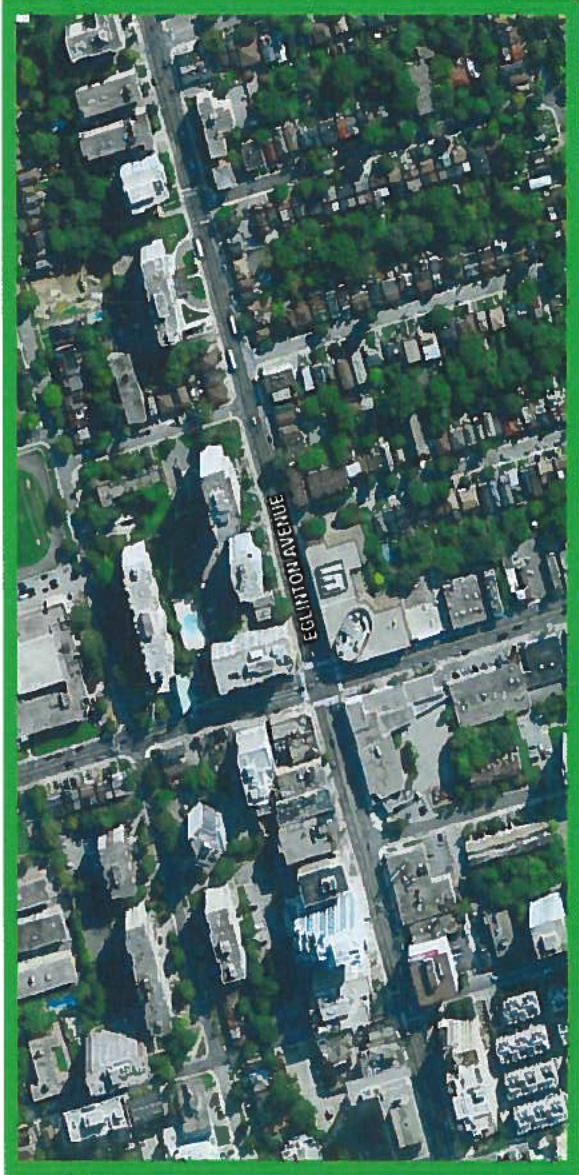
EGLINTON - SCARBOROUGH
CROSS TOWN



Branding cont...

Sample Mock-Up - Signage

EGLINTON CROSSTOWN IMPROVEMENTS



EGLINTON - SCARBOROUGH CROSSTOWN

- Pellentesque malesuada faucibus volutpat. Nunc convallis posuere arcu. Vivamus accumsan, ielis ac mattis eleifend, quam erat rhoncus nunc, nec dictum metus purus elit amet metus. Integer facilisis sem erat, ut volutpat turpis. Vestibulum ante ipsum primis in faucibus orci luctus et ultrices posuere cubilia Curae; Nulla facilisi. Suspendisse potenti.
- Ut tempus eros vel magna fringilla egestas. Proin ac malesuada mauris. Pellentesque vehicula, justo ut euismod malesuada, metus elit tempor elit, a porta quam ipsum eu orci. Nunc rhoncus placerat turpis, vel convallis metus facilisis eget. Fusce mollis fringilla imperdiet. Mauris ac urna ac diam bibendum laculis at vitae velit.
- Mauris quis libero vitae neque condimentum sagittis volutpat eu est. Vestibulum viverra consectetur leo sed pellentesque. Maecenas et dignissim nisi. In eget nunc mauris, quis tempor lorem. Phasellus elit amet ligula nunc, vitae semper turpis.
- Cras et nibh nuda. Vestibulum ante ipsum primis in faucibus orci luctus et ultrices posuere cubilia Curae; Donec quis molestie enim.



A Metrolinx TTC Project



3.4 Major Milestones

Feb/Mar 2012
#2 Public consultations
on five station
designs.



March, 2011

Began the manufacturing of
the pre-cast tunnel linings.

May 31, 2011
Community Meeting:
Leaside Community Centre



June 21, 2011
Community Meeting
Beth Shalom Synagogue

June 30, 2011
Community Meeting: York Civic
Centre Council Chamber



Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
2									
0									2
1									0
1									1
									2



April 26, 2011

TTC community update
St. Clement's School



June 8, 2011
Community Meeting:
Scarborough Civic Centre

June 21, 2011

Opening of the community
centre at Dufferin St and Eglinton Ave W

Fall 2011

#1 Public consultations
on five station
designs; first chance for public viewing.

May/June 2012

#3 Public consultations
on five station
designs.



www.metrolinx.com

Thank you