

Dufferin-Eglinton Station Public Consultation Report Open House and Online Consultation #1

February 27th, 2012



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1. Executive Summary

On Wednesday, January 25, 2012 the Toronto Transit Commission (TTC) and Metrolinx held a Public Open House at St. Hilda's Church just south of Eglinton Avenue, to unveil the preliminary design of Dufferin-Eglinton Station and obtain community feedback. On the same day, an online consultation launched on The Crosstown website where the display boards were posted along with questions for those who were unable to attend the Public Open House. The online consultation ran from January 25 until February 9, 2012.

The purpose of this consultation was to identify key issues of public interest regarding the preliminary design of Dufferin-Eglinton Station. This forum provided an opportunity for the TTC and Metrolinx to obtain feedback early in the planning process before any firm architectural concept is finalized.

1.1 Summary of Consultation Methods

The two primary methods used to engage the community and gather information during this consultation included the Open House and an online questionnaire. The January 25th Open House event attracted approximately 150 residents and transit riders, many of whom provided input and voiced recommendations to the attending staff. There were interpreters on hand at the event providing translation from Spanish, Italian and Portuguese. Sixty-one attendees completed a written questionnaire (see Appendix B).

The TTC and Metrolinx team heard and discussed the concerns and ideas of area residents over the course of the two-hour meeting, with staff members documenting discussions and input throughout. City Planning staff fielded questions about future development at Dufferin-Eglinton and the future land use study on Eglinton.

The online consultation was promoted (along with the Open House) as an alternative to attending the event in person. It featured several rating questions relating to station design as well as open-ended questions for written, detailed feedback. Visitors to thecrosstown.ca could also access the same slideshow used in the Open House. The online consultation ran from January 25 until February 9, 2012; 29 people participated in the online consultation.

1.2 Summary of Comments Received

A summary of the most common issues raised during the Dufferin-Eglinton Station Open House and online consultation is presented below, with detailed comments provided in section 3.

Safety and Accessibility

The safety and accessibility of Dufferin-Eglinton Station emerged as a common area of interest. Various participants at the Open House and online commented on the importance of having elevators and escalators at both entrances and on both sides of the street in this traffic-heavy area. There were requests for all facilities to be accessible, including washrooms and entrances. Many commented on the high number of seniors in the area as further reason for advanced safety and accessibility measures. The need for protection from weather elements was also mentioned for bus patrons at street level.

Station Design

There was no shortage of opinions expressed on station design and architecture. Many participants were excited about the opportunity for the station to revitalize the Dufferin-Eglinton neighbourhood, and how its design should reflect this fact. Many expressed a desire to have the area around the station revamped visually as well. There was a sense among participants that the existing architecture in the area is not memorable, and that the station itself must act as a landmark with an interesting mix of art and modern design fitting with both the Dufferin-Eglinton neighbourhood and the Crosstown line as a whole.

Community Issues

While there was clear recognition that the station will help revitalize the neighbourhood, several participants had questions or concerns regarding the construction impacts and effect on the neighbourhood with regards to traffic diversion, safety, pollution and the specific effect of construction on local businesses. Some suggested enhancing the area with a shopping area underground at the station. There was a split of opinion regarding a nearby gas-station, with some welcoming its removal and others asking for its preservation. Several respondents, including representatives of the Fairbank Village Business Improvement Area (BIA), suggested naming the station “Fairbank Station” to help with branding and revitalization efforts.

Ease of Use

Participants expressed a clear desire for a user-friendly fare payment system. Many also said that digital signage of bus and subway arrivals are needed, both in the station and onboard TTC vehicles.

Transit Connectivity

Participants agreed on the need to connect the proposed station to the rest of the transit system seamlessly. Many expressed a desire to have the 90 Vaughan bus service routed to the station.

1.3 Open House vs. Online

Based on the feedback collected, there were more similarities than differences between the issues that Open House participants felt were important and those favoured by online participants. Both groups agreed on the importance of **safety and accessibility** as an important priority in station design, as well as the need to **easily transfer to buses along Eglinton**. Both also expressed the importance of **protection from weather elements** while awaiting transfers and **user-friendly fare systems**. Neither group placed much importance in **reducing construction impacts by minimizing the overall footprint**. However, one key difference was that several online participants discussed the importance of **landscaping** surrounding the station, something Open House attendees did not emphasize as much.

1.4 Open House Feedback

During the Open House, participants were asked to complete a questionnaire related to the Dufferin-Eglinton Station. 61 questionnaires were submitted by Open House attendees.

1.4 a) Demographics of Open House Participants

The questionnaires contained several demographic questions, to help determine which stakeholder groups were in attendance and what issues concerned them the most. Individuals could select more than one category. Here is the breakdown:

Respondent	Number	Percentage
Local Resident	46	75.4%
Transit Rider	25	41%
Community Group Representative	8	13.1%
Local Agency or Institution	3	4.9%
Local Business	2	3.3%
Other	1	1.6%

Respondents also indicated their transit ridership/transportation tendencies:

Transit/Transportation form	Number	Percentage
Bus	43	70.5%
Subway	40	65.5%
Car (single passenger)	25	41%
Walk	20	32.8%
Streetcar	16	26.2%
Bike	10	16.4%
Carpool	10	16.4%
Go Train	4	6.6%
Other	1	1.6%

1.4 b) Areas of Most Importance to Open House Participants

Participants were asked to rate the importance of certain aspects of the project. Of the topics tested, the topic of most importance was **the ability to easily transfer to buses along Eglinton**, with 95% of respondents rating it as very important or somewhat important (77% very important).

The second most important topic was having **protection from weather elements while awaiting transfers**, which 91.8% of respondents ranked as very important or somewhat important (59% very important). **Learning about City Planning's future study about development around Crosstown stations** was ranked as very important or somewhat important by 85.2% of respondents (73.8% very important). 82% felt **safety and accessibility** was very important or somewhat important (70.5% very important), and another 82% felt that a **user-friendly fare payment system** was either very important or somewhat important (63.9% very important).

Only 68.9% of respondents viewed **reducing construction impacts by minimizing the overall footprint** as either very important or somewhat important (44.3% very important), the lowest totals of any category. However, a very small contingent of business owners attended.

1.4 c) Areas of Least Importance to Open House Participants

One topic was rated as much less important than the others. 21.3% saw **providing for the most amount of natural light possible** as either not very important or not at all important (6.6% not at all important).

1.5 Online Consultation Feedback

As of February 9, 2012, 29 questionnaires were submitted by online participants.

1.5 a) Demographics of Online Participants

As with the Open House survey, respondents were asked several demographic questions; however, 5 online respondents declined to answer those questions. Of the 24 who responded:

Respondent	Number	Percentage
Transit Rider	11	45.8%
Local Resident	8	34.8%
Other	3	12.5%
Local Business	1	4.2%
Community Group Representative	0	0%
Local Agency or Institution	0	0%

Transit ridership:

Transit form	Number	Percentage
Bus	18	75%
Subway	17	70.8%
Walk	11	45.8%
Streetcar	10	41.7%
Car (single passenger)	7	29.2%
Bike	4	16.7 %
Go Train	2	8.3%
Other	2	8.3%
Carpool	0	0%

1.5 b) Areas of Most Importance to Online Participants

When asked to rate the importance of certain aspects of the project, online respondents were split between **safety and accessibility** and **the ability to easily transfer to buses along Eglinton**, with exactly 86.2% of respondents ranking them as very or somewhat important (82.8% very important for safety and accessibility, 65.5% very important for ease of transfer).

A further 82.8% (62.1% very important) of respondents identified **protection from weather elements** as a top issue, 82.8% (62.1% very important) viewed **attractive landscaping surrounding the entrances** as very or somewhat important, and 82.8% viewed a **user-friendly fare system** (58.6% very important) as either very important or somewhat important.

The online questionnaire also allowed users to comment on the project and raise questions and concerns. Several participants wrote at length about the importance of the **architecture and design** of the structure, the artistic relevance and finishes they hope to see reflected in the station. There was also a great deal of discussion about the **Crosstown project as a whole**, with users voicing their support or suggestions for the project.

1.5 c) Areas of Least Importance to Online Participants

One category that received little interest was **reducing construction impacts by minimizing the overall footprint** of the project, which 41.4% of respondents viewed as not very or not at all important (3.4% not at all important).

2. Public Notification

The following section lists the methods used to notify stakeholders and the public about the Dufferin-Eglinton Station Consultation. Samples of the Canada Post drops and newspaper ads are included in Appendix A.

2.1 Canada Post Drops

Between January 13 and 14, 2012, 31,908 public notices for consultations relating to the Dufferin, Eglinton West/Allen Road and Keele stations were delivered via Canada Post to properties within an approximately 1km radius of the areas in question.

2.2 Newspaper Ads

Between January 17 and 21, 2012, newspaper ads were published in the York Guardian, Corriere Canadese, Correo Canadiense and Nove Ilhas, reaching an audience of over 226,505.

3. Comments Received

The following section is a compilation of all comments received in both the Open House and the online consultation. Comments and questions are grouped according to common themes.

3.1 Support for the Overall Crosstown Project

- Start this project ASAP and get it completed!
- The design looks good on the slides.
- This looks very promising.
- It is a blessing for the community and to all those using the fast travel service.
- I hope it will go through.
- Get digging, very excited!
- Looking forward to Caledonia, this station at Dufferin looks good.
- Include an Oakwood Station!
- Can't wait until it's up and running.
- The sooner it is built, the better! I use my scooter almost all year at any weather condition because even heavy rain and cold is better than a commute by bus along Eglinton (Dufferin to Don Mills).

- Any transit project is good as long as it gets built. When projects get mired in bureaucratic laches, political ideologies and fiscal demagoguery, that's when it's no longer good for Toronto.
- I absolutely support this initiative - I would like Toronto to become a world city and that requires transit. Support above ground LRT when money is not available for underground. Serve more people with the money we have.

3.2 Above Ground vs. Underground East of Laird Drive

- If possible, make the section east of Laird Drive on the street, as tunneling east of there makes little sense given the suburban nature of the streetscape.
- Don't bury the project east of Laird!
- I think this is one of the most important projects we have currently in Toronto. Support building much more of this LRT above ground *where there is space*. Not only will that be cheaper, it will be more welcoming, aesthetically pleasing - and it will be nice to see daylight on my commute (and get cell phone reception).
- Keep the Crosstown line *underground*.
- Keeping the line underground will provide rapid transit to residents in this area. Explore the idea of converting the Crosstown into a full subway, because it has been reported a subway would be cheaper to build versus underground LRT and have higher capacity
- It's about time our subway and transit service was extended, TTC is a great service to us. Thank you.

3.3 Concerns About the Project Status

- This project will never happen and you know it. The whole thing is cancelled. Just what was wanted all along. Call a spade a spade and admit that there is no will for public transit in Toronto the "car city".

- It won't happen.
- I know you are going to cancel this project. Typical.
- Wrong time I believe.

3.4 Station Design and Architecture Suggestions

- The station design will herald the revitalization of the neighbourhood!
- Include greenery and create a sense of place. The space in front of the main entrance should allow pedestrians to cut across diagonally and encourage people to socialize before going somewhere in the neighbourhood or entering the transit system.

3.4 a) Local Context vs. Bold Design

- It should be built to fit into the neighbourhood and not be a bold statement that stands out in all of the wrong ways.
- A good station design should reflect the neighbourhood it is in but have common design elements so the entire Crosstown has an identity.
- Attractive and modern design that upgrades the neighbourhood, e.g. more use of wood or brick.
- More WOW factor, less "fitting into the context" approach that makes Toronto a mediocre city.
- The current architecture on Eglinton and Dufferin isn't memorable. The entrances should fit in, in terms of scale, but enliven the area with memorable architecture in terms of form and materials.
- The actual look and feel of the station inside and out is very important--this intersection definitely needs a better sense of place, which is achievable through memorable architecture and artwork. The way it fits into the community is critical.
- Neighbourhood doesn't have iconic landmarks to take inspiration from in terms of station design, so the station is a great opportunity for unique architecture and design that stands out.

- "Fitting in" with existing neighbourhoods is a redundant approach. Most of the neighbourhoods have evolved without any cohesive design direction. Buildings along Eglinton should not be 2-3 storeys but rather 8-12 storeys. Station entrances should evoke a "gateway" feel...to the neighbourhood and the transit system.
- It would be nice to have a formal diagonal pedestrian and cyclist connection from Vaughan Road to Eglinton/Dufferin.
- There needs to be space around the entrances to accommodate the increased pedestrian activity that the Crosstown will likely generate and for transfers.
- Modern design (clean, clear signage) and implementation of features that complement the automated trains (platform screen doors or at least markings on the ground).

3.4 b) Lighting and Art

- Stations must be well lit (LED lighting like St. Andrew Station) and have clear signage.
- Plenty of light (natural or not).
- The most important aspects to me as a resident are natural light, artwork, attractive landscaping, incorporation of bicycle racks and benches around the station.
- Pleasing and integrated artwork is important!
- Station artwork should appeal to the multicultural community around the station. Ensure open sight lines on all three levels of the station including the platform level for safety and ease of navigation
- Art is important but it must be relevant. Simple can also be very effective. MTA stations in Manhattan have very simple art pieces on the platforms that are simple and pleasing. The art should not attempt to be futuristic; it'll fail before time catches up to it.

3.4 c) Landscape

- At Dufferin and Eglinton, has potential for beautification through landscaping around the stations and the design of the outdoor spaces around the entrances.

3.4 d) Sustainability and Maintenance

- Maintainability is key. Station finishes which cannot be readily replaced with off-the-shelf replacements which are readily available are not acceptable. Remember the maintenance budget is small, and the people doing the work have limited resources. Complex repairs result in patch jobs.
- Keep it sustainable. High profile architectural designs are not a priority, getting to our destination on time is the priority. Design simpler stations than on Spadina Subway Extension.

3.4 e) General

- Care should be given to the location of infrastructure around the station at street level. Benches, utility boxes, poles, planter boxes, newspaper boxes, garbage/recycling bins, etc. should not constrain the space intended for walking. Too often in Toronto space is lost to an overload of unanticipated street features.
- I like the design of the secondary entrance in front of Shopper's. Looks much better than before.
- It should be an inviting space.
- Power substations should be well disguised.

3.4 f) Bus Connections (See 3.7)

- Have a dropoff bus lane for Dufferin
- The Dufferin bus is an important connection, so transfer areas should be spacious with every effort made to make waiting for transfers comfortable no matter the weather conditions.

3.4 g) Wayfinding

- Signage: The most important aspects are 1) arrows on the ground indicating where the automated train will stop so that people can line up, and 2) having a full size concourse that has a paid and non-paid area.
- Exterior should have red horizontal bands that make it attractive, easy to spot, like Broadview & the Dupont tile plant motif is amazingly done. Montreal stations tend to be more interesting than most here -exception Sheppard/Don Mills, perhaps a competition would create a lot of interest - there is creativity here in Toronto.

3.5 Community Interests and Construction Impacts

3.5 a) Neighbourhood Revitalization

- It is important that the station design helps to revitalize the neighbourhood
- A design that will make the area want to improve their own image is key
- Arguably attractive landscaping around a station entrance is very important if we want to have more people choose transit.
- To bring a more attractive look to the Eglinton and Dufferin intersection is important

- Once the station is in, the neighbourhood will gentrify and develop.
- We need a better looking intersection / or high rise building.
- City planning of surrounding areas is important.
- The north east corner of Dufferin & Eglinton is an intimidating place to stand. A traffic calming of north bound auto traffic would be a welcome addition to the redesign of this corner at this time.

- There should be community spaces on site.
- Should incorporate landscaping and programs, public spaces for gardening or outdoor theatre, etc.
- Stations need to reflect each community's personality and promote Eglinton as a destination.
- Planning for City of Toronto must be integrated with transit.
- Our neighbourhood is most important to overall project; more traffic, more transit riders here

3.5 b) St. Hilda's Park

- Replace the fountain, landscaping with trees that are in silver cells and integrate irrigation. Design complimentary to St Hildas, natural bush facing above garden structure.
- There should be more green (St. Hilda's, Green Roof or even walls?) because we do not have many parks in this area. This is a chance to break up the concrete along Eglinton!
- Landscaping at St. Hilda's needs to be designed around expected pedestrian traffic flow from crosswalks. Muddy paths across lawns due to poor planning look like a risk in the current design, which does not explicitly show where the pedestrian crossings at the stoplights are, and how those will link up to the station entrance.
- Include space around the entrances to accommodate the increased pedestrian activity that the Crosstown will likely generate and for transfers.

3.5 c) Business Improvement Area Involvement

- BIAs should be involved in branding
- Fairbank Village context is important - please separate logos and contextualize.

3.5 d) Cycling Infrastructure

- Look for partnership with BIXI bikes
- Include many bike racks

3.5 e) Gas Station Comments

- Please remove the gas station with the main station entrance
- The gas station doesn't seem like something that belongs with the new infrastructure. A more spacious and attractive pedestrian realm around the station would be beneficial.
- Removal of the gas station limits the turning out of the site and is a concern
- Look at adding a passenger drop-off area. Concerned about car access to the station after existing access through Esso is removed.

3.5 f) Construction Concerns

- As a local resident on an east-west residential street, the construction impacts are critical to us as the traffic diversions could create main-street-like traffic volumes in front of our home. This creates concerns related to safety and enjoyment of our property.
- Mid-block station support building will break up street wall and lead to dead section along Eglinton.
- I don't want to lose my hairdresser on Eglinton.

- A frank discussion of EMF fields that neighbours could be exposed to, from the intended electrical substation. As the slides pointed out, there is quite a bit of high-density housing in the immediate vicinity of this proposed substation.
- Besides the EMF field, what other increased pollutants should residents be aware of, and how are they proposed to be mitigated? How will the underground gasoline storage vessels be removed?
- As a nearby resident, I am very concerned about the potential increase in pollution levels this could bring to my home.

Questions About Construction (See Answers in Appendix C)

- Will there be surface construction?
- How long will it take, 10 years?
- Where will main entrances be?
- When is construction starting at Dufferin?
- What will happen from Keele to Jane?
- Will you be taking property to the east and west of the station?
- Why is the station not closer to the intersection, but instead pushed SE, closer to the housing? What will the levels of EMF be increased by, in the high rise next door?
- Why is it that the planned station is just 1-storey tall? Why not partner with developer to build multi-storey building? Proceeds could help fund project, and has the added bonus of supporting transit-oriented development. This is a huge wasted opportunity. Millions of dollars potentially there for the taking. A true win-win.

3.6 Safety and Accessibility

- Make it as safe as possible, so that it doesn't cave in.

- There should be protection from weather elements, its CANADA!
Locations outside of Toronto have heated stations.

3.6 a) Facilities

- Connectivity to the other transit system, facilities such as washrooms and handicapped waiting areas.
- Please provide adequate pay phone boxes, accessible washrooms.

3.6 b) Pedestrian Safety

- Accessibility for residents walking to the stations, as well as for transfers to/from Dufferin.
- Safety is a key issue. My mom is a senior in the area and I will be a little worried about the amount of people/traffic daily.
- It is important that vulnerable people in our neighborhood feel comfortable.
- I'm concerned that during construction the sidewalks will be closed and the seniors at the retirement home will no longer have access to Eglinton Avenue.

3.6 c) Escalators and Elevators

- Escalators and elevators essential for excellent design.
- Ensure there are numerous elevators to facilitate passengers in wheelchairs and with strollers.
- Accessibility every station should have two elevators, one at each entrance, or at least be ready for the second elevator. What happens if the only elevator in the station breaks down, especially in an area with so many disabled and elderly people?
- Accessibility for mobility impaired including more elevators.
- As a wheelchair transit user I cannot find where you indicate the elevators to the surface it is critical that elevators be on both sides of the street why

should the least visible and possibly the slowest person be required to cross a major roadway at grade.

3.6 d) Accessible Design

- I'd like to see buses go into the station, at track grade would be great. Montreal has at east west trains and at some platform north south. Makes for a great transfer. Southbound and eastbound at same level and west and north at same level below.
- Make it safe. Less waiting time between buses.
- Cameras, security guards, help phones should be installed.
- Limited number of levels. Stations such as Wilson have too many levels which reduces people's desire to use the system and makes for an exhausting commute.
- Smooth flow of pedestrian traffic so as not to interfere with others using sidewalks. LRT users should not have to stop flow of others in order to enter/exit station.
- Platforms should be safe and hold people during peak rush hours.
- Put a stop on the 29 bus closer to Eglinton.
- Extend Vaughan north, accessibility is vital.
- Parking for kiss'n ride.
- Accessibility to station accessibility to rail vehicles.
- Making sure the station is fully accessible and making sure it is well integrated into the network.
- Stations need to be accessible if we are to serve the anticipated high ridership of this line.
- The most important aspects of the station design are that people can get from the train to buses easily and less stairs to take.
- I don't think it needs to be entirely in subway, the original plan made more sense. It must be seamlessly and reliably accessible.

3.7 Ease-of-Use

- User-friendly fare payment system would help; it's terrible trying to go store to store for day passes or tokens, and inconvenient to have to go somewhere first before catching bus. I suppose I also would like a user-friendly system on all vehicles, not just the station.
- Needs to be user-friendly, enabling easy movement, transfer of passengers to buses and trains etc.
- Convenient surface transfer stops, weather protected, secure temporary bike storage.
- Is there a convenient drop off/pick up for passenger? Where cars can easily and quickly drop people off without disturbing traffic.
- Must be integrated into existing TTC system with a single fare.
- Debit cards, credit cards, cell phones (not just cash) fare payment system.
- Connectivity to other transit system, such as train, surface routes and also the accessibility from various directions.
- Signs that tell you when the bus is arriving/departing that are accurate (i.e. drivers follow schedule departure/arrival times). And ability to go to Shopper's Drug Mart in those 20 minutes you might have to wait until the next bus, i.e. a better more flexible transfer system.
- Ease for multi-modal transportation.
- I would like to see fare gates with presto readers built into them.

Questions

- Will there be any parking for travellers?

3.8 Integration with Existing Transit

3.8 a) Dufferin 29 Bus

- The Dufferin bus is an important connection, so transfer areas should be spacious with every effort made to make waiting for transfers comfortable no matter the weather conditions
- Place Dufferin bus stops closer to Eglinton
- Consider designated bus drop off areas for NB and SB Dufferin Bus

3.8 b) Vaughan 90 Bus

- Connect Vaughan 90 directly to station

- *Vaughan 90* bus should go direct to Dufferin-Eglinton Station. Current loop it does now is unnecessary and goes nowhere for Vaughan Road riders. That bus also idles on Northcliffe at Eglinton, blocking the right hand turn lane while it waits for schedule departure. Going directly between St. Clair West Station and Dufferin-Eglinton Station would be much more convenient.
- There's a nice big circle at the end of Vaughan at the main station for the bus to pick up /drop off passengers and turn around to go back.
- The 90 Vaughan (To Eglinton) bus should be incorporated into the design closer than its existing terminus, especially in the event an Oakwood Station is not commissioned. This will not only improve connections between the 90 and 29 Dufferin buses, but also improve to connecting neighbourhoods together

3.8 c) General Integration with Existing Transit

- Opportunities for future integration with redeveloped sites should be sought.

- Integration with surrounding transportation options. The TTC is designed to be a transfer-friendly system, and the Crosstown should not move away from that concept.
- Making sure the station is fully accessible and making sure it is well integrated into the network.
- As a streetcar operator, I would like to see the line built and run by the TTC, who have built lines in the past and know what's best for this city, as it has been here for 90+ years. Whereas private companies take experience from other cities and try to apply it to the situation at hand, which doesn't always work.

3.9 Overall Project Comments

- Keep station at Oakwood and build LRT at street level east & west of central tunnel sections.
- Keep it underground the whole way
- I don't want the station to be attractive to drug dealers.
- Please call the station "FAIRBANK".
- I would strongly recommend naming it "Fairbank", Dufferin&Eglinton has a bad reputation.

3.10 Consultation Process

- I would like copies of today's presentation please (posted to web).

Appendix A



Public Open Houses: Preliminary Design of Crosstown Stations Dufferin, Allen Road/Eglinton West, and Keele

Rapid and reliable transit is coming to the centre of Toronto. The Eglinton-Scarborough Crosstown is a 25 kilometre transit project that will connect riders from Black Creek to Scarborough City Centre. The Crosstown will move Torontonians to work, school and play faster than ever before – reducing travel times and enhancing our economy and our environment. The Crosstown will bring new transit stations into several neighbourhoods along Eglinton, including yours.

Metrolinx and the TTC invite you to attend Open Houses for Dufferin-Eglinton, Allen Road, and Keele-Eglinton Stations to learn more about the preliminary station designs and the City's Eglinton planning study, and to share your input with the design team.

Dufferin Station - Crosstown

Date: Wednesday, January 25 2012
Time: 7:00 p.m. - 9:00 p.m.
Location: St. Hilda's Church
 2353 Dufferin Street
 (just south of Eglinton)

Keele Station - Crosstown

Date: Thursday, February 9 2012
Time: 7:00 p.m. - 9:00 p.m.
Location: York Memorial Collegiate
 2690 Eglinton Avenue West
 (cafeteria)

Allen Road/Eglinton West Station

Date: Thursday, February 2 2012
Time: 7:00 p.m. - 9:00 p.m.
Location: Beth Sholom Synagogue
 1445 Eglinton Avenue West
 (enter at west side)

Take Transit: The Open Houses are accessible via transit. Please see the trip planner at www.ttc.ca

Online Consultation

Can't make it to an Open House? No problem! The station displays will be posted online beginning on the evening of each open house. Send us your feedback at www.thecrosstown.ca

For more Crosstown information:

Visit the Crosstown Community Office at 1848 Eglinton Avenue West (at Dufferin)

Email: eglintontransit@ttc.ca

Tel: 416-338-6310

TTY: 416-481-2523

Web: www.thecrosstown.ca

www.facebook.com/thecrosstown

www.twitter.com/crosstownTO

West Community Office | Please Contact Us | 1848 Eglinton Avenue West
 416-338-6310 | eglintontransit@ttc.ca | www.thecrosstown.ca

Appendix B

Eglinton-Scarborough Crosstown Dufferin-Eglinton Station Design – Survey

Dufferin-Eglinton Station Feedback

We are currently in the preliminary design stage for Dufferin-Eglinton Station. It is important that we get your feedback before the architectural design theme is determined. A second consultation will be held in spring 2012 to present the “look and feel” of the Station, including the architectural design.

Construction work related to tunneling is scheduled to begin at Dufferin-Eglinton in **2013**. The Station itself will begin construction in **2014**.

Please submit your comments no later than December 12, 2011. A consultation report to inform the design team will be posted at www.thecrosstown.ca. Thank you.

Feedback

This section seeks to find out how important each of these station design elements are to you. Please answer the following using a 5 point scale:

1) Safety and accessibility

<hr style="width: 100%; border: 0.5px solid black; margin-bottom: 5px;"/> 5	4	3	2	1 <hr style="width: 100%; border: 0.5px solid black; margin-top: 5px;"/>
very important	somewhat important applicable	not very important	not at all important	unsure/not

2) Fitting in with the scale and style of the local neighbourhood

<hr style="width: 100%; border: 0.5px solid black; margin-bottom: 5px;"/> 5	4	3	2	1 <hr style="width: 100%; border: 0.5px solid black; margin-top: 5px;"/>
very important applicable	somewhat important	not very important	not at all important	unsure/not

3) Reducing construction impacts by minimizing the overall footprint

<hr style="width: 100%; border: 0.5px solid black; margin-bottom: 5px;"/> 5	4	3	2	1 <hr style="width: 100%; border: 0.5px solid black; margin-top: 5px;"/>
very important applicable	somewhat important	not very important	not at all important	unsure/not

4) The ability to easily transfer to buses along Dufferin and Eglinton

<hr style="width: 100%; border: 0.5px solid black; margin-bottom: 5px;"/> 5	4	3	2	1 <hr style="width: 100%; border: 0.5px solid black; margin-top: 5px;"/>
very important applicable	somewhat important	not very important	not at all important	unsure/not

5) Protection from weather elements while awaiting transfers

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

6) Providing for the most amount of natural light possible

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

7) Pleasing and integrated artwork

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

8) Attractive landscaping surrounding the entrances

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

9) Incorporation of bicycle racks

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

10) Incorporation of benches around the station

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

11) User-friendly fare payment system

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

12) Learning about City Planning’s future study about development around Crosstown Stations

5	4	3	2	1
very important applicable	somewhat important	not very important	not at all important	unsure/not

Out of the above, which is most important to you in station design?

Do you have any concerns about the Dufferin-Eglinton Station design?

What are the two most important aspects of station design for you?

OPTIONAL

Thank you for your feedback on Dufferin-Eglinton Station. The following questions will help us better understand the travel habits of the respondents.

Travel Information

1) How frequently do you travel with the TTC?

- ◆ Everyday
- ◆ Weekdays only
- ◆ Weekends only
- ◆ Once in a while
- ◆ Never

2) Which modes of transportation do you use in your commute to work, school, or other? (Check all that apply)

- ◆ Bus
- ◆ Streetcar
- ◆ Subway
- ◆ Go Train
- ◆ Walk
- ◆ Bike
- ◆ Car (single passenger)
- ◆ Carpool (more than one passenger)
- ◆ Other (please specify)

3) When travelling on the TTC, how many times on average do you transfer per trip?

- ◆ 0
- ◆ 1

- ◆ 2
- ◆ 3
- ◆ 4 or more

4) Do you travel on any of the following TTC routes? (Check all that apply)

- ◆ 32 Eglinton Bus
- ◆ 34 Eglinton Bus
- ◆ 29 Dufferin Bus
- ◆ 90A Vaughan Bus
- ◆ 63 Ossington Bus
- ◆ 33 Forest Hill Bus
- ◆ Scarborough RT
- ◆ Yonge-University-Spadina Subway
- ◆ None of the above

General Project Feedback

Please use the **5-point scale to answer the following questions:**

1. I have a good understanding of the Eglinton-Scarborough Crosstown project.

5	4	3	2	1
agree applicable	agree somewhat	disagree somewhat	disagree	unsure/not

2. I am interested in learning about the construction of the Crosstown, including how stations will be designed and built.

5	4	3	2	1
agree applicable	agree somewhat	disagree somewhat	disagree	unsure/not

3. I think the Crosstown will be good for my neighbourhood and good for Toronto.

5	4	3	2	1
agree applicable	agree somewhat	disagree somewhat	disagree	unsure/not

4. Please share any additional comments about the project.

5	4	3	2	1
agree applicable	agree somewhat	disagree somewhat	disagree	unsure/not

Demographic Information

Contact information is of course **optional**. By answering, we would be able to contact you after the consultation to let you know about comments received and future station consultations.

Name:

Address/Postal Code:

Email Address:

Telephone Number:

Do **NOT** contact me for any reason

5) In which capacity are you submitting comments?

- ◆ Local Resident (local to Dufferin and Eglinton area)
- ◆ Local Business
- ◆ Transit Rider
- ◆ Community Group Representative
- ◆ Local Agency or Institution
- ◆ Other

Please provide details:

6) What is your age?

- ◆ 15 or under
- ◆ 16-24
- ◆ 25-34
- ◆ 35-44
- ◆ 45-54
- ◆ 55-64
- ◆ 75-84
- ◆ 85 or over

Thank you for taking the time to fill in this information. Please submit your comment form to:

Appendix C

Eglinton-Scarborough Crosstown Dufferin-Eglinton Station Design Consultation Questions

Q: Will there be surface construction?

A: Yes. Utility relocations to ensure gas, water and cable services etc are maintained throughout construction will be the first sign of surface construction. The second sign will be the installation of “headwalls” at each end of the future underground station box during the tunneling process. The third and final stage of surface construction will be the cut and cover process of station construction. Specific construction details including schedules and traffic management plans will be developed over the coming months and shared with the community for review and feedback at community meetings and on the project website.

Q: How long will it take, 10 years?

A: The projected completion date for the project is the end of 2020.

Q: Where will main entrances be?

A: The main entrance will be located at the southeast corner of Dufferin and Eglinton at the current Esso Gas Station. The secondary entrance will be located on the northwest corner, beside Shoppers Drug Mart.

Q: When is construction starting at Dufferin?

A: Construction is scheduled to begin in late 2012 with utility relocations. Specific dates will be confirmed in the coming months for all aspects of construction (utility relocations, tunneling/headwalls, station-specific).

Q: What will happen from Keele to Jane?

A: A study will be undertaken to determine the specific alignment and station locations west of Keele Street (to Jane Street). The final decision on all station locations will be made by Metrolinx who is funding the project.

Q: Will you be acquiring property to the east and west of the station?

A: Property negotiations are undertaken directly between the City and property owners. Any owners whose property is required for a station are notified directly and there is a formal process which is followed.

Q: Why is the station not closer to the intersection, but instead pushed SE, closer to the housing? What will the levels of EMF be increased by, in the high rise next door?

A: The station entrances are designed to give the best possible access to local residents and seamless transfers to the 29 Dufferin Bus. Levels

Q: Why is the planned station is just 1-storey tall? Why not partner with developer to build multi-storey building? Proceeds could help fund project, and has the added bonus of supporting transit-oriented development.

A: City Planning is leading a land use study across the Eglinton corridor. Development is not precluded over and around the planned stations.

Q: Will there be any parking for travellers?

A: Parking is not intended to be integrated into the station design.

Q: What happens if the only elevator in the station breaks down, especially in an area with so many people with disabilities and elderly people?

A: Each station will have at least one entrance that is fully accessible with an elevator. Potential for additional elevators at stations are under review.