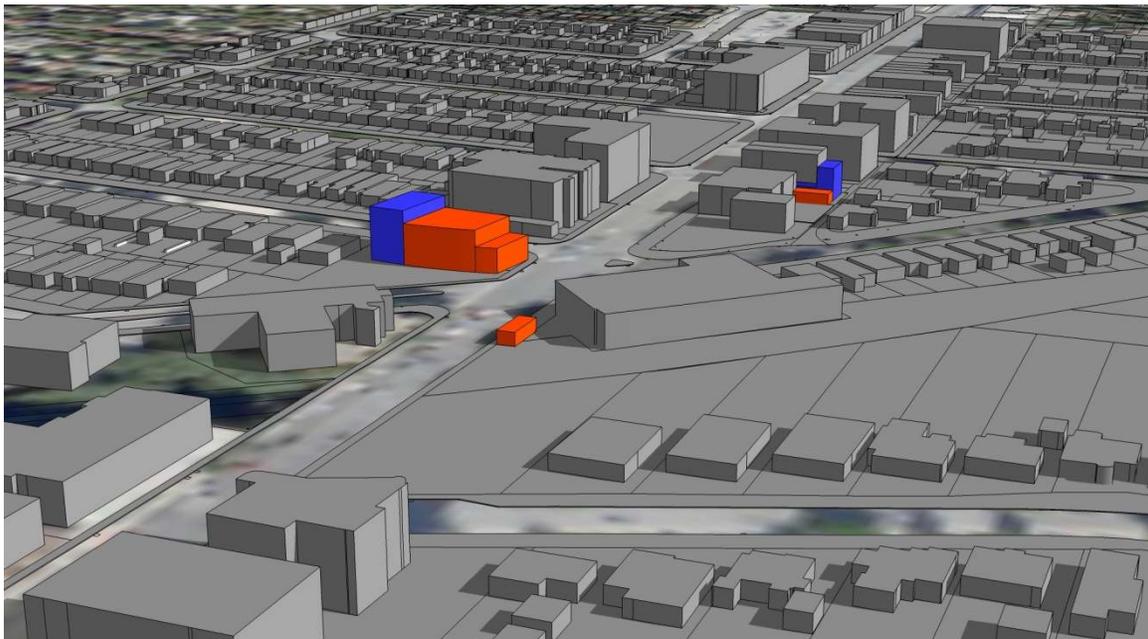


# Caledonia Station

## Public Consultation Report

### Open House and Online Consultation #1

July 3, 2012



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## 1. Executive Summary

On Monday, May 14, 2012 the (TTC) and Metrolinx held a Public Open House at York Memorial Collegiate to unveil the preliminary design of Caledonia 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 May 14 until May 28, 2012.

The purpose of this consultation was to identify key areas of public interest regarding the preliminary design of Caledonia 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 May 14<sup>th</sup> Open House event attracted more than 100 people, many of whom provided input and voiced recommendations to the attending staff. Thirty-five (35) attendees completed a written questionnaire (see Appendix B).

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

The online consultation was promoted 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](http://thecrosstown.ca) could also access the same slideshow used in the Open House. The online consultation ran from May 14 until May 28, 2012; 56 people participated in the online consultation.

### 1.2 Summary of Comments Received

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

## Station Depth

Due to integration with the GO train at the station, the LRT track was designed farther underground than other stations, a point of contention for many participants. Several expressed concern about the number of steps required to reach track level, citing accessibility issues. Others asked about elevators at the second entrance. Many respondents expressed the need for more elevators and escalators at both entrances to deal with the depth.

## Proximity to Caledonia

Some respondents were concerned that the station was too far from Caledonia, despite its name. Some suggested a re-location of the station, while others suggested a name change to avoid confusion.

## Project Progress

Participants want progress to continue on The Crosstown project, saying that they have waited a very long time for rapid transit on Eglinton and want the stations to be built as soon as possible.

## Station Design & Architecture

As with previous station consultations, there was no shortage of opinions on station design and architecture. Several respondents felt the station would improve the area and provide necessary “placemaking”. Others discussed their ideas for exterior landscaping, the importance of incorporating benches into the station and the need for the station to have clear sight-lines and wide platforms.

## Connectivity With GO Transit

Many respondents discussed the importance of connectivity between the GO and TTC transit lines operating in Caledonia station. Participants want the station design to allow for easy transfer.

## 1.3 Open House vs. Online

While Open House and online participants agreed on the importance of **safety and accessibility** and the **ability to transfer to buses** easily on Caledonia and Eglinton, Open House respondents focused more on issues affecting the local community. Open House respondents ranked **reducing construction impacts** as the most important consideration, while a large contingent of online participants ranked this as not very or not at all important. This is likely due to the fact that online participants were largely not local residents.

## 1.4 Open House Feedback

During the Open House, participants were asked to complete a questionnaire related to the Caledonia Station. In total, 35 questionnaires were submitted at the Open House.

### 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 most concerned them. (Individuals could select more than one category.):

Respondent	Number	Percentage
Local Resident	26	74.3%
Transit Rider	12	34.3%
Other	1	2.9%
Local Business	1	2.9%
Local Agency or Institution	1	2.9%
Community Group Representative	0	0%

Respondents also indicated their transit ridership/transportation tendencies:

Transit/Transportation form	Number	Percentage
Bus	27	77.1%
Subway	19	54.3%
Streetcar	11	31.4%
Car (single passenger)	11	31.4%
Walk	7	20.0%
Carpool	3	8.6%
Go Train	3	8.6%
Bike	1	2.9%
Other	1	2.9%

### 1.4 b) Areas Most Important to Open House Participants

Participants were asked to rate the importance of certain aspects of the project. Of the topics tested, **reducing construction impacts** by minimizing the overall footprint was the most important issue, with 94.3% of respondents identifying it as either very or somewhat important (62.9% very important). Other topics of importance included the adoption of a **user-friendly fare payment** system, which 88.6% of respondents ranked as either very or somewhat important (77.1% very important); **attractive landscaping** surrounding the entrances, which 88.6% of respondents ranked as either very or somewhat important (54.3% very important); and the ability to **easily transfer to buses** along Caledonia and Eglinton, which 85.7% of respondents ranked as either very or somewhat important (68.6% very important).

#### 1.4 c) Areas Least Important to Open House Participants

Although most topics were rated as either very or somewhat important by all participants, the incorporation of **bike racks** and **benches around the station** and were rated lowest, as either not very or not at all important by 20% of respondents (0% and 5.7% not at all important, respectively).

#### 1.4 d) General Feedback

Respondents were asked several questions related to their general impressions of The Crosstown project. 88.6% of those surveyed either strongly or somewhat agreed that The Crosstown **would be good for their neighbourhood and for Toronto** (80% strongly agree). Additionally, 88.6% either strongly or somewhat agreed that they **have a good understanding** of The Crosstown project (62.9% strongly agree). Lastly, 91.4% either strongly or somewhat agreed that they were **interested in learning about the construction of The Crosstown**, including how stations will be designed and built (62.9% strongly agree).

### 1.5 Online Consultation Feedback

As of May 28, 2012, 56 questionnaires were submitted online.

#### 1.5 a) Demographics of Online Participants

Respondents were asked several demographic questions; twelve (12) declined to answer. Of those who responded, here is the breakdown:

Respondent	Number	Percentage
Transit Rider	32	72.7%
Local Resident	6	13.6%
Other	6	13.6%
Community Group Representative	0	0%
Local Business	0	0%
Local Agency or Institution	0	0%

Travel Patterns (7 skipped this question):

Transit form	Number	Percentage
Subway	43	87.8%
Bus	34	69.4%
Walk	27	55.1%
Streetcar	23	46.9%
Bike	10	20.4%
Car (single passenger)	10	20.4%
Go Train	7	14.3%
Carpool	7	14.3%
Other	1	2.0%

### 1.5 b) Areas Most Important to Online Participants

The topic of most importance to online participants was **protection from weather elements** while awaiting transfers, which 96.4% of respondents ranked as either very or somewhat important (80.4% very important). Other areas of importance included **safety and accessibility**, which 92.9% of respondents ranked as either very or somewhat important (76.8% very important); the ability to **easily transfer to buses** along Caledonia and Eglinton, which 92.9% viewed as either very or somewhat important (73.2% very important); and a **user-friendly fare payment system**, which 91.1% viewed as either very or somewhat important (71.4% very important).

The online questionnaire allowed respondents to comment on the project and raise questions or concerns. Several participants wrote at length about the depth of the station below ground and the number of stairs involved to reach track level.

### 1.5 c) Areas of Least Importance to Online Participants

Online participants viewed most topics as either very or somewhat important. The 25% of respondents who saw **reducing construction impacts by minimizing the overall footprint** as either not very or not at all important (12.5% not at all important), in contrast to respondents at the Open House, who rated this as either very or somewhat important.

### 1.5 d) General Feedback

Online respondents were asked several questions related to their general impressions of The Crosstown project. 48 participants responded; of those, 95.8% either strongly or somewhat agreed that The Crosstown **would be good for their neighbourhood and for Toronto** (89.6% strongly agree). Additionally, 97.9% either strongly or somewhat agreed that they **have a good understanding** of The Crosstown project (87.5% strongly agree). Finally, 97.9% either strongly or somewhat agreed that they were **interested in learning about the construction of The Crosstown**, including how stations will be designed and built (87.5% strongly agree).

## 2. Public Notification

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

### 2.1 Canada Post Drops

Between April 5 and 9, 2012, 11,192 public notices for consultations relating to the Caledonia Station consultation were delivered via Canada Post to properties within an approximately 1km radius of the Caledonia and Eglinton intersection.

## 2.2 Newspaper Ads

Between April 5 and 19, 2012, newspaper ads were published in the City Centre Mirror and the Forest Hill Town Crier, reaching an estimated audience of over 173,092.

## 3. Comments Received

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

### 3.1 Project Support

- Can't wait for it to happen!
- Keep up the good work.
- I can't wait to use this great piece of infrastructure!
- Sooner the better.
- We are happy this is happening, it will improve the area.

### 3.2 Concerns About the Project Timeline

- TTC construction seems to take longer than projects in the private sector. Signs are posted that the TTC is planning to renovate. Hoarding goes up, ceiling tiles are removed, and then nothing is done for months. Scheduling this project properly is imperative or it will never finish on time, and the image of the TTC will be badly damaged.
- The sooner everything can be built, the better. Perhaps completing the stations early and having structures sit there for a year before the tracks are done?

### 3.3 Safety and Accessibility

- Should be accessible to all kinds of people.
- Must be functional and accessible by seniors and disabled.

### 3.3 a) Elevators and Escalators

- I think the TTC should install 3 escalators instead of 2, so that when one is out of service, there is still one working in each direction.
- The secondary entrance is crying out for an elevator. No one is going to want to walk up that many stairs.
- Design is important, but utility is also important. Underground stations should have exits at all corners of the intersection with escalators.
- Each underground station (light rail or heavy rail) should have at LEAST TWO elevators. This is in case of maintenance or out-of-service problems with one, still could leave the other available.
- TTC has a relatively poor record on escalators and elevators being in service. I wonder why you don't provide for a tunnel under the tracks, with more simple stairs up to track level, or some indication that there will at least be stairs down from the bridge?
- Easy and fast access to platform level. Easy surface route connections.
- The escalators look very promising, I don't like them personally but I will take them more often when the new ones are put in.
- The secondary entrance also looks fairly useless, as it only seems to have a five-storey staircase. Will it have an elevator too?
- Secondary entrance has no elevator. 11 flights of steps, not very accessible.

### 3.3 b) Entrances

- Exits should be covered to shield the stairs from snow and rain. The first underground level should be an open concourse which allows pedestrians to freely move throughout the station and exit from any exit. Fair gates should be at the top of the stairs and escalators leading down to the top of the concourse level. These are standard in many underground stations. The design of most TTC stations is frustrating and not practical. Look at a part of the world where it is done the best--Seoul.

- It is also still possible to retain a secondary entrance at the mall; just closer to the edge of that property as opposed to the middle of it.
- There should be an entrance on the south side.
- The secondary entrance should also have a walkway connecting with Eglinton.

### 3.3 c) Station Depth

- I understand it must be deep (avoid GO rail line, etc.) but the walk from grade to platform level and the walk to connecting buses seems quite long.
- Too many stair segments. Make the segments longer with less of them. Possibly have 3 segments instead of 11 (meaning each segment is about 4 times longer) and incorporate up and down escalators beside each one. This will require a larger access area for the public, but will be much more user friendly (the long escalator at Downsview station to reach the busses is similar to what I am thinking).
- The west side entrance involves too much vertical distance for the average transit rider. To resolve this challenge within the current station scale of investment, the primary entrance by the GO Train could be moved around 10 meters westwards by turning the top set of escalators westwards (180 degrees in relation to the other escalators, instead of the current continual descent arrangement from east to west). This will also shorten the horizontal length of the escalator support structure inside the station footprint with potential significant cost savings.
- Is the secondary entrance just a stair? I wouldn't expect people to use a stair that goes so deep.

- The stairwell on the secondary entrance is way too deep and far too long for people to walk. I count 11 stairwells. Does this seem reasonable to you? Would you be comfortable with your mother or father going down this? Elevators would be nice. Or consider a gradual stairwell a la eastern escalator approach so that people know how far/where they're going, or somehow make the distance from street level to the platform level not a 10 minute hike.
- There is an unreasonable number of flights of stairs from the secondary entrance to the platform.
- The number of stairs to the secondary entrance seems to be very high to not have escalators. Shouldn't secondary entrances be somewhat accessible to act as a backup in case an elevator isn't working in the primary entrance?
- The LRT tunnel seems very deep, although that may not be easily changed.
- I'm concerned with the depth of the station - it looks like it will take 3 escalators to get from the street to the platform.
- The west stairway is ridiculous.
- I shudder thinking how much time I'm going to waste travelling up and down stairs at these deep level Eglinton stations. Is there no way the tunnel can be shallower?

### 3.3 d) Station Access

- Most important to me is connection with potential GO station, minimized traffic impact with buses turning into station.
- Station needs smart integration with its outside surroundings, better internal passenger flow.

- GO Train to LRT transfers should be possible without crossing the pedestrian overpass across the rail right of way. This means the GO Train platform should be on the west side. Ultimately, the overpass should primarily serve Caledonia TTC bus riders and pedestrians rather than GO Train riders. Having an intermediate egress point to GO Train on top of the second escalator will also dramatically reduce emergency egress time compared to having to go to street level.
- Accessibility in the general sense- ease of passenger flow from level to level and to exits/entrances ensuring easy transfers between buses and LRT. Most important, having the fare paid zone so that transfers are not needed to board buses, and loading from all doors.
- Minimize vertical access time by allowing boardings and alightings using a GO Train platform on the west side of operating trackage. Currently, the design seem to imply Crosstown riders will have to ascend up on to the pedestrian overpass, walk 20 meters across the rail right of way, and then descent to access the GO Train. This can be accomplished by shifting the first two set of escalators slightly eastwards and turning the top set of escalators 90 degrees so that they oriented north-south (so that there can be greater space on the platform level).
- For larger arterials (i.e. Keele, Dufferin), transfer to buses also important.
- Easy access/transfer to the station platform. Make sure stairs and corridors are wide with significant lighting.
- Connected to Go Line, Lansdowne bus existing mall and any potential future redevelopment of mall. Connectivity in terms of pedestrian links that are convenient as well as logistically.
- Easy to enter and exit on intuitive layout.

Questions About Safety and Accessibility (See Answers in Appendix C)

- Where is the station entrance?

- In the slide on the "Potential for GO connection", you show elevators but no stairs or escalators to a proposed GO station. Are there plans for that or do you intend that everyone must get on an elevator after disembarking?
- Will the secondary entrance have an elevator?
- Where will the main/secondary entrance to Keele station be?
- Won't the secondary entrance need lots of security surveillance? Isn't that costly?
- Will there be second carriage access to platform?

### 3.4 Station Design and Architecture Suggestions

- I am very happy with the modern design of the entrances.
- For me it is a mixture of Protection from the elements as making it attractive landscape surrounding the entrances. I want a station with beautiful artwork and good natural lights. I love the glass look with Caledonia on it...so Beautiful and with the GO station underneath...so Amazing..
- Landscaping and natural light is also key to a successful station in the long run.
- Station might look dull in the winter.
- To be frank, the design of this station is fairly uninspired and mundane and doesn't add to the placemaking of the area. There seems to have been no thought of where people are actually going.
- The architecture of this is really abysmal. Please encourage the prelim team to actually design instead of drawing brown boxes. It's offensive how ugly this is.
- The extensive lawns shown in the site plan might not do well with people cutting across them.

- Bright and widely spaced. The tiles should be light colour. I really dislike the brown tiles found in existing TTC stations. They are dark and make the station feel dirty.
- Consideration for passengers (seats for people out of breath, shelter from the elements, direct paths), and artwork/design.
- Please tell the prelim design team that they need to give more nuanced thought into this station's design. I look forward to their next design.
- Lots of benches, trees and washrooms.
- Clean Lines, lots of garbage, and no fabric in trains - we never know when they are wet - very disgusting.
- The standard station box may not always be appropriate for every context; some changes should be anticipated. Station finishes and the aesthetic of interior spaces should be unique to each station, with some unifying features. The spaces should always feel open, airy, and refined.
- Budget aside, do not place cost ahead of customer convenience. You're only going to build this once, please do it properly. The government will not recoup the cost of this, or any station, indirectly through tax revenues in any of our lifetimes. In other words, if the station is going to cost \$100 MM and the bus platform is still going to be too far away from (vertically and horizontally) from the LRT platform, you might as well spend \$110 MM to get it right. The public is entrusting you to design and build something useful.
- I think most people like a wide station platform. Don't make it look like a box like all the old stations. Also, since the LRT platforms are smaller than the subway, it is important to not make the station into a small box. If 2-car trains instead of 3-car trains are used, don't wall off the unused section. Just use guard rails. Make the station feel wide.
- It should be easy and pleasant to walk through the station.
- Caledonia. Canadian Tire, preserve views from street. Minimize ---- structures, prefer to see a view with the stores. ---- viewing corridors.

- I want the hydro lines to be buried along the corridor.
- Trees along the rail corridor preferred! Not happy about plan showing trees even though the trees were recently cut down!
- It's important that the architecture (exterior and interior), finishes, and landscaping make the neighbourhood more attractive. Anyone familiar with Caledonia knows that it's quite hilly (as with the area in general), so sloped entrance pavilions and a motif of curved elements could reinforce this interesting quality. The area to the north is a sort of industrial district now becoming the Castlefield Caledonia Design and Decor District. An interior aesthetic of industrial-inspired finishes accentuated by bright colours of different materials and artwork could look great. It would be good to be able to see down to the next level of the station towards the platform from the level which you're currently on for navigation.

#### 3.4 a) Environmental Design

- I would love to see the most environmentally sustainable design possible. LEED standards would be great
- Bright - natural and artificial light important.
- Inside and outside design should use pleasing eco materials.
- The underground station should be powered with green energy, using solar panels on the roof to provide power.

#### 3.4 b) Position Relative to Other Stations and Caledonia Street

- The station should be located at Caledonia and Keele St.
- It's not at Caledonia.
- The station should be at the corner of Caledonia and Eglinton. That's why it's called Caledonia station. What about all those residents that live on Caledonia? This way station is more midway between Dufferin and Keele St.

- The spacing gap between Caledonia and Dufferin Stns is far too wide (over 1300 metres). Either orient the two stations such to minimize the distance or possibly consider roughing in a future station at Littles Blvd. to minimize walking distances along Eglinton to one's nearest stop. The transfer to the 47 bus as proposed in this project is very inconvenient. There should be a direct exit onto Caledonia Rd.
- The main entrance is great with the way it is integrated with the GO but the secondary entrance should be at Caledonia which means the design of the station should be flipped.
- The station box should be shifted further east toward Caledonia. A station, particularly one, with potential perpendicular connecting bus service, should be located as close to its major intersection as possible. Shifting the station further east will not prevent a future connection to GO's Barrie Line.
- It's really far from Caledonia! Won't it be a big delay for the 47 bus to jog two blocks west and loop around? Also, the gap between Caledonia Station and Dufferin Street is really long.
- Shifting the station further east will not prevent a future connection to GO's Barrie Line.
- Another problem is the fact that this station is nowhere near Caledonia. Aside from the fact that you should be calling this something else, maybe having an entrance on the east that's not within the paid-fare area and separated from the bus system would be better, though I do like what you've done in reducing the jog time for the 47. Of course, this wouldn't have been a problem if the station was to the east more.
- I'm concerned that it'll be too far away from Caledonia Road, making bus transfers more time consuming and hindering station accessibility from the most important street in its vicinity.
- The station is not on Caledonia Road. It adds confusion to people and takes longer to walk to Caledonia.

- This station is nowhere near Caledonia... maybe time for a new name?
- The station should be located at Caledonia and Eglinton. The Honda dealership which is closed should be taken over and this is where the station should be.

#### 3.4 c) Integrate Style With the Neighbourhood

- I don't understand why the artwork has to be "integrated". It is certainly integrated at Leslie, but that doesn't mean it's good.
- Integration with the community, which includes not only "fitting in" in terms of scale and architecture, but also landscaping around entrances.
- Connection to neighbourhood and usage of the property around the station important.
- Incorporating multiculturalism in design important.

#### 3.4 d) Parking

- People will park at the shopping centre for the station.

#### 3.4 e) Bike route

- Put a bike route (two-way) along Croham Road to connect Beltline with proposed bike shelters.

#### Questions About Architecture and Design (See Answers in Appendix C)

- How many GO tracks are there?
- Have you allowed for electrification of the GO line?
- Where do people park?
- Why is there no parking?
- What will be the views of the shopping centre?
- Why are the vents so big?
- Will there be sensors to synch a new bus light?
- Is the bike lane to be constructed along Eglinton on both sides?

- Why is there no bike lane on Eglinton?
- What is the station construction year?

### **3.5 Community Impacts**

#### **3.5 a) Improvements**

- The project has great potential for much needed placemaking along a major street in Toronto that could be one of the city's best in time. The LRT should greatly improve transportation in central Toronto and neighbourhood accessibility.
- Improving Eglinton's streetscape with the station design, encouraging a pleasant and safe walking and cycling environment.
- Pricing of the neighbourhood of renting and living cheaper.
- I think it will be very modern design that will update the area.
- I'm very happy with the station design, I think it will drastically improve the neighbourhood and the values of the housing.

#### **3.5 b) Resident concerns**

- Trains that do not make a lot of noise would be very good for residents.
- Additional traffic lights means there are 4 sets of traffic lights within a 300m (a guess) stretch of Eglinton (Galian, Blackthorn, Proposed, Caledonia).
- I want community involvement in this process to be ongoing.
- I would like some information on island and road reconfiguration.
- I'm concerned about construction impacts.
- I have a complaint about the buses, stopping here causes major traffic issues.

#### Questions About Community Impact (See Answers in Appendix C)

- How it will affect the businesses in the area during construction?

- How will you protect the impact on businesses?
- Will there be vibrations from the LRT?
- Will there be vibrations to houses in operations?
- Will the Westside Mall be affected?
- Will there be any new jobs in this area? If so what kind of jobs?

### 3.6 Transit Topics

#### 3.6 a) Crosstown

- Why were the questions focused on my commuting habits? I spent several years using the buses along Eglinton W to go to school, and Eglinton E to go to work. I'm not now, but I'll probably use the Crosstown more than I do the present bus service.
- I think a few additional stations would lessen the need to operate surface transit along the Eglinton corridor, particularly in the case of Littles Blvd, the midway point in-between Dufferin and Westside Mall where the "Caledonia" Stn is located. Though not in an ideal spot for redevelopment, the distance is wide enough to justify a stop there.
- I'd recommend considering more grade-separation along the Crosstown beyond the central tunnel. Even if not underground, consider trenching the right of way or routing it along an elevated guideway east of Brentcliffe. This way the entire line can operate quickly and not be affected by mitigating traffic whatsoever.
- When the trains are on the at-grade portions of the route, they should stop only at stations. The traffic signals should be controlled so as to minimize having to stop unnecessarily at red lights.

#### 3.6 b) Consultation Process

- The website needs better updates.

- Please give us as much info, diagrams, design mock ups, and art work as possible...I love following TTC projects and find them so fascinating. I feel the more ready and capable the information Torontonians will get a better feel for what LRT, the LRV and Crosstown is all about. We are hungry for info and updates. For example I love the way you made this presentation. Continue to render the rest of your presentations like this one. Every before and after look were very fulfilling in content. Especially the concourse and platform art views.

### 3.6 c) TTC Processes

- The TTC transfer system is not good. A fare card needs to be adopted to allow unlimited transfers during a set period of time and fare should be by distance. The street level TTC subway/rt entrances are ugly and annoying. All stations should be underground with exits to streets or underground connections to buildings.
- Need rapid transit ALL over the city of Toronto, not just for the lucky few.
- Before the Eglinton west subway was started plans were that Caledonia was to have three bus bays and the platforms on Santerstead ave. The rent shafts were installed now that this alignment changed that station now goes near the mall area. - I don't mind this at all.
- Cheap prices, Run on time, bus can reach in 5 seconds not 1/2 hour to get to the station.

### 3.6 d) Subway vs. LRT

- Residents on Caledonia Street have been waiting twenty years for this, I wish it was a subway because it could accommodate more people.

### 3.6 e) General Transit Concerns

- Too many people involved in the process, everyone blames someone else.

- We need subway to Hamilton, Vaughan, Aurora and Brampton.
- More frequent GO service is needed on the Georgetown Line.

Questions About Crosstown and TTC Topics (See Answers in Appendix C)

- If tunneling reaches the Allen by 2014, can we open that section early?
- Can I get details on Metrolinx class EA process?
- How many buses will operate on Eglinton once LRTs are in place?
- What is the plan for the Keele Bus Loop?

## Appendix A



A Metrolinx/TTC Project

### Public Open House: Preliminary Design of Caledonia Station - Crosstown

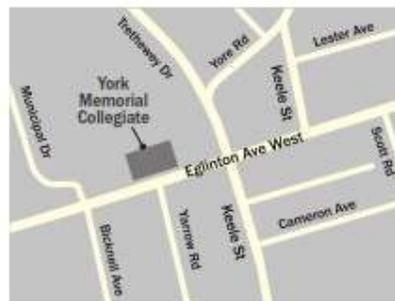
Rapid and reliable transit is coming to the centre of Toronto. The Eglinton-Scarborough Crosstown will connect riders from Black Creek to Kennedy Station in Scarborough. The Crosstown will run underground between Keele Street and Laird Drive and move Torontonians to work, school and play faster than 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.

The City of Toronto Planning Division ([www.toronto.ca/eglington](http://www.toronto.ca/eglington)) is also carrying out an Eglinton-Scarborough Crosstown planning study. Over the next two years they will be developing proposals for an improved streetscape and increased development potential along the Crosstown route.

Metrolinx and the TTC invite you to attend an Open House for Caledonia Station to learn more about the preliminary station design and the City's Eglinton planning study, and to share your input with the design team.

#### Caledonia Station - Crosstown

**Date:** Monday, May 14th 2012  
**Time:** 7:00pm - 9:00pm  
**Location:** York Memorial Collegiate (cafeteria, east side)  
 2690 Eglinton Avenue West (at Keele St)



**Take Transit: The Open House is accessible via transit. Please see the trip planner at [www.ttc.ca](http://www.ttc.ca)**

#### Online Consultation

Can't make it to the Open House? No problem! The station displays will be posted online beginning on the evening of May 14. Send us your feedback at [www.thecrosstown.ca](http://www.thecrosstown.ca)

For more Crosstown information:

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

Email: [eglingtontransit@ttc.ca](mailto:eglingtontransit@ttc.ca)

Tel: 416-338-6310

TTY: 416-481-2523

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

[www.facebook.com/thecrosstown](http://www.facebook.com/thecrosstown)

[www.twitter.com/crosstownTO](http://www.twitter.com/crosstownTO)

West Community Office | Please Contact Us | 1848 Eglinton Avenue West  
 416-338-6310 | [eglingtontransit@ttc.ca](mailto:eglingtontransit@ttc.ca) | [www.thecrosstown.ca](http://www.thecrosstown.ca)

## Appendix B



### Eglinton-Scarborough Crosstown Caledonia Station Design – Survey

#### Caledonia Station Feedback

We are currently in the preliminary design stage for Caledonia Station. It is important that we get your feedback before the architectural design theme is determined. A second consultation will be scheduled in Fall 2012 to present the look and feel of the Station, including the architectural design.

Construction work related to tunnelling is scheduled to begin at Caledonia in late Fall 2012. The Station itself is scheduled to begin in 2014.

Please submit your comments no later than May 22, 2012. A consultation report to inform the design team will be posted at [www.thecrosstown.ca](http://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:

	5 very important	4 somewhat important	3 not very important	2 not at all important	1 unsure/not applicable
1. Safety and accessibility					
2. Fitting in with the scale and style of the local neighbourhood					
3. Reducing construction impacts by minimizing the overall footprint					
4. The ability to easily transfer to buses along Eglinton					
5. Protection from weather elements while awaiting transfers					
6. Providing for the most amount of natural light possible					
7. Pleasing and integrated artwork					
8. Attractive landscaping surrounding the entrances					
9. Incorporation of bicycle racks, lockers and facilities					
10. Incorporation of benches around the station					
11. User-friendly fare payment system					
12. Learning about City Planning's future study about development around Crosstown Stations					

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

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Do you have any additional comments about the Caledonia Station design?

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What is the most important aspect of station design for you?

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**General Project Feedback**

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

	5 agree	4 agree somewhat	3 disagree somewhat	2 disagree	1 unsure/not applicable
1. I have a good understanding of the Eglinton-Scarborough Crosstown project.					
2. I am interested in learning about the construction of the Crosstown, including how stations will be designed and built.					
3. I think the Crosstown will be good for my neighbourhood and good for Toronto.					



**OPTIONAL**

**Thank you for your feedback on Caledonia 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
- ◆ 34 Eglinton
- ◆ 47B Lansdowne
- ◆ 41 Keele
- ◆ Scarborough RT
- ◆ YUS Subway
- ◆ None of the above

5) In which capacity are you submitting comments?

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

Please provide details:

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6) What is your age?

- ◆ 15 or under
- ◆ 16-24
- ◆ 25-34
- ◆ 35-44
- ◆ 45-54
- ◆ 55-64
- ◆ 65-74
- ◆ 75-84
- ◆ 85 or over

**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:**

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**Email Address:**

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**Telephone Number:**

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Do **NOT** contact me for any reason

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

or

email: [eglintontransit@ttc.ca](mailto:eglintontransit@ttc.ca)

or

mail: Eglinton- Scarborough Crosstown  
West Community Office  
1848 Eglinton Avenue West  
Toronto, ON  
M6E 2J3

## Appendix C

### Eglinton-Scarborough Crosstown Chaplin Station Design Consultation Questions

**Q: Where do I find more information about the design and where it will be located?**

A: Please visit [www.thecrosstown.ca](http://www.thecrosstown.ca) and follow the link to Stations:  
<http://thecrosstown.ca/the-project/station-design>

**Q: Where do I find more information about the design and where it will be located?**

A: <http://thecrosstown.ca/the-project/station-design>

**Q: Where is the main station entrance?**

A: The main station entrance will be located on the north side of Eglinton above the Go Rail corridor.

**Q: In the slide on the "Potential for GO connection", you show elevators but no stairs or escalators to a proposed GO station. Are there plans for that or do you intend that everyone must get on an elevator after disembarking?**

A: The images shown are very preliminary. The connection would include a stairwell.

**Q: Will the secondary entrance have an elevator?**

A: This is under review as is the potential for other elevators at secondary entrances on the Crosstown. At minimum, every station will have a main entrance that is fully accessible.

**Q: Where will the main/secondary entrance to Keele station be?**

A: At this time, the main entrance to Keele Station is planned at the current EMS site on the Northeast side of the intersection. Secondary entrances are planned at the old Coffee Time (south east side) and adjacent to the York Memorial school on the northwest side of the intersection.

<http://thecrosstown.ca/news-media/whats-new/online-consultation-caledonia-station>

**Q: Will the secondary entrance need lots of security surveillance?**

A: All entrances will have cameras that are monitored (CCTV).

**Q: How will the connection to GO be made?**

A: Metrolinx is protecting for a future connection from the Crosstown Main entrance to GO Transit. A very early representation is available on slides 35, 36 and 43. <http://thecrosstown.ca/news-media/whats-new/online-consultation-caledonia-station>

**Q: Have you allowed for electrification of the GO line?**

A: Go Transit is protecting for electrification in the long term.

**Q: Will a parking lot be planned?**

A: No parking is planned.

**Q: Will there be sensors to synch a new bus light?**

A: There will be a new signal installed for buses. This is pictured on slide 27: <http://thecrosstown.ca/news-media/whats-new/online-consultation-caledonia-station> . Placement of sensors to help coordinate signal timing is planned.

**Q: Is the bike lane to be constructed along Eglinton on both sides?**

A: The City of Toronto Planning Department is undertaking a study to determine the street configuration in the underground section of the Crosstown from Laird Drive in Leaside to west of Keele Street. This will include potential for bike lanes. Info on this study is available here:

<http://www.toronto.ca/planning/eglinton/eglintonplanningstudy.htm>

**Q: What is the station construction year?**

A: At this time –pending confirmation of the procurement method-- Caledonia Station will begin construction in 2014 or 2015. The first signs of construction at Caledonia will be seen for TUNNELLING preparation work including relocation of utilities and headwall construction that marks the east and west ends of the future station. This tunneling related work is scheduled to begin in 2013.

**Q: How it will affect the businesses in the area during construction?**

A: Tunnel preparation work will require some lane reductions in the vicinity of Caledonia Station for approximately 4 months. There is a tunneling video that illustrates projected impacts and also introduces the heavier station construction that will largely begin in 2015. Please see: <http://thecrosstown.ca/news-media/whats-new/tunnelling-for-the-crosstown>

**Q: How will you protect the impact on businesses?**

A: Metrolinx is in the early stages of coordinating a Shop Local, Shop Eglinton program to be implemented in 2013 that will involve local BIAs and community groups. In terms of construction, a minimum of one lane in each direction will be maintained at all times.

**Q: Will there be vibrations from the LRT?**

A: During tunneling construction, vibration should be expected for a short duration (1-2 weeks) at adjacent buildings. Vibration will be monitored on an ongoing basis and there are prescribed City By-Laws that that contractor cannot

exceed. If vibration levels are exceeded, mitigation measures must be implemented immediately.

**Q: Will there be vibrations to houses once the project is built and operating?**

A: There will be a vibration isolation system constructed between the rails and the foundation of the system to prevent vibration. Little to no vibration is anticipated.

**Q: Will the Westside Mall be affected?**

A: Access to the Westside Mall will be maintained at all times during construction. One access off of Eglinton Avenue may have intermittent access impacts during heavy construction.

**Q: Will there be any new jobs in this area? If so what kind of jobs?**

A: The procurement method for the station construction is yet to be determined. The project is anticipated to create thousands of construction jobs. The Crosstown and Metrolinx websites will include links to major contractors who may have opportunities. [www.thecrosstown.ca](http://www.thecrosstown.ca) and [www.metrolinx.com](http://www.metrolinx.com)

**Q: If tunneling reaches the Allen by 2014, can the stations from Keele to Eglinton West be constructed and opened before the rest of the line?**

A: This would create a delay to the overall project and increase costs. The line is planned to be opened in one phase at the end of 2020.

**Q: Can I get details on the Environmental Study process?**

A: Details on the “Transit Project Assessment” process are available here: [http://www.metrolinx.com/en/projectsandprograms/transitexpansionprojects/environmentalassessments/environmental\\_assessments.aspx](http://www.metrolinx.com/en/projectsandprograms/transitexpansionprojects/environmentalassessments/environmental_assessments.aspx)

**Q: How many buses will operate on Eglinton once LRTs are in place?**

A: The exact number of Eglinton 32 buses that will operate on Eglinton after the LRT is built is still to be determined.

**Q: What is the plan for the Keele Bus Loop?**

A: Preliminary plans for the Keele Bus Loop are to located it north of the main entrance (north of the existing EMS building) with a connection to Yore Road.

See slide 30: <http://thecrosstown.ca/news-media/whats-new/online-consultation-keele-eglinton-station>