

Keele Street to Jane Street Section and Black Creek Maintenance & Storage Facility Addendum to the Environmental Project Report

Open House and Online Consultation #2

December 12, 2012 to January 4, 2013



Table of Contents

1. Executive Summary	4
1.1 Summary of Consultation Methods	4
2. Public Notification	4
2.1 Canada Post Drops	4
2.2 Newspaper Ads	5
2.3 Online Promotion	5
3. Summary of Comments Received	5
3.1 Underground vs. Above-Ground	5
3.2 Jane Street in Phase 1	5
3.3 Kodak Building No.9	5
3.4 Opinions on Bus Terminal Design	5
3.5 Construction Impact and Traffic	6
3.6 Revitalization and Streetscaping/Land Use	6
4. Comments Received	6
4.1 Change to LRT between Jane Street and Keelesdale Park	6
4.1.1 Support and Opposition	6
4.1.2 Underground Versus Above-Ground	6
4.1.3 Length/Distance of the Line	7
4.1.4 Street/Track Layout	7
4.1.5 Project Planning	7
4.1.6 General	8
Questions	8
4.2 Mt. Dennis Station, bus terminal, passenger pick-up and drop-off, the connections between LRT, buses and the proposed GO Train Station	8
4.2.1 Support and Opposition	8
4.2.2 Transit Connectivity	9
4.2.3 Location of Services	9
4.2.4 Design Suggestions	9
Questions	10
4.3 Maintenance and Storage Facility	10
4.3.1 Support	10
4.3.2 Kodak Building No.9 Legacy	10
4.3.3 Neighbourhood Impact	11
4.3.4 Neighbourhood Revitalization	11

4.3.5 Design Suggestions	11
Questions	11
4.4 Potential impacts or proposed mitigation measures..	11
4.4.1 Support	11
4.4.2 Noise and Environmental Effects	12
4.4.3 Bus Traffic	12
4.4.4 Family Safety	12
4.4.5 Neighbourhood Revitalization	12
Questions	12
4.5 Additional comments or recommendations	13
4.5.1 Support and Opposition	13
4.5.2 Kodak Building No.9 Legacy	13
4.5.3 Underground Versus Above-Ground	13
4.5.4 Extension to Pearson Airport	13
4.5.5 Design Suggestions	14
4.5.6 Neighbourhood Revitalization	14
4.5.7 General	14
General Questions	14
Appendices	15-24
A. Open House Notice	
B. Copy of Comment Feedback Sheet	
C. Q and As	

1. Executive Summary

On Wednesday, December 12, 2012 Metrolinx held a Public Open House at York Memorial Collegiate to discuss the preliminary planning for a new vehicle maintenance and storage facility at Eglinton and Black Creek, and a change to the west alignment of The Crosstown that will enable an underground station at Weston Road and Mount Dennis. 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 December 12, 2012 until January 4, 2013.

The purpose of this consultation was to inform residents of changes necessitated by the Province of Ontario's changes to the Eglinton Crosstown Light Rail Transit Project, whereby the project was divided into two implementation phases in order to meet funding limitations. This phasing resulted in changes to the project in the section from Jane Street to the West Launch Shaft near Black Creek Drive and Eglinton Avenue. The Project also now includes the Black Creek Maintenance and Storage Facility as part of Phase 1, which was not assessed in the original Environmental Project Report (EPR). In addition, refinements in the operating plan for the LRT and a desire to provide a connection to future GO Train service at Mount Dennis have resulted in changes to the project. This consultation was an opportunity for participants to hear about the proposed changes and share their feedback.

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 consultation. The December 12th Open House event attracted more than 89 people, many of whom provided input and voiced recommendations to the attending staff. Fourteen (14) attendees completed a written questionnaire (see Attachment B). The online survey was completed by fourteen (14) users.

2. Public Notification

The following section lists the methods used to notify stakeholders and the public about the West Environmental Assessment Addendum consultation. The notices are provided at the end of the document in Appendix A.

2.1 Canada Post Drops

Between November 29 and December 4, 2012, 12,018 public notices for consultations relating to the West Environmental Assessment Addendum consultation were delivered via Canada Post to properties within an approximately 0.5 km radius of the area between Jane Street & Keele Street.

2.2 Newspaper Ads

Between November 29 and December 6, 2012, newspaper ads were published in the York Guardian and the Metro News Toronto, reaching an estimated audience of 1,343,496. All ads were printed in English.

2.3 Online Promotion

The consultation was promoted online through various digital mediums, including The Crosstown Website, Twitter feed and Facebook Fan Page. A Facebook ad was launched during this time which reached an audience of 385,608 Toronto-area residents.

3. Summary of Comments Received

A summary of the most common comments raised during the Open House and Online Consultation is presented below, with detailed comments provided in the ensuing section.

3.1 Underground vs. Above-Ground

Many participants voiced opinions about whether the LRT line should be underground or above ground. Several respondents stated that the line should be not only above ground but elevated and completely separated from the road over Jane and beyond. Others suggested that future LRT lines should be underground from Black Creek Drive to Jane Street.

3.2 Jane Street in Phase 1

Multiple respondents requested that the new phased approach include a stop at Jane Street as part of Phase 1. One participant noted that this would take pressure off of the bus route on Eglinton.

3.3 Kodak Building No.9

Maintaining the Kodak lands and building were popular decisions among many participants, some of whom had lobbied to save the building during the initial planning stages. Some respondents suggested further ways that the building could be used, including using it as the main entrance and giving pedestrians access to the building without paying a fare.

3.4 Opinions on Bus Terminal Design

Many participants had opinions about the location of bus bays in the new design. Several advocated for moving the bus bays closer to the LRT and Weston Road to reduce the walking distance between the two forms of transit. Many respondents provided suggestions on how to achieve this, including one respondent who suggested wrapping the bus terminal around the north side of the Kodak building.

3.5 Construction Impact and Traffic

There were many comments about construction impacts, with several respondents asking Metrolinx to monitor environmental effects and to take measures to reduce construction noise. Multiple participants also expressed concern about increased bus traffic, citing pedestrian safety concerns and the potential for gridlock.

3.6 Revitalization and Streetscaping/Land Use

Several participants commented on the need for the project to revitalize the area and make it a location “worth visiting,” and of the importance of building not just a station but a point of interest around that station.

4. Comments Received

Below is a list of all questions posed to participants, with answers from both online and in-person participants.

4.1. Do you have any comments or recommendations regarding the proposed change to the LRT between Jane Street and Keele Park?

In response to this question, most comments focused on:

4.1.1 Support and Opposition

Support:

- It is wonderful that there will be an underground stop in Mount Dennis. It will connect us to the rest of city and mean I can leave my car at home. The alignment makes perfect sense. It would have been ridiculous to have a station or line stop at Black Creek.
- Regarding the proposed change to LRT between Jane Street and Keele Park, it is great design-get it off and running, concerns will be lack of government money or change in government leaders, hope there is not set back on any of these plans.
- Regarding the proposed change to the LRT between Jane Street and Keele Park, new station location and separated row is much better than in previous plan.

Opposition:

- Seems like a lot of effort just to avoid acquiring a few properties. I would not be willing to pay more for this plan in contrast to the first one.

4.1.2 Underground Versus Above-Ground

- Jane Street Station and section should all be underground or elevated and completely separated from the road (Eglinton).

- I also still think that it would be preferable to have the Eglinton Crosstown LRT elevated over Jane Street and beyond. The Jane Station should be elevated on the North-West corner. However, the limit for phase 1 is just west of Weston Road and it looks like a change to shift the alignment in plan to the north at the portal location is still possible.
- I want it to go all the way to Jane & underground at Weston/Eglinton. I like underground station & bridge over Black Creek Drive. Pedestrian bridges needed there also. Great to link LRT and electric Air Rail Link.
- I suggest future LRT should be underground between Black Creek and Jane Street.

4.1.3 Length/Distance of Line

- It looks like the proposed change should have gone a bit farther east so that the climb from underground could begin a bit farther east so that the 5% grade could be flattened. Maybe it is already too late for this.
- The density and ridership numbers may not support such a system but the benefits of grade separated transit connecting to Pearson Airport (not just for travelers, but for the 35,000 people who work at the airport) may prove worth it. If Metrolinx were to opt for this scenario, it may be better to have the LRT portal on the north side of the street instead of the centre of it.
- The west terminal of the Crosstown LRT, current phase, should be at Jane Street.
- I think the LRT should go to Jane Street.

4.1.4 Street/Track Layout

- The Jane Street at Eglinton U-turns are not a good solution. There should be conventional left lane turns (not turning right and then going through U-turn). This should be adjusted to prevent traffic chaos with awkward intersections.
- In looking ahead to Phase 2, Eglinton has significant amounts of parkland on both sides of the street owing to city parks (around Jane) and the lands formerly earmarked for the Richview Expressway (between Royal York and the 401/427 interchange). Only between Scarlett Road and Royal York (a 1.25 km stretch) is there insufficient space for an off-road alignment. As such, it would seem prudent to look into the viability of an off-road, trenched system (similar to that of the Yonge Subway around Rosedale and Summerhill) in Phase 2.

4.1.5 Project Planning

- Looks well. However, please include Jane Street in phase one of the Crosstown LRT project.
- I recommend that Phase 1 of the LRT be extended until Jane Street (completed by 2020). This only requires an extension of a few hundred metres, but will greatly benefit the community as well as take pressure off

the bus route on Eglinton for people who want to go from Jane to the new Weston Station.

- I would recommend the LRT phase 1 should be built all the way down to Jane Street instead of stopping at Weston Road. It is a good idea to connect the LRT, buses, and go train stations.
- The original plan would have taken 37 properties but with the new plan only four properties are taken. I want to see Phase 1 to Jane Street finished in 2020.
- Move Phase 1 to Jane.

4.1.6 General

- We need access to the new transit. The bridge over Black Creek will be ugly.

Questions

- What are your intentions to reduce sound vibration in the newly-added sub grade, open cut section of track from the LRT portal west of Weston Road to the Jane Street LRT Station?
- Will sound barriers/a retaining wall be built within the subgrade rail corridor to ensure the community can enjoy the surrounding park space without noise disturbance?
- Why are the stops being eliminated?

4.2. Do you have any comments or suggestions regarding the Mt. Dennis Station, the bus terminal, the passenger pick-up and drop-off, or the connections between the LRT, buses and the proposed GO Train Station?

In response to this question, most comments focused on:

4.2.1 Support and Opposition

Support

- Hope it goes up and make things better and create a better transfer area.
- It looks good to me.
- It seems like a good idea.
- The station design is a big improvement over the earlier consultation.

Opposition

- The bus terminal and pick-up/drop-off ideas could be implemented with either the old plan or the new plan, so they do not count as benefits to the new plan in my mind.
- This is very complicated. We need more explanations and better pictures to explain what is proposed.

4.2.2 Transit Connectivity

- The walking distance between bus terminal bays and LRT is too far. Find a way to move them closer to each other. Ideally the mobility hub will connect all three - perhaps slightly less important to the immediate neighbourhood but tremendously important to the larger picture. Given that the line will not go to Jane Street the bus transfers will be significant.
- By taking away one station, you will have more people using the Mount Denis Station. This will also allow the LRT to maintain its speed for a longer duration of time. Connecting the LRT station with the Air Rail Link will greatly impact the use of the station.

4.2.3 Location of Services

- The bus terminal should be to the west, and the kiss-n-ride to the east of the Kodak building. Since there is not enough area, the bus terminal can wrap around the north side of the Kodak building. This will shorten the walking distance from the bus terminal to the LRT and GO.
- Consider simplifying the awkward bus routing by using Hollis Street as a gateway to the bus terminal. This could be done by extending Hollis with a steep bus way ramp over the rail tracks, and redesigning the signaling at the Eglinton/Weston intersection. (Black Creek buses, if any, would use Photography Drive).
- The proposed Mt. Denis Station looks good, but if Jane Street remains as the west terminal, the 15 bays for bus may not be required. Less buses could use it by using surface transfers at Jane Street.
- Regarding the Mount Denis Station, the bus terminal is in the wrong place, too far from Weston Road.
- I recommend you put a bridge across Eglinton to S.W. Triangle and from there to the community centre. The mobility hub should be closer to Weston Road. It would have a bigger impact to the Mount Dennis Community if it were closer. The benefit would be greater if it were west of the GO corridor, but then it will disappear if the LRT ever goes to Pearson underpass from south side of Eglinton to station.

4.2.4 Design Suggestions

- Consider using The Hobbit movie as a reference in designing the Mt. Dennis Station. The station is to be located at a side of a hill, so why not simulate a hobbit-hole as the design. Windows on the north side of the hill casting the south sun into the station, but shaped like it belongs in a hobbit village. Inside, have it look like tree roots form any pillars and use earth coloured tones.
- Will the bus shelter be built with an enclosed retaining wall of glass, similar to that of Wilson Station? The angle on which you propose to build the bus bay will certainly fall prey to sharp wind channels from the GO rail corridor, making for an unpleasant wait for the bus if completely open.

- Has the possibility of building an overhead walkway, connecting: i. The Bus Bay ii. Kiss 'n Ride iii. Potential elevator/stair shaft down to Concourse + Platform of LRT Station been considered? This would provide appealing visuals for the design of the station, in addition to providing commuters with a better sense of transit occurrences in/around the station (glass windows to overlook the entire mobility hub).
- Has connectivity to the adjacent No Frills been considered? This is a frequently-visited amenity for many of the residents within the neighbourhood so providing sensible means of walking connectivity (be it a bridge, pedestrian-only corridor) I would deem essential to the station's neighbourhood integration. Perhaps a sheltered walkway parallel to the proposed Kiss n' Ride lanes from Black Creek Drive. I don't know, just an idea.
- Regarding the Mount Denis Station, I recommend that it have lots of covered parking for bicycles.

Questions

- How will bikes get to the LRT station from the park or from Eglinton?
- How are you going to ensure that commuters can wait in safe, sheltered space for their bus connection?
- How can the bus bay be accessed quickly by emergency services in the event of one?
- Wondering where the parking is located? This is a terminus station, it needs parking.

4.3. Do you have any comments regarding the Maintenance and Storage Facility?

In response to this question, most comments focused on:

4.3.1 Support

- I guess it looks ok.
- Hope it goes up and creates a good look.
- The maintenance and storage facility looks good and in reality is the only location unless you built in the Humber Flats.

4.3.2 Kodak Building No.9 Legacy

- You need to have it, and retaining the Kodak building has some value.
- Use the name "Kodak", for historical purposes.
- Thank you for saving Kodak Employees Building. We at the Mount. Dennis Community Assoc. fought to save it.
- Regarding the maintenance and storage facility, use the Kodak for the facility.

4.3.3 Neighbourhood Impact

- Only that sufficient noise-reduction walls be included as part of the station's architectural design. This is crucial, especially along Ray Avenue and the CPR Railway sides to ensure nearby residents can get their goodnight sleep!
- Very glad that the Kodak lands will be vital again. It is sufficiently removed from residential areas that any negative impacts will be minimal.

4.3.4 Neighbourhood Revitalization

- Regarding the maintenance and storage facility, it maximizes land use (multiple bus routes into each day, underground parking etc., local jobs community benefits, green technology on site not used by LRT works yard, not merely a parking lot for LRT cars).
- If the maintenance & storage facility are built in the Kodak lands, then Metrolinx should create more jobs for the residents of the Mount Dennis Community.
- In regards with the maintenance & storage facility, I would recommend to use roof space to generate color flower and perhaps have a day care.

4.3.5 Design Suggestions

- The trains in the storage facility need to be able to easily get onto The Crosstown route in both directions just in case an extra train would be needed.

Questions

- I would like to know if this maintenance Facility could exist along with shops, theatres and restaurants to attract more pedestrians and create a vibrant community atmosphere in this area (Job opportunities for our youth). We need to help generate revenue and create a sense of community rather than a suburban feel where everything is spaced so far apart.
- Will this always be here? It seems like a lot of wasted land that is close to GO, LRT and the buses. I hope there will be no employee parking provided.

4.4. Do you have any comments regarding the potential impacts or proposed mitigation measures?

In response to this question, most comments focused on:

4.4.1 Support

- There clearly will be some impacts on some properties but all for the greater good. Mitigation measures seem reasonable.

4.4.2 Noise and Environmental Effects

- Airbourne pollutants should be monitored. The entire purpose of this project is to provide a brand-new mobility hub for all commuters to travel through, especially those close by. Taking notice of the environmental effects of this construction goes far in determining this project's eventual success.
- Reduce the noise as much as possible and provide smooth driving conditions while the area is under construction.
- I have concerns regarding the noise and any additional pollution especially around the maintenance and storage facility.
- Very concerned about construction noise.

4.4.3 Bus Traffic

- Buses may take a long ride to reach their bus bays at the station.
- I have concerns over density of bus traffic all going through loop at No Frills up to Photography Drive.
- This will make Weston/Eglinton even more dangerous crossing with all Jane/Weston & Eglinton buses going through.
- Bus traffic and flow would be a huge issue along busy Eglinton Avenue corridor (look at the crowding on Dundas & Yonge-terminus station at Kipling & Finch, it's very busy).

4.4.4 Family Safety

- I am concerned about the safety of families.
- There is a need for safe lighting at night.
- I am also very concerned about the safety for children crossing these large (wide) intersections, especially since there will be a community center built. I hope that the Belt Line will connect near to the new line proposed and also have bike lanes that branch off to other locations e.g. north on Keele along Beechborough to Castlefield.

4.4.5 Neighbourhood Revitalization

- I am concerned about creating a desolate area like horrible Wilson and Downsview stations where people come and go with little interaction (i.e. drop off/pick-up). There is a need for more businesses and commercial development theatres. I suggest having a community college satellite campus in this area.
- Need for entertainment in the area on No Frills site (i.e. movie theatres and Dramatic Theatres) so money is spent in our community instead of downtown.

Questions

- Why is this change necessary? I liked the LRT in the middle of the road with bike lanes on either side.

- I'm wondering why would people want to come to Jane and Keele'sdale Park Area? We should have a purpose for other Torontonians to spend money here. This area needs an overall "vision"-Historical or Future Concept or name. We are not a junction of the Distillery District, so what is the vision for the area?
- How can you ensure that we don't end up like Sheppard for Avenue development?
- Photography & Black Creek - What will be the effect on signal timing because of increased traffic? How will Metrolinx prevent transit passengers from parking in Loblaw's Parking Lot?

4.5. Do you have any additional comments or recommendations to aid the project team?

In response to this question, most comments focused on:

4.5.1 Support and Opposition

Support

- Hope it goes well and glad things are moving for a better west end area.
- You're doing a great job!
- Very good idea on paper.

Opposition

- Overall, I would prefer the old plan modified to keep the Kodak building.

4.5.2 Kodak Building No.9 Legacy

- One last thing. Make the Kodak Building the main entrance! Preserve history through public amenity restoration! Also, please consult the Learning Enrichment Foundation for community development ideas and initiatives on restoration of the building. I see something great coming out of such an outcome.
- Pedestrians should have access to Kodak building without paying a fare.

4.5.3 Underground Versus Above-Ground

- More sections of The Crosstown including the Jane Street stop and parts east of Laird Drive should all be underground or elevated. Spend the money now while we have the tunnel boring machines. I don't mind paying more in the property taxes or a special 1% tax.

4.5.4 Extension to Pearson Airport

- This area should be designed so that the LRT can still go to the airport, and not as the end of the line.
- Make it go all the way to the airport!

4.5.5 Design Suggestions

- How about putting new buildings on either side of Eglinton so it looks better.
- Get rid of the hideous retaining wall in front of the Kodak land on Eglinton. It is jarring to the flow of Eglinton and simply an eyesore.
- Plaza in front of station at Weston/Eglinton should be as large as possible.

4.5.6 Neighbourhood Revitalization

- Lots of great ideas presented but there is a need to balance existing needs of low income residence & to provide jobs for them & affordable housing with need to attract higher income residents to more dense housing near a transit hub that will raise demands for quality service.

4.5.7 General

- Would like summary notes of presentations.

General Questions

- Using the Presto card, will you be able to transfer from the streetcar to subway without having to pay twice?

Appendix A: Open-House Notice

Environmental Assessment and Mobility Hub Update: Mount Dennis Area

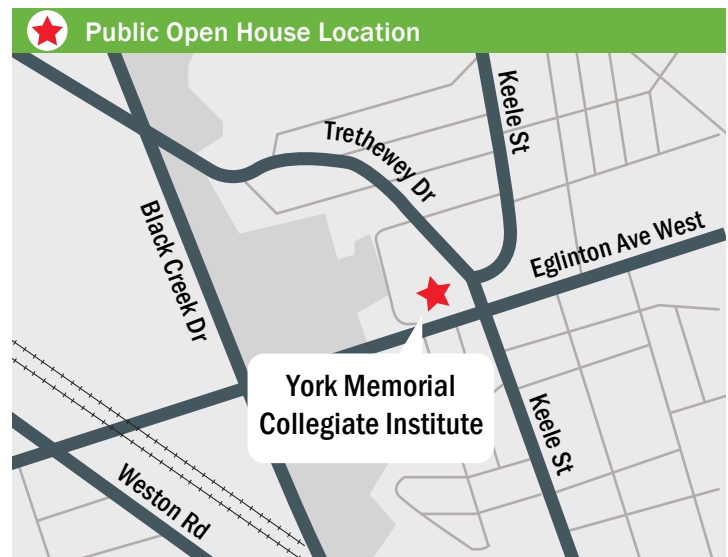
Rapid and reliable transit is coming to the centre of Toronto. The Crosstown will move Torontonians to work, school and play faster than ever before – reducing travel times and enhancing our economy and our environment. The Crosstown will run underground along Eglinton Avenue and transit travel will be up to 60% faster than today.

Metrolinx invites you to attend a public information meeting to learn more about:

- a change to the west light rail transit alignment that will enable an underground station at Weston Road and Mount Dennis, and
- the preliminary planning for a new vehicle maintenance and storage facility at Eglinton and Black Creek.

Metrolinx also invites you to provide input through a Mobility Hub Workshop that will help identify community opportunities to shape the future vision for the area.

The information meeting will be held starting at 6:30pm with an opportunity to view displays and speak one-on-one with staff. The Mobility Hub Workshop will follow, beginning at 8:00pm. We look forward to seeing you there.



Date: Wednesday, December 12, 2012

Time: 6:30 p.m. – 9:30 p.m.

**Location: York Memorial Collegiate Institute
2690 Eglinton Avenue West**

For more Crosstown information:

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

Email: crosstown@metrolinx.com

Tel: 416-782-8118

TTY: 1-800-387-3652

Web: www.thecrosstown.ca

 www.facebook.com/thecrosstown

 www.twitter.com/crosstownTO

Appendix B: Copy of Comment Feedback Sheet

4. Do you have any comments regarding the potential impacts or proposed mitigation measures?

5. Do you have any additional comments or recommendations to aid the project team?

Name (Optional) _____

Address _____

City _____ Postal Code _____

E-Mail _____

Telephone _____

* Please add me to the mailing list _____

Please return your comments this evening, or by January 4, 2013 via e-mail, or post to:

Email: crosstown@metrolinx.com

Crosstown Community Office-West

1848 Eglinton Avenue West

Toronto, ON M6E 2J4

Phone: 416-782-8118

Website: www.thecrosstown.ca

Appendix C: Q & A's



Eglinton-Scarborough Crosstown Western Alignment and Vehicle Maintenance and Storage Facility Consultation #2

Questions

Q. What is the amendment to the Environmental Assessment that is being proposed?

A. The proposal will result in a new concept for the route from west of Keele Station to Mount Dennis/Weston Station that is completely separated from the roadway on a bridge, crossing over Black Creek Drive.

Q. What are the impacts of the proposed amendment?

A. There are significant community and operational benefits associated with the proposed change.

The proposal is for an elevated structure connecting the Crosstown LRT from the tunnel portal west of Keele to the tunnel portal east of Mount Dennis/Weston Station. The existing Kodak Building will be preserved and there will be less construction disruption and traffic impact.

Mount Dennis/Weston station in the proposed alignment is situated directly under the GO Kitchener Corridor with maximum opportunity for a future direct connection to GO Transit and better connections to TTC buses.

Q. What are the reasons for the proposed change?

A. A study was conducted in 2011 to review the Crosstown alignment options from Keele to Jane taking into account the need to:

- Make an easy connection to the Eglinton Maintenance and Storage Facility (MSF)
- Operate as efficiently as possible
- Affect as little property as possible
- Minimize impact on the environment
- Preserve road traffic capacity on Eglinton Avenue
- Assess the cost and possible delays of the options.

The process resulted in the development of several alignment options and ultimately a preferred option that also addresses a number of concerns raised by the local community that were documented as part of the approved EA.

Q. What is a Maintenance and Storage Facility (MSF)?

A. A Maintenance and Storage Facility (MSF) is a location where light rail vehicles will be maintained and stored when not in service. An MSF is similar to a carhouse or subway yard on existing Toronto lines but with modern equipment.

Q. Why does the MSF consume nearly all of the former Kodak Lands?

A. The MSF was sized to meet the requirement to maintain and store a sufficient number of vehicles (162) required to serve the entire Crosstown project from Pearson International Airport to Kennedy Station. The Metrolinx Big Move extends the Crosstown to the airport in the future and the MSF facility will protect for this expansion.

Q. What bus facilities are needed?

A. The current plan includes a 15-bay bus terminal at the Mt. Dennis Station adjacent to the MSF. Buses continuing westward along Eglinton will connect to the Crosstown at this terminal. Other bus routes that currently route to bring passengers to the University Subway line may also be rerouted to connect with the Crosstown at this point.

Q. How many entrances will be provided at each underground station?

A. The Mt. Dennis Station will include four station entrances – one on the west side of the GO Train tracks, one on the east side of the CP Rail tracks, one at the passenger pick-up and drop-off and one at the bus terminal. The entrances will be connected through underground walkways. Stair, escalators and elevators will be provided between the concourse level and the platform level.

Q. What key decisions have been made? What decisions are open for comment?

A. Metrolinx staff makes recommendations. Ultimately, the Metrolinx Board of Directors will make the 'final decision' on these matters. However, the rationale for recommending the proposal is being presented as the best way of achieving the planning objectives in this corridor.

All public comments will be considered and evaluated.

Q. When could construction start on these sections?

A. The Jane Street to West Launch Section will be part of an Alternative Finance and Procurement (AFP) Request for Proposal (RFP) that will be issued in Summer 2013. Following selection of a contractor in 2014, design and construction of that section will commence. The entire line is scheduled to be open for service in 2020.

Q. What happens after this round of Public Open Houses?

A. Following the open houses and review of comments, there will be an opportunity to incorporate feedback. A formal public notice of addendum will then be issued. At that time, an Environmental Project Report will be made available for a 30 day review period on the project website: www.thecrosstown.ca and at specified locations in the Notice of Addendum.

In addition, the public will also have the opportunity to comment on-line (through www.thecrosstown.ca)

This is the final round of public consultations for the Transit Project Assessment. The study is scheduled for completion in early 2013.

Q. Will Eglinton be narrowed to four lanes between Black Creek and Eglinton? Has this been discussed with the City of Toronto?

A. Metrolinx is working with the City of Toronto on proposed changes to the road layout upon completion of the Crosstown transit project. Opportunities to give input on these planning decisions are available through the Mobility Hub Study and the Eglinton Connects study.

Q. How is the mobility hub connected to the Eglinton Connects study?

A. Metrolinx is working closely with the City's Eglinton Connects Planning Study and has provided close to \$2 million in funding for the study.

Q. Why will there not be a station built at Jane?

A. The first phase of the Crosstown will end at Weston Road, where the maintenance and storage facility is located. Ending the line at this location facilitates an efficient connection to a bus terminal and connection to GO Transit in the future.

Q. Who will be responsible for the refurbishment and repurposing of the Kodak building?

A. Metrolinx is aware of a strong community preference to repurpose the Kodak building as part of the Crosstown project. It will be responsible for this and will work to integrate the building into the design of the station.