

TORONTO TRANSIT COMMISSION REPORT NO.

MEETING DATE: December 6, 2007

SUBJECT: KIPLING AND ISLINGTON STATION IMPROVEMENTS
PRELIMINARY DESIGN

RECOMMENDATION

It is recommended that the Commission:

1. Approve the preliminary design for Islington Station and Kipling Station East Entrance, subject to City of Toronto Site Plan Approval requirements;
2. Approve the preliminary design for the remainder of Kipling Station and request GO Transit to:
 - a. Address comments received by the public through the November 2007 Open House, City of Toronto Design Review Panel and City Planning,
 - b. Adopt Option B as the preferred design for the North Entrance, and
 - c. Take into consideration future provisions for Light Rail Transit (LRT); and
3. Forward this report to Mississauga Transit and GO Transit (GO) for information.

FUNDING

Sufficient funds have been included in the TTC 2008-2012 Capital Program under 3.9 Buildings and Structures, Islington Station Improvements (pages 867 to 869, Category – Improvement), as approved by the Commission on November 14, 2007.

While funds have been included in the TTC 2008-2012 Capital Program under 3.9 Buildings and Structures, Kipling Station Improvements (pages 863 to 865, Category – Improvement), as approved by the Commission on November 14, 2007, under the proposed Memorandum of Understanding, the completion of the project will be transferred to GO and GO will manage the project and funding will be provided by the Province through GO for all costs and expenses other than the \$5,500,000 funding contribution by Mississauga Transit and consequently there should be no financial impact on the City of Toronto for the Kipling Station Improvements project. Approval in Principle to the Memorandum of Understanding was approved by the Commission on November 14, 2007.

BACKGROUND

This is a joint City of Toronto, TTC, GO Transit and Mississauga Transit initiative, which includes the following requirements:

- Redevelopment of Kipling Station as a transit hub by constructing a new 14 bay inter-regional bus terminal for the joint use of Mississauga Transit and GO Transit.
- Redevelopment of Islington Station to liberate lands currently occupied by the Mississauga Transit/TTC bus terminal for future development by the City. (The Islington lands Agreement of Purchase and Sale was executed by the City, TTC and SNC-Lavalin on May 10, 2007 and the "Due Diligence" period as per provisions of the Agreement is currently in effect.
- Construction of a new TTC only bus terminal north of the Islington Station structure to replace the existing bus terminal.
- Relocation of Mississauga Transit operations to the new inter-regional bus terminal at Kipling Station.
- Replacement of commuter parking spaces displaced as a result of station redevelopment with additional remote commuter parking lots.

At its September 20, 2006 meeting, the Commission approved in principle the conceptual design for the Kipling and Islington Redevelopment Strategy. The strategy called for the relocation of the existing Mississauga Transit bus operations to Kipling Station and construction of a new TTC terminal at Islington Station in order to accommodate the redevelopment of the Bloor\Islington lands.

A consultation process for the proposed design of Kipling and Islington Stations has been initiated in accordance with the process flow chart included as Exhibit 1. The preliminary design (30% design completion) for Kipling and Islington Stations was completed and issued for internal and external review in Spring 2007 and presented to the Advisory Committee for Accessible Transportation (ACAT) in August 2007. Site Plan Approval applications based on the preliminary design documents for both the projects were submitted to City Planning in Spring 2007. The projects were also presented to the City's Design Review Panel (DRP) in July 2007. A public Open House and presentation for both the Islington and Kipling Station Improvements Projects was held in November 2007 and was attended by 250 persons.

At its meeting of July 11, 2007, the Commission directed staff to report on the potential for future accommodation of LRT lines within the plans for the Kipling Station Improvements Project.

In accordance with recent direction from the Province of Ontario, GO Transit will assume responsibility for completion of the design of the inter-regional bus terminal as well as the adjacent realigned facilities, including the North and West Entrances, parking lots and West Passenger Pick-Up and Drop-Off (PPUDO). At its meeting of November 14, 2007, the Commission approved in principle, the Memorandum of Understanding between TTC, the City of Toronto, GO Transit and Mississauga Transit.

DISCUSSION

1) ISLINGTON STATION

a) OVERVIEW

In order to facilitate the redevelopment of the Bloor/Islington lands (located at the north-west quadrant of Bloor and Islington), the existing Islington Station slotted bay, bus terminal (see Exhibit 2) will be demolished. Mississauga Transit buses, which currently use the Islington Station bus terminal, will be relocated to the new inter-regional bus terminal at Kipling Station. A replacement TTC bus terminal and PPUDO will be constructed in the hydro lands, immediately north of Islington Station. The Project scope also includes the provision of new elevators to provide barrier-free access to the station.

b) STREET LEVEL

i) TTC Bus Terminal and Driveway (Exhibits 3 and 4)

A new fully-accessible TTC bus terminal, with 6 bus bays (2 for articulated buses, 3 for standard 12 metre buses and 1 for Wheel-Trans buses) will be constructed within the hydro corridor, parallel to the Canadian Pacific Railway tracks, with a dedicated, signalized driveway to Islington Avenue (aligned with Aberfoyle Crescent). New stairs, an escalator and an elevator will provide access from the bus terminal to the station concourse level.

The enclosure of the indoor waiting area is glass and metal curtain wall, affording a clear view of all the bus platforms.

ii) New East Entrance (Exhibits 3, 4 and 5)

In order to accommodate an elevator, the new bus driveway and the addition of a channelized right turn lane at the west side of Islington Avenue, the existing entrance on the west side of Islington Avenue will be demolished and replaced with a new entrance located north of the new bus terminal driveway. As a result, the majority of walk-in passengers, who arrive from the north will avoid having to cross the bus terminal driveway to enter the station.

Passengers using the new entrance will access the station concourse level by stairs, escalators or an elevator. The entrance building will also accommodate an operator's facility (lunch room, washrooms and Route Supervisor's office) and a mechanical room.

A new plaza with public art will enhance the environment for pedestrians walking into the station from the north.

iii) Passenger Pick-Up and Drop-Off and West Entrance (Exhibits 2 and 3)

The existing 28-vehicle Passenger Pick-Up and Drop-Off (PPUDO) facility at Islington Station is located north of the existing bus terminal. Vehicle access to the PPUDO is currently available from southbound on Islington Avenue only with egress provided to Bloor Street (westbound only).

The proposed 27-vehicle replacement PPUDO facility will be accessed from Bloor Street West and the Green Lanes extension at a signalized intersection.

The PPUDO building and pedestrian tunnel connection included in the initial conceptual design have subsequently been eliminated as part of cost cutting measures and replaced with a surface pedestrian path and an on-street shelter. Passengers arriving via the PPUDO will walk approximately 80 metres to the nearest station entrance (new West Entrance). However, once the SNC Lavalin Phase 1 building is constructed, passengers will be able to walk across Green Lanes and access the station concourse through the SNC Lavalin building.

iv) Clarica Centre Entrance (Exhibits 2 and 3)

The existing Clarica Centre access on the east side of Islington Avenue via stairs/escalators to the concourse level will be retained.

c) CONCOURSE LEVEL (Exhibit 6)

The fare line at the concourse level will be reconfigured to provide a fare-paid connection to the relocated bus terminal and will include a new barrier-free turnstile. Provisions have also been made at concourse level to protect for connections into future buildings to be developed to the south on the Bloor/Islington lands, including the Phase 1 SNC-Lavalin development.

d) PLATFORM LEVEL (Exhibit 6)

A new elevator will be installed between the concourse level and the existing platform in order to provide new barrier-free access to the existing centre platform.

e) DESIGN REVIEW PANEL AND PUBLIC COMMENTS

i) Design Review Panel

Following submittal of the Site Plan Application for Islington Station, the preliminary design was presented to the City of Toronto's Design Review Panel in July, 2007. Overall, the Panel members voted in favour of the design and offered comments for consideration by TTC and City Planning during the Site Plan Approval process. A summary of the Design Review Panel Comments and TTC's initial response is provided in Table 1.

**Table 1
Islington Station - Summary of Design Review Panel Comments and TTC Staff Response/
Follow-up Actions**

| DRP Comment | Response/ Comments Comments |
|--|--|
| 1. Develop a sustainable design strategy - LEED certification goals to be achieved. | Design is to comply with core City of Toronto Green Development Standard, where feasible. |
| 2. Develop strategy to address and improve the pedestrian realm - Islington entry, access from Bloor and west entry. | The new East Entrance will provide an enhanced pedestrian environment and improved access from the north. Access improvements from Bloor Street and the west will be considered when future buildings (including Phase 1 - SNC Lavalin building) are developed on the Bloor/Islington lands). |
| 3. Improve relationship to context - Shift bus driveway from Islington. | The location of the bus driveway is determined by turning radii requirements for buses and the driveway cannot be moved farther away from Islington Avenue without impacting bus operations. |
| 4. Improve landscape and sustainable design - Provisions for green roofs. | Improve Landscape - Opportunities for additional landscaping are currently under review. Green Roofs - In accordance with recommendations adopted by the Commission at its June 11, 2007 meeting, a green roof pilot project will be implemented at Victoria Park Station under the Victoria Park Bus Terminal Replacement project only at this time. |
| 5. Refine and develop building form. | Further refinement of building form to be conducted during detailed design. |

Follow-up meetings have been arranged with City Planning to resolve outstanding issues and to secure Site Plan Approval for Islington Station.

ii) Public Comments

Key comments received during the November 7, 2007 Public Open House and the staff response/follow-up actions are summarized in Table 2.

**Table 2
Islington Station - Summary of Public Comments and TTC Staff Response/Follow-up Actions**

| Public Comments | Response/ Follow-up Action |
|---|---|
| 1. Provide green roofs on new buildings. | In accordance with recommendations adopted by the Commission at its June 11, 2007 meeting, a green roof pilot project will be implemented at Victoria Park Station under the Victoria Park Bus Terminal Replacement project only at this time. |
| 2. Provide bicycle racks and lockers. | Bicycle racks will be provided at the East Entrance and bicycle lockers will be considered. |
| 3. Increase commuter parking supply. | A commuter parking lot strategy is being developed to provide replacement parking spaces. |
| 4. An underground or overhead pedestrian crossing should be provided from the north of the station to cross the CP Rail tracks. | Improvements to the sidewalk on the west side of Islington Avenue and new plaza at the East Entrance will improve pedestrian environment for pedestrians accessing Islington Station from the north. Tunnel under or bridge crossing CP Rail tracks not recommended for implementation (increased project costs and ongoing maintenance and operating costs). |

2) KIPLING STATION

a) OVERVIEW (Exhibits 7 and 8)

Kipling Station currently provides barrier-free access via the Main Entrance and the TTC bus terminal. The proposed Kipling Station improvements will include elevators at the new North Entrance and the East Entrance will be connected with enclosed ramps to the existing TTC bus terminal.

The existing North Entrance at the Passenger Pick-up and Drop-off (PPUDO) will be demolished to accommodate the new barrier-free GO Transit and Mississauga Transit inter-regional bus terminal.

In order to accommodate high pick-up and drop-off activity at this terminal station, the existing 27-space carousel PPUDO located west of the station will be replaced with 46-spaces, split between two PPUDO's: one located on Subway Crescent (West PPUDO) and the other under the Kipling Avenue overpass (East PPUDO).

b) NEW EAST ENTRANCE (Exhibits 9 and 10)

The new East Entrance will serve new residential development located immediately north of the existing TTC bus terminal on St. Albans Road and future developments on the Westwood Theatre Lands. The East Entrance will be equipped with automatic (high) turnstiles. An enclosed glass walled ramp (accessible for passengers using wheelchairs) will link the new East Entrance to the east end of the existing TTC bus terminal.

The new East Entrance PPUDO includes 26 permanent spaces, with two driveway accesses from St. Albans Road.

At the east end of the existing TTC bus terminal, the most easterly bus bay will be converted to standard saw-tooth configuration, a new articulated bus bay will be added and the bus lay-by area expanded.

c) INTER-REGIONAL BUS TERMINAL (Exhibits 8 and 11)

A new 14-bay inter-regional bus terminal (10 bus bays for Mississauga Transit and 4 bus bays for GO Transit) will be constructed in the vicinity of the existing PPUDO building. The proposed new inter-regional bus terminal consists of a passenger waiting area, a Mississauga Transit operations building, a GO Transit operations building and outdoor transit shelters.

Passengers will access the subway via stairs and an elevator down to an unpaid north-south tunnel which connects to the existing fare line and collector's booth (located one level below the existing subway platform). In accordance with direction received from GO Transit, the escalators which were included in the conceptual design have been deleted.

Passengers transferring to GO trains will proceed south of the fare line through the existing GO Rail/south commuter parking lot tunnel.

The preliminary design of the inter-regional bus terminal has been developed in accordance with GO Transit and Mississauga Transit design standards. Following handover of the Project, GO Transit will assume responsibility for completion of the design and construction.

d) NORTH ENTRANCE (Exhibits 7 and 11 to 14)

The existing North Entrance will be replaced with a new barrier-free entrance equipped with an elevator, escalator and stairs. The built-form will consist of curved and flat roof segments consistent with the design of the new inter-regional bus terminal (see Exhibit 11). Passengers will use the same unpaid north-south tunnel which connects the inter-regional bus terminal to the fare line/collector's booth, as described in Section c) above.

In response to comments from the Design Review Panel and City Planning (refer to Section f below), the following three options have been developed for the North Entrance:

- **Option A** – Under this option, the North Entrance would be located immediately north of the inter-regional bus terminal and would be accessed from Dundas Street via Auckland Road (130 metres walk distance). The scope and costs of Option A are included in the current project budget.
- **Option B** - This option would retain the North Entrance at the same location as Option A, but would include a plaza leading directly from Dundas Street to the entrance building. The walking distance from Dundas Street would be shortened to 90 metres. However, the implementation of Option B would result in an additional cost of \$0.5 million (order-of-magnitude estimate) compared to Option A.
- **Option C** – The third option would situate the North Entrance as close as possible to Dundas Street. Passengers would walk approximately 30 metres from Dundas Street to the relocated North Entrance. Option C, however, would require a cost premium of \$2.0 million compared to Option A.

TTC staff recommend adopting Option B as the design concept for the North Entrance because it will result in an enhanced street presence on Dundas Street with minimal impacts on the commuter parking supply. However, additional funds for the implementation of Option B are not included in the current project budget.

e) WEST ENTRANCE AND WEST PASSENGER PICK-UP AND DROP-OFF (Exhibit 8)

The West Entrance will be located against the retaining wall at the south edge of the new inter-regional bus terminal driveway). The adjacent new West PPUDO facility will include 20 spaces.

Passengers will access the concourse via stairs or elevator connections to the north-south tunnel which connects the North Entrance and inter-regional bus terminal to the fare line and collector's booth.

f) DESIGN REVIEW PANEL AND PUBLIC COMMENTS

i) Design Review Panel

In July 2007, the Kipling Station preliminary design was presented to the City's Design Review Panel for review and comment. The key comments received from the Panel and TTC's initial responses are summarized in Table 3.

**Table 3
Kipling Station - Summary of Design Review Panel Comments and TTC Staff Response/
Follow-up Actions**

| DRP Comment | Staff Response/ Follow-up Action Staff Response/Comments |
|---|---|
| 1. Develop a sustainable design strategy - LEED certification goals to be achieved. | Design is to comply with core City of Toronto Green Development Standard, where feasible. |
| 2. Provide a strategy to address and improve the pedestrian realm - Create pedestrian friendly environment. | North Entrance - Improvements would be achieved by adopting Option B for the North Entrance at Kipling Station, which would provide direct access from Dundas Street via a pedestrian plaza area. Kipling Station Site – Opportunities for improvements to the pedestrian environment within the station lands are currently under review. |
| 3. Further consideration to vehicular realm - Smaller parking lots and parking structures. | Re-configured parking lots are to replace parking loss as a result of redevelopment. Parking structures are costly to construct and maintain and are not recommended for implementation. |
| 4. Landscape concept - Screen parking, improve access routes. | Opportunities for additional landscaping are currently under review. |
| 5. Improve relationship to context - Shift East Entrance away beneath Kipling overpass, improve North Entrance access from Dundas Street. | East Entrance - The East Entrance location is governed by its connection to the existing station structure at bus terminal level. Moving this building westward would create a pedestrian ramp that exceeds the maximum gradient requirements and interferes with a possible future elevated LRT right-of-way. Moving this building eastward would reduce the PPUDO area. North Entrance - Improvements to the North Entrance access would be achieved by adopting Option B for the North Entrance at Kipling Station, which would provide direct access from Dundas Street via a pedestrian plaza area. |
| 6. Re-consider building form - Placement and size of canopies to provide continuous shelter, use different building design for new buildings. | The building design matches the existing station architecture. The canopies in the inter-regional bus terminal have been re-designed to provide continuous shelter. |

Follow-up meetings have been arranged with City Planning to review the Design Review Panel comments and to secure Site Plan Approval for the East Entrance. TTC will present the East Entrance design to the Design Review Panel for further review and comment at its January 2008 meeting.

For the remainder of Kipling Station, the Memorandum of Understanding includes provisions for GO Transit to continue to meet with City Planning during the development of detailed design and to use reasonable efforts to ensure all reasonable City requirements are met.

ii) Public Comments

The comments received at the November 2007 Open House and staff response/follow-up actions are summarized in Table 4.

**Table 4
Kipling Station - Summary of Public Comments and Staff Response/Follow-up Actions**

| Public Comments | Response/ Follow-up Action |
|--|--|
| 1. Maximize commuter parking supply. | A commuter parking lot strategy is being developed to provide replacement parking spaces. |
| 2. Provide green roofs on new buildings. | In accordance with recommendations adopted by the Commission at its June 11, 2007 meeting, a green roof pilot project will be implemented at Victoria Park Station under the Victoria Park Bus Terminal Replacement project only at this time. |
| 3. Provide bicycle racks and lockers. | Bicycle racks will be provided at the East Entrance and bicycle lockers will be considered. |
| 4. Impact of construction on local residents. | GO Transit's and TTC's contractors will be required to comply with local by-law requirements and Ministry of the Environment noise and vibration protocols. |
| 5. Post-construction traffic impacts on Subway Crescent and local roads. | Subway Crescent - Project traffic volumes on Subway Crescent are similar to existing volumes. Local Roads - City Transportation to monitor traffic on local roads following construction completion. |
| 6. Complaints from local residents about current bus layovers on St. Albans Road. | Kipling Station Improvements project will include expansion of bus bays and the bus layover area within the existing TTC bus terminal. |
| 7. Impact of proposed Auckland Road commuter parking lots on the adjoining residential properties. | Mitigation of impacts on adjacent properties will be addressed through the design process. |
| 8. Location of taxi stand/concerns about existing taxi operations on Subway Crescent. | Location of taxi stand to be determined during detailed design. |

| Public Comments | Response/ Follow-up Action |
|---|--|
| 9. Request to provide separate access to GO Transit Kipling Station (due to unavailability in the event of a TTC labour dispute). | To be addressed during future discussions between GO Transit and TTC for Kipling Station operations and maintenance responsibilities and procedures. |
| 10. Prefer Option B for East Entrance | TTC staff recommend implementation of Option B. |

g) PROVISIONS FOR FUTURE LIGHT RAIL TRANSIT (Exhibit 15)

The Province’s MoveOntario 2020 program includes the Dundas Street West Light Rail Transit (LRT) line from Kipling Station to Hurontario Street in Mississauga. A future LRT is not part of the Kipling Station Improvements project and there is no funding in place to implement the LRT line at this time. However, conceptual alignments have been developed to address the potential for future TTC and/or Mississauga Transit LRT lines within the station site.

Four conceptual alignments are shown in Exhibit 15. These include an elevated LRT line (Concept 1), which would use the platform and track bed which was constructed on the south side of the existing TTC bus terminal when Kipling Station was constructed in the early 1980’s. In order to implement this alignment, the overhead Hydro One transmission lines would need to be relocated in underground ducts. Other surface alignment concepts would involve routing the LRT through the north end of the Kipling Station lands to a platform adjacent to the North Entrance (Concepts 2 or 4) or within the (Concept 3).

Each of these concepts could be accommodated within the Kipling Station site, but would need to be addressed at a greater level of detail upon identification of specific LRT line plans by TTC and/or Mississauga Transit. An Environmental Assessment (including public consultation) would be required. During the Environmental Assessment Study, several alternative alignments would be developed and evaluated to determine the preferred alignment from Mississauga to Kipling Station.

3) COMMUTER PARKING (Exhibit 16)

Currently the combined parking supply at Kipling and Islington Stations consists of 2,787 parking spaces. During construction of the Islington Station and Kipling Station Improvements projects, parking supply will be reduced by up to a maximum of 280 spaces. Upon completion of construction, the overall parking supply at Kipling and Islington Stations will be increased by 83 spaces to 2,870. Overall the design of the replacement commuter parking lots has been developed to the level of conceptual (10% complete) design only. Accordingly, the number of parking spaces to be provided is subject to change during design development.

a) **CORDOVA COMMUTER PARKING LOT EXPANSION**

The existing Cordova lot (north of station on the west side of Islington Avenue) will be expanded by adding 35 parking spaces to partially replace parking lost at Islington Station due to redevelopment of the site.

TTC is responsible for the design and construction of the Cordova commuter parking lot expansion and will submit a Site Plan Application to City Planning for approval.

b) **NEW 915 KIPLING AVENUE COMMUTER PARKING LOT**

A new 110-space lot will be constructed at the north-east corner of Kipling Avenue and Munster Avenue on a private property to be acquired by the City of Toronto. The existing building located on the site will be demolished. Passengers using this lot will access the station via the existing South Entrance.

In accordance with the principles of the Memorandum of Understanding (MOU), approved by the Commission at its November 14, 2007 meeting, GO Transit would be responsible for the implementation of the 915 Kipling Avenue lot, subject to Provincial funding. The conditions of the MOU include provisions for GO Transit to submit its plans to the City for review and use reasonable efforts to ensure all reasonable City requirements are met.

c) **NEW AUKLAND ROAD COMMUTER PARKING LOT**

A new 350-space commuter parking lot is under consideration within the hydro corridor lands north of Dundas Street, on the east and west sides of Auckland Road. Passengers using the new lot will access the station via Auckland Road and the new North Entrance.

In accordance with the principles of the MOU, GO Transit would be responsible for the implementation of the Auckland Road lot, subject to Provincial funding. Although GO Transit is not subject to the City of Toronto's site plan approval process, the MOU includes provisions for GO Transit to submit its plans to the City of Toronto for review and use reasonable efforts to ensure all reasonable City requirements are met. During ongoing negotiations, TTC will seek further commitments from GO Transit to follow all City of Toronto Site Plan approval requirements.

4) **PROJECT SCHEDULE**

The Kipling Station East Entrance and East PPUDO will be constructed in advance under a separate contract scheduled to be awarded in Spring 2008. The design for Islington Station and the remainder of Kipling Station is scheduled for completion by Spring 2008 and construction is scheduled to commence by Summer 2008.

Construction completion of Kipling Station is scheduled for the Winter 2010/11 and construction completion of Islington Station is scheduled for Fall 2010. Demolition of the existing bus terminal at Islington Station is scheduled for completion by Spring 2011.

5) **ENVIRONMENTAL ASSESSMENT REQUIREMENTS**

At Kipling Station, the planned closure of Subway Crescent as a through public road requires a Schedule A⁺ Municipal Class Environmental Assessment (Class EA). Under the recently updated Municipal Class EA, the closure of Subway Crescent is classified as Schedule A⁺, which is pre-approved and requires a public notice of the closure, including the reasons for the change. The City of Toronto is the proponent for the Subway Crescent EA and will be responsible for fulfilling the public notification requirements.

The new inter-regional bus terminal at Kipling Station will be addressed under GO Transit's Class EA (Schedule A). EA's are not required for the Kipling Station East Entrance and PPUDO or the Islington Station Improvements Project.

6) PUBLIC ART

In accordance with TTC Policy/Instruction 3.1.3, Art in Public Transit Facilities, the scope and budget for both Kipling and Islington Stations includes public art.

At **Islington Station**, the following opportunities for public art have been identified:

- **East Entrance Plaza** – space is available for a free-standing art piece.
- **Retaining Wall Adjacent to East Entrance** – integrated art applied to the retaining wall façade.

The assignment of an artist to the Project will be initiated by TTC/City of Toronto later this year. The final art site and concept will be finalized by the artist, in collaboration with the design team. In the event that the final concept calls for a free-standing sculpture, arrangements will be made to hand over the piece to the City of Toronto to own and maintain as part of its collection.

Staff will submit a follow-up report to the Commission on finishes, colours and art at Islington Station in 2008.

GO Transit will be responsible for the incorporation of public art at Kipling Station, including selection of the artist.

JUSTIFICATION

The preliminary design has been completed in accordance with the operational requirements of TTC, Mississauga Transit and GO Transit and with the objective of freeing-up Bloor/Islington lands for future development and for redevelopment of Kipling Station as a major inter-regional transit hub. The preliminary design is consistent with the concepts presented to the Commission in 2006.

This report also responds to the July 11, 2007 Commission Meeting regarding provisions at Kipling Station for future LRT lines.

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Attachments:

- Exhibit 1: Consultation Flow Chart
- Exhibit 2: Islington Station – Existing Street Level
- Exhibit 3: Islington Station – Proposed Street Level
- Exhibit 4: Islington Station – Bus Terminal and East Entrance
- Exhibit 5: Islington Station - East Entrance Plaza
- Exhibit 6: Islington Station - Proposed Concourse Level Plan
- Exhibit 7: Kipling Station – Existing Street Level
- Exhibit 8: Kipling Station – Proposed Street Level – West
- Exhibit 9: Kipling Station – Proposed Street Level – East
- Exhibit 10: Kipling Station – East Entrance and East PPUDO
- Exhibit 11: Kipling Station – Inter-regional Bus Terminal and North Entrance
- Exhibit 12: Kipling Station – North Entrance Plaza Details – Option A
- Exhibit 13: Kipling Station – North Entrance Plaza Details – Option B
- Exhibit 14: Kipling Station – North Entrance Plaza Details – Option C
- Exhibit 15: Kipling Station – Future Light Rail Transit Concepts
- Exhibit 16: Commuter Parking Supply