



ACTION REQUIRED

Date: May 31, 2016

To: TTC Board

From: Metrolinx

Subject: Metrolinx Kipling Inter-Regional Bus Terminal Project
Response to member motions, TTC Board Meeting, March 23, 2016

https://www.ttc.ca/About_the_TTC/Commission_reports_and_information/Commission_meetings/2016/March_23/Reports/Metrolinx_Kipling_Interregional_Bus_Terminal_Project.pdf

At its meeting on March 23, 2016, the Board approved the recommendations in the subject report and also adopted the following motions:

1. Request that Metrolinx report to the TTC on possible revisions to the design concept for the Metrolinx Terminal at the TTC Kipling Station that would increase commuter parking spaces from 1467 to 2,500-3,000 spaces; and
2. That the report includes the feasibility of adding a parking deck at the south parking lot.

Attached for the consideration of the Board is correspondence from Metrolinx dated April 27, 2016 responding to the foregoing.

Original signed by Vincent Rodo

Vincent Rodo
Chief Financial &
Administration Officer

Attachments: Correspondence from Metrolinx

March 29, 2016

Josh Colle
Councillor, Eglinton-Lawrence
Office of the TTC Chair
100 Queen Street West, Suite A21
Toronto, ON M5H 2N2

Dear Councillor:

Subject: Request for Additional Parking at Kipling Subway Station

I am writing to follow up two motions passed at the March 23, 2016 TTC Board Meeting requesting Metrolinx to report on potential additional parking as part of its planned redevelopment of the Kipling Station Area.

As you are aware, Metrolinx is planning a significant redevelopment of the Kipling station area to relocate the inter-regional bus terminal currently at Islington Subway Station, which will allow the City of Toronto and TTC to redevelop the Islington Station property. Metrolinx plans for the Kipling station area redevelopment includes significant improvements to pedestrian and cycling access, and upgrading the Kipling GO station to meet requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

The 2015 Kipling Bus Terminal Feasibility Study that formed the basis of current plans was informed by a Technical Advisory Committee (TAC) that was consulted at a number of stages during the study. The TAC included representatives from the TTC, the City of Toronto, MiWay, GO Transit, and Hydro One. The design team, together with the TAC, developed the following priorities that guided the design of the station area: 1. Bus Terminal, 2. Pedestrian Access, 3. Bus Access, 4. Cyclist Access, 5. Placemaking list, 6. Passenger Pick-up and Drop Off (PPUDO) and Taxis, 7. Commuter Parking, 8. Development Potential, 9. Subway Extension.

Community engagement on station area plan options included a meeting with a community liaison group of local Councillors and representatives from the local residents' association, condo corporations and the local BIA; a public meeting; and a meeting with the 101 Subway Crescent condo board. A presentation was also made to the City of Toronto Design Review Panel.

The Preferred Station Area Plan Feasibility Study proposed a net decrease of 166 TTC commuter parking spaces and net increase of 57 PPUDO spaces. There is no existing or planned GO parking at Kipling Station. The decrease in TTC parking was due to the

land needed to accommodate the new bus terminal, improved pedestrian and cycling connections, Acorn Avenue extension, an enhanced public realm, and the City's requirement for Green Parking Standards.

At the request of TTC during the ongoing preliminary design process, Metrolinx has agreed to replace the displaced TTC parking spaces at a 1:1 ratio (it is estimated that 406 spaces would need to be replaced based on this criterion). In order to meet this requirement and not compromise the station area design that meets the City's planning and urban design objectives, we are in negotiations with Hydro One to build surface parking within their corridor, along Auckland Road and east of Kipling Avenue.

Increasing parking within the station area beyond replacement parking for the TTC does not align with Metrolinx and City of Toronto policy objectives of encouraging other travel modes, such as local transit, walking and cycling, and pickup and drop-off in this mobility hub.

There are also a number of site constraints related to the Hydro One corridors that limit the amount of parking that can be provided. Hydro One will not allow any new structures within their corridors and only allow surface parking on a case-by-case basis. The one place where Hydro One will allow surface parking expansion in the area is along Auckland Road, north of Dundas.

The only location in the station area where a parking structure could be located is in the existing south parking lot, outside of the Hydro One corridors. However, our initial analysis suggests that a 5-storey parking structure would only result in a net increase of approximately 250 spaces, and would cost between \$20-40 million dollars to construct. The TTC is welcome to pursue building a parking structure, at their cost, however Metrolinx is only committed to replacing existing TTC surface parking.

Regards,



Leslie Woo
Chief Planning Officer

- c. Jennifer Keesmaat, Chief Planner and Executive Director, City of Toronto
Councillor John Campbell (Ward 4), City of Toronto
James T. Purkis, Executive Vice President, Regional Express Rail, Metrolinx



METROLINX

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agence du gouvernement de l'Ontario

Office of the President and Chief Executive Officer

Bruce McCuaig
416-202-5908
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April 27, 2016

Vincent Rodo
Chief Financial & Administration Officer
Toronto Transit Commission
1900 Yonge Street
Toronto, ON M4S 1Z2

Dear Mr. Rodo,

**RE: Metrolinx Kipling Inter-Regional Bus Terminal Project
Response to member motions, TTC Board Meeting, March 23, 2016**

Thank you for your letter to the Chair of Metrolinx, dated April 4, 2016 which outlined the recommendations accepted by the Board in support of the Kipling Inter-Regional Bus Terminal Project.

Metrolinx is pleased that the terminal is progressing towards construction, with the public tendering in the near future. The new terminal will play an important role in moving customers across the region.

Metrolinx committed its position on the project in the letter (attached) from Leslie Woo, Metrolinx's Chief Planning Officer, to Councillor Josh Colle on March 29, 2016.

I believe that Ms. Woo's letter to Councillor Colle provides a comprehensive response to the matters raised in the TTC's April 4th, 2016 resolution.

Sincerely,

Bruce McCuaig
President and Chief Executive Officer

Attachment: Letter from Leslie Woo, Chief Planning Officer, Metrolinx to Josh Colle, Councillor, Eglinton-Lawrence, Office of the TTC Chair, dated March 29, 2016

c. John Livey, Deputy City Manager, City of Toronto