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EGLINTON LRT GROUND LEVEL STATION FOOTPRINT RESERVES

EGLINTON CONNECTS

Chair Peter Milczyn, and
Members of the Planning and Growth Management Committee (PGM),
City Hall,
100 Queen Street West,
Toronto, Ontario M5H 2N2

Dear Members of the Planning and Growth Management Committee,

RECOMMENDATION

I would like to recommend that –

PGM direct Planning to add to its Eglinton Crosstown Comprehensive Maps a reserve encompassing each LRT Station in the amount of 1500m². This reserve is to ensure the sustainability of each Station... as to its capacity to accommodate future changing needs, and in particular, so as not to preclude future vehicular manoeuvring space within Station footprints for the purposes of buses, cars, taxi, bicycles, et cetera, if, as, and when the need may arise.

REASONING

- **SIMPLY PUT:**

While City Planning is dishing out additional density, it should also be extending **public-interest considerations** as well.

The Eglinton Crosstown exercise proposes additional density releases along the Eglinton Avenue corridor, which is **eminently-timed** to similarly establish public resumptions (as for instance sustainability-astute ground level Station footprint reserves).

- For the Eglinton LRT to pull its load... it requires a comprehensive *tributary surface-transit distribution network* serving the population catchment area – as transit ridership arising from new development along Eglinton Avenue represents only a small portion of the *LRT's lift*.
- To acquire and serve the greatest ridership... LRT Stations need to be comprehensively configured to satisfy the accessibility issues of the diversity of passenger circulation modes including: foot traffic, cyclists, – along with bus, car and taxi passengers.
- Each local LRT Station has nodal properties within the City's urban matrix hierarchy, wherein strategic services can be situated for the benefit of the pass-by of transit ridership – as is the reflexive planning practice in Sydney Australia for instance.

BACKGROUND

This subject was first brought to *Planning's* attention on November 23rd 2011, in an email (attached) to Lorna Day:

“The overall objective is to create a transit solution that can be recognized as the better-way and draws a higher proportion of the existing population along with new populations to use transit as their primary mover. I cannot see this being accomplished without ground level stations that go beyond the rudimentary indication of the Metrolinx package. It requires space where people can be appropriately accommodated to await for their connecting bus, where likewise buses can wait for people, and where buses can turn around and retrace their routes... to name a few rudimentary aspects.”

- extract from Nov 23/2011 email attached

Planning's response was that *lesser-stations* were not considered as providing being provided with more than curb-side stations, including (but not limited to) stations in the midtown LRT segment:

- Bathurst Street
- Chaplin Crescent
- Avenue Road
- Mt. Pleasant Road
- Bayview Avenue

There is no provision for any sustainable alternative station strategy in *Eglinton Connects'* productions:

- *the Eglinton Connects Planning Study – Final Directions Report*
- *the Environmental Assessment Study, and*
- *the Comprehensive Maps*

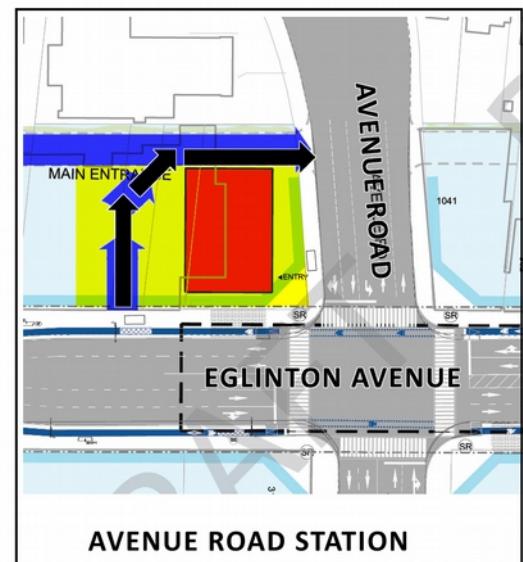
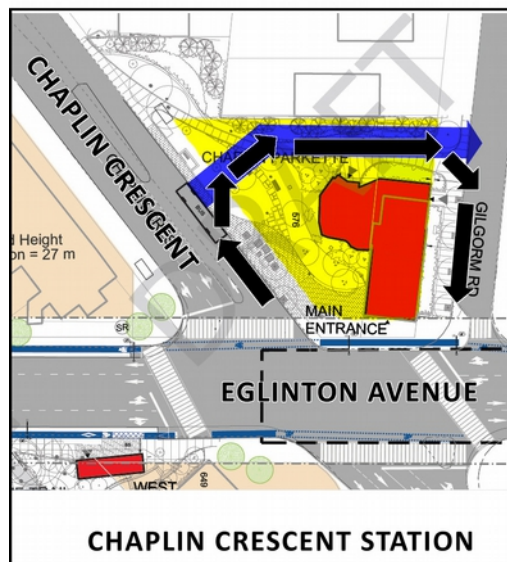
NONETHELESS...

As Toronto intensifies... it will become more reliant upon a robust public transit system for its mobility. . It is my opinion, that it is not in the best public-interest to ignore providing appropriately sized reserves around LRT Stations – while at the same time modifying density

capabilities. We should not preclude future opportunities – especially when these reserves can be introduced as reciprocal measures, as part of density releases. It would not be *Good Planning* to fail to preserve the broader sustainability of these Stations, and instead limit their future capabilities to serve changing needs.

EXAMPLES: CHAPLIN CRESCENT and AVENUE ROAD

The currently proposed stations are shown in *red*. Potential future lanes are shown in *blue*, with transit vehicle clockwise circulations shown in *black*. The *yellow* area indicates the proposed minimum reserves.



EXAMPLES: LANSDOWNE AVENUE STATION

The area in *yellow* is the station footprint.

The Lansdowne Avenue Station has facility for both buses and streetcars to turnabout.

This arrangement is much simpler and of a smaller magnitude than the Bus Barns associated with Danforth Avenue subway stops.



Station diagrams are not to same scale.

STATION DISSECTION

The Hayes Street Station is considered a lesser-station in Sydney Australia's transit matrix. While *Hayes Street Station* sharply contrasts *Chaplin Crescent* in appearance, meanwhile it presents a more attractive solution than *Lansdowne Station*. *Hayes Street Station* can be seen as a deconstructed station with its components dissected and laid out in plain view. All of these *lesser-stations* serve, or will serve, the same capacities and frequencies of operation – in much the same fashion.

The *ferry* plays the role of the *LRT* with its high capacity, city-wide reach. The *buses* are tributary to this backbone, and they make the connections throughout the broad catchment beyond pedestrian accessibility. *Buses* are not the only connectors. The photo below displays the facilities for *cars and taxi, to stop, to wait and to turnaround*. The station is augmented by shops serving pass-by customers: *coffee shop, green grocer, convenience store, dry cleaner etc.*

Hayes Street Station may be dismissed as an anomaly, whose 'ferry-landing' properties arose from 150-years' journey through history. To applying this to the *lesser-stations* along the *Eglinton LRT*:

*In 150-years – or for that matter 10-years from now – will we look back upon today's Planning as **astute stewardship** unlocking beneficial outcomes over time? – or – will Planning be remembered as having a limited regard for the future, at a critical time when Toronto adopted intensification relying upon a robust public transit offering?*



Hayes Street Station in Sydney Australia displays all the parts of a *lesser-station*

Sincerely

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke.

Terry Mills B.ARCH RPP MCIP