

Transit Design Guide

Planning & Housing Committee

April 27, 2022



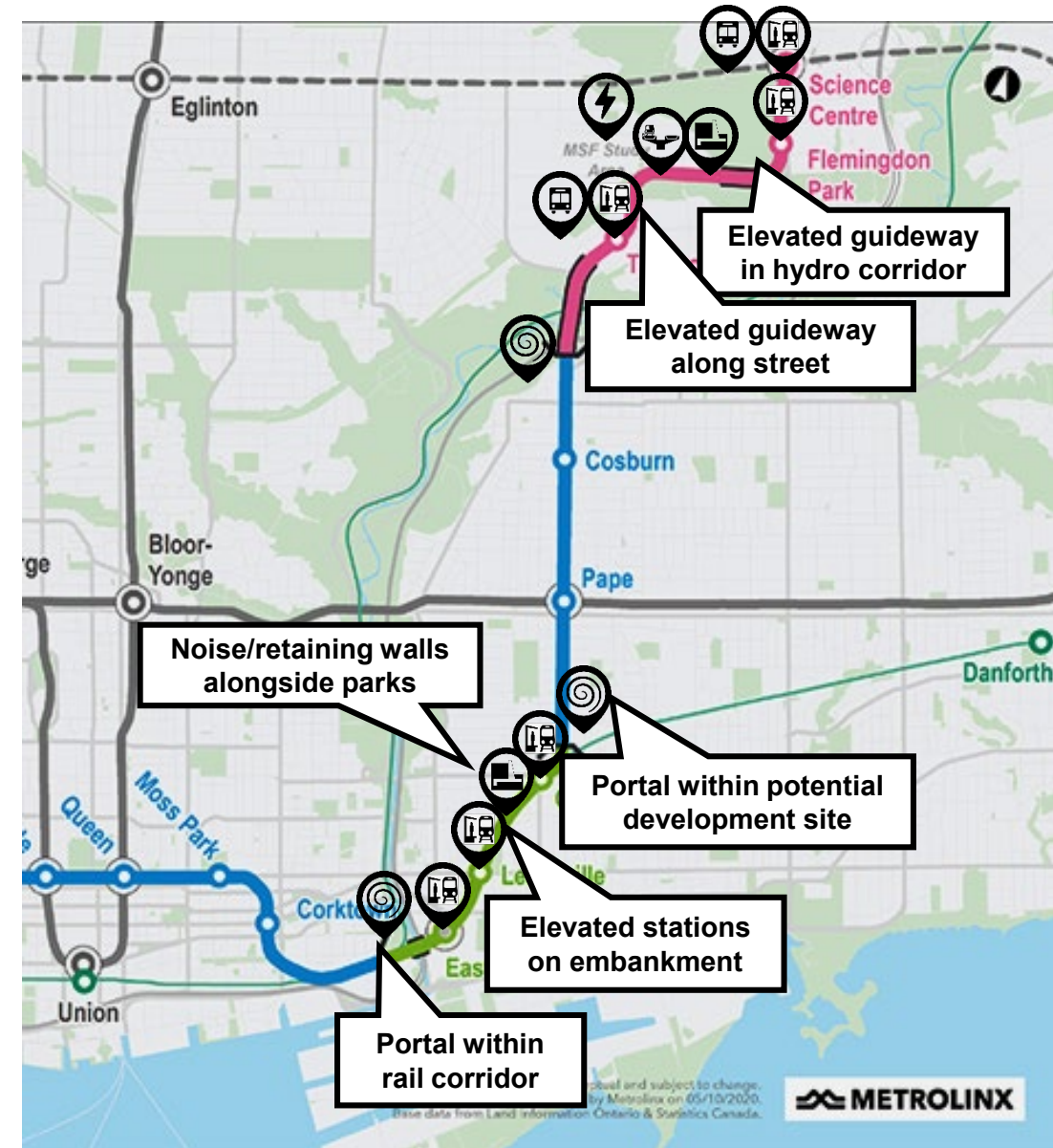
Purpose

- To support the public interest by establishing a design vision, principles, strategies and guidelines to consistently achieve high-quality outcomes for the urban, architectural, and landscape design of rapid transit infrastructure and service in Toronto that focuses on the experience of the public realm surrounding transit infrastructure.
- Identify process best practices.
- Ensure successful implementation through coordination with key partners.



Purpose – cont'd

- Guide supports discussions with TEO and Metrolinx as Metrolinx develops project-specific design guides for their proponents in procurement processes.
- Guide will also be a resource for staff and consultants for any future transit projects for which the City may be the proponent (e.g., Waterfront East LRT, Eglinton East LRT, Durham-Scarborough BRT).
- Guide will also provide a resource to support public consultation on transit projects as it articulates guidance for both the vision and elements that will see implementation across the City over the coming years.



Zones of Influence

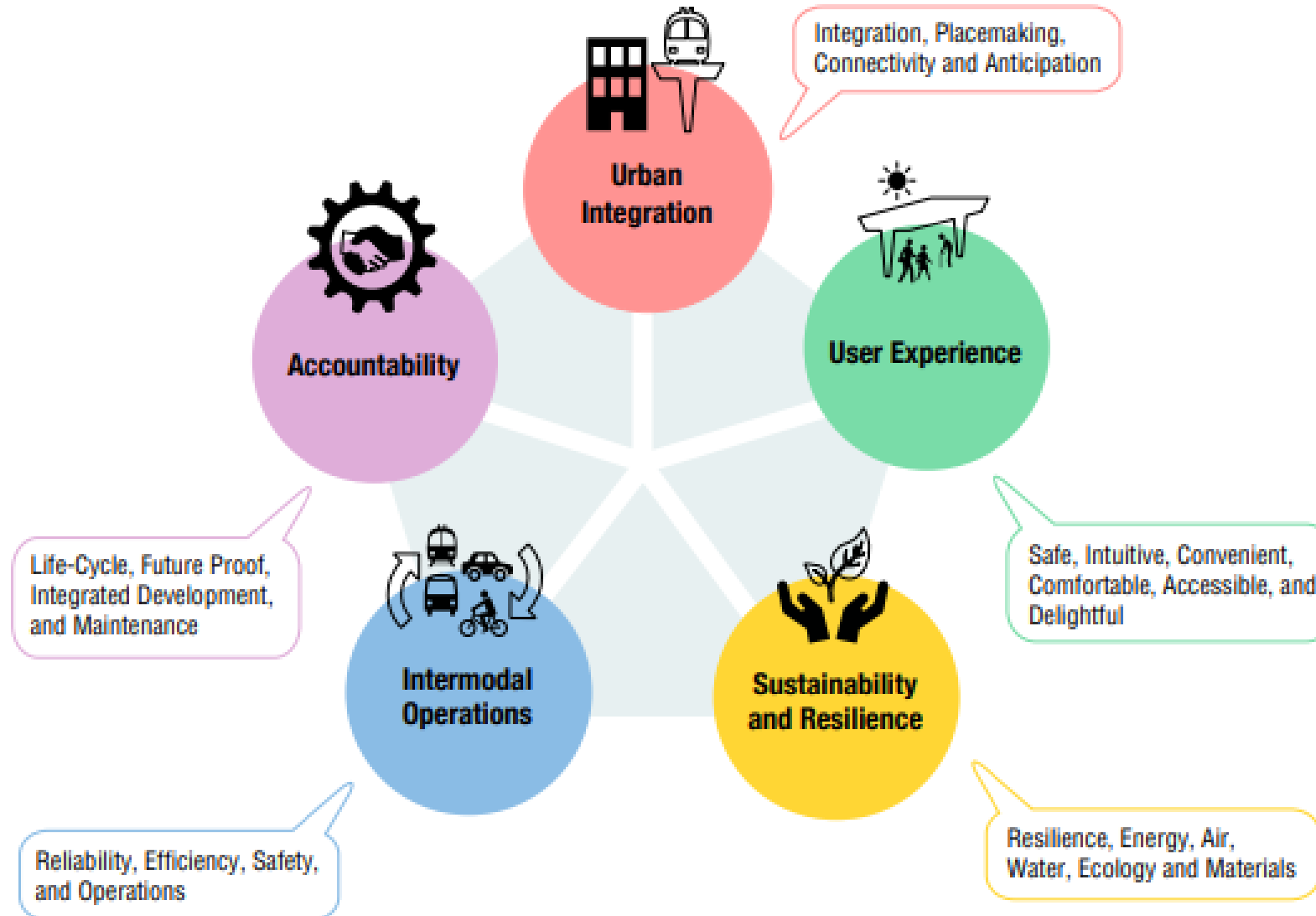


Zone 1: City's jurisdiction and/or private property and limited other interests

Zone 2: Shared jurisdiction and interests

Zone 3: Operator's jurisdiction, limited City interests

Guiding Principles

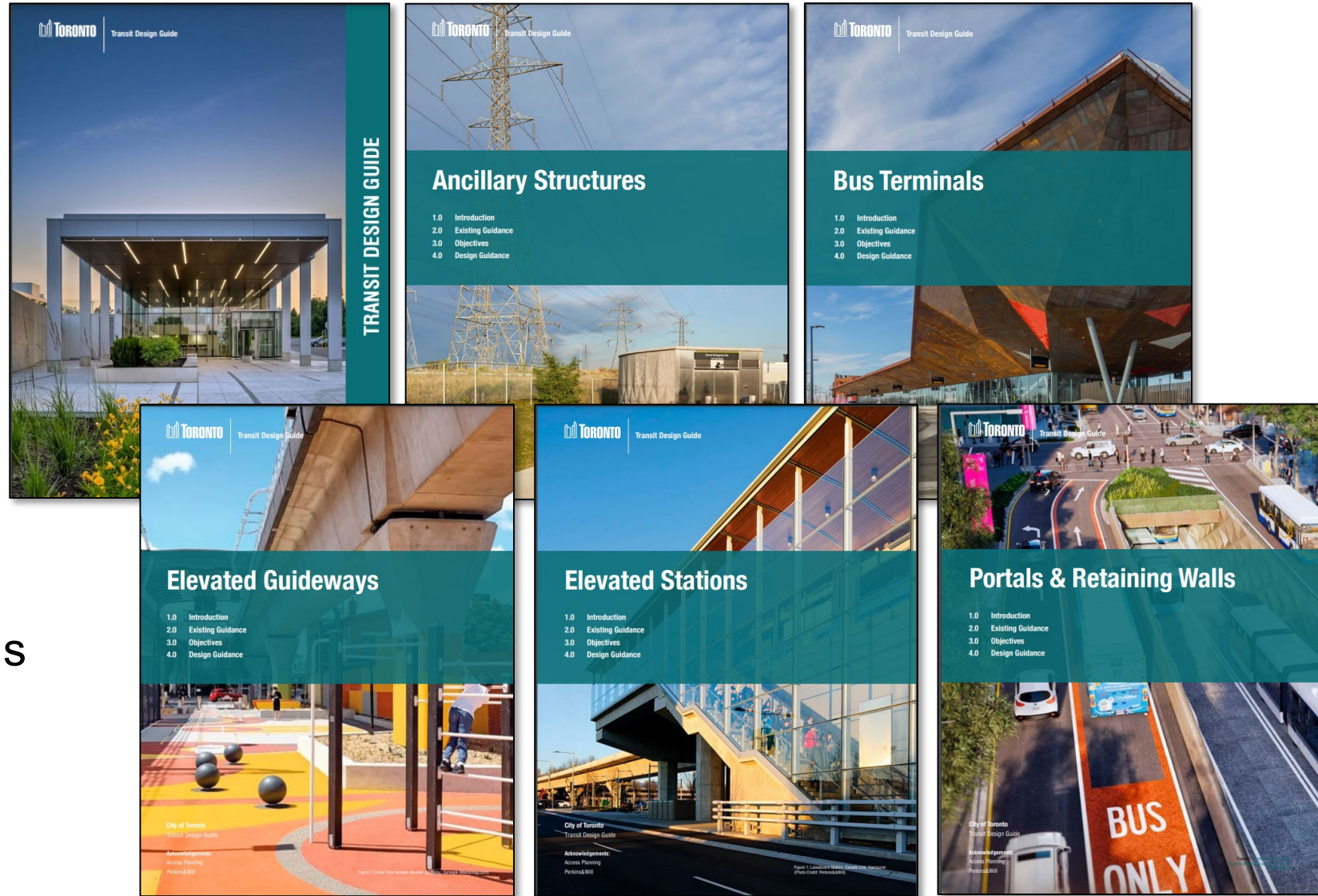


The Guide

Introduction

5 Select Elements

- Ancillary Structures
- Bus Terminals
- Elevated Guideways
- Elevated Stations
- Portals & Retaining Walls



Sample Pages from the Guide



1.3 Applications of Elevated Stations

Elevated stations are generally composed of a combination of the following characteristics.

Elevated Guideway or Embankment:



Figure 4: Burquitlam Station, Evergreen Line, Coquitlam (Photo Credit: Perkins&Will)

Elevated Guideway

This application refers to transit lines where, due to the alignment of an elevated guideway, results in an elevated station to provide access from the ground level, up to the platform. This creates a clear public realm below the guideway and station, where secondary uses such as service access or ancillary buildings can be located.



Figure 5: Middle George Station, Mernda Rail Extension 2, Victoria, Australia (Photo Credit: Level Crossing Removal Project)

Embankment

This application refers to stations that are located on an artificially raised section of terrain. Due to the landscape and topography, this often results in limited opportunities for crossings and the creation of retaining walls.

Side or Centre Running



Figure 6: Burquitlam Station, Evergreen Line, Coquitlam (Photo Credit: Perkins&Will)

Side-Running

This application refers to stations on elevated guideways that run alongside the roadway, limiting the station and platform access from one side of an intersection.



Figure 7: Metrovyn Skytrain Station, Burnaby (Photo Credit: VIA Architecture)

Centre-Running

This application refers stations on elevated guideways that run in the centre of roadways, resulting in elevated stations that provide access from the median (typically in wider rights-of-ways) or rely on a concourse that bridges the street.

Next Steps

- Next Phase of Selected Elements:
 - On-street bus and light rail transit stops,
 - Passenger pick-up and drop-off facilities,
 - Maintenance and storage facilities, and
 - Transit-oriented development integration.
- Continued use of the Guide through on-going transit projects, with updates as need, and as identified through lessons learned
- <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/transit-design-guide/>