

Exhibit 124: Keele Station Layout



3.5.7.3 Caledonia Station

Caledonia Station will be located 300 metres west of the intersection of Eglinton Avenue and Caledonia Road, immediately to the west of the north-south GO Rail – Barrie rail corridor. Caledonia Station is shown on Sheet No. 39. Currently, land on all sides of the intersection of Eglinton Avenue and the GO Rail – Barrie rail corridor is developed with a mix of commercial and residential buildings. At the immediate intersection, the land use is as follows:

- Northwest corner – Westside Mall with Canadian Tire and a food store as its main tenants and surface parking towards Eglinton Avenue; Additionally, immediately west of Westside Mall is a small cluster of high density development;
- Northeast corner (west of Croham Road) – public land with billboards and low rise commercial buildings (barbershop, fabric store);
- Southeast corner – Parkette and low-rise residential buildings; and
- Southwest corner – low-rise commercial/light industrial buildings (bodyshop, plumbing supplies).

Entrances

There will be a main entrance on the north side of Eglinton Avenue just east of the GO Rail-Barrie rail corridor. The main entrance will be co-located with the new Caledonia bus loop, which is proposed for the

northwest corner of Eglinton Avenue and Croham Road.

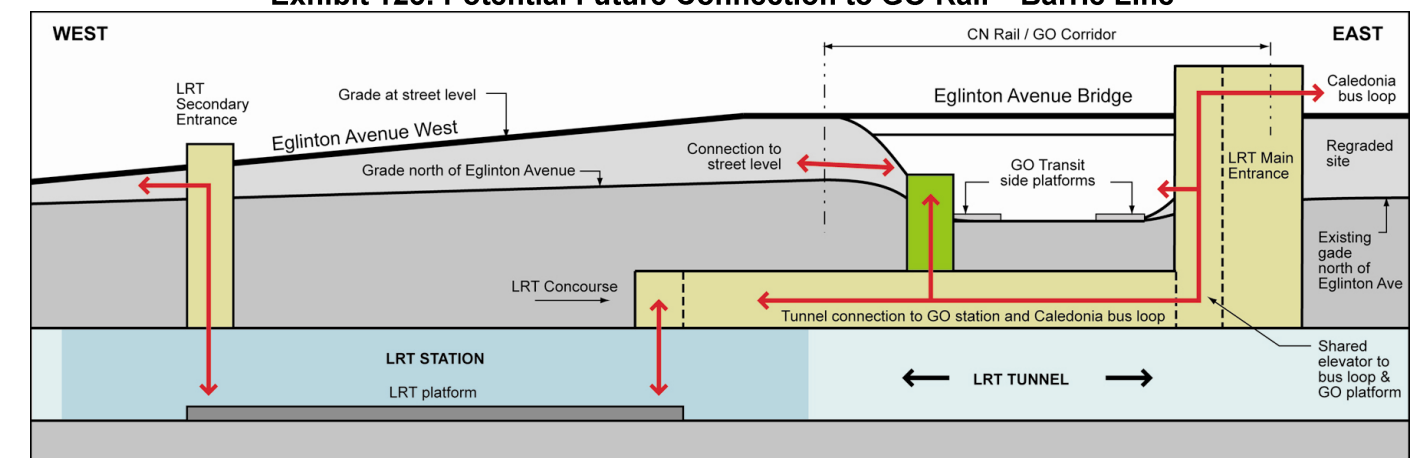
Interface with Existing Transit

A bus loop is proposed adjacent to Caledonia Station to provide a direct connection between the Eglinton Crosstown LRT with the existing Route 47B and Route 47C (Lansdowne) buses which currently travel in a north-south direction on Caledonia Road. The proposed bus loop is located at the northwest corner of Eglinton Avenue and Croham Road. Buses will travel counterclockwise through the loop, which will have one bus bay for passenger pickup/drop-off.

To facilitate the proposed LRT/bus interface, the through bus services on Caledonia Road (47 Lansdowne) will be rerouted via Eglinton Avenue to a bus loop located east of the GO Rail line next to the main entrance. Northbound and southbound buses on Caledonia Road will turn west onto Eglinton Avenue, followed by a right turn north onto Croham Road then a left turn into the east end of the bus loop. After passing counterclockwise through the loop, buses will exit the bus loop by making an eastbound left turn onto Eglinton Avenue, and from there rejoin its regular route on Caledonia Road.

In addition to the bus interface, there is potential for a future connection with GO Rail at Caledonia Station, which operates its Barrie service in the north-south rail corridor between Caledonia Station and the proposed bus loop. The potential future connection is shown in **Exhibit 125** although exact connectivity will be subject to GO Rail alignment and platform configurations.

Exhibit 125: Potential Future Connection to GO Rail – Barrie Line



Road Layout and Traffic Operations

A new traffic signal is proposed at the intersection between the south end of the bus loop (i.e. the exit) and Eglinton Avenue to facilitate buses making the eastbound left turn onto Eglinton Avenue.

Exhibit 126 illustrates the recommended Caledonia Station layout.

Exhibit 126: Caledonia Station Layout

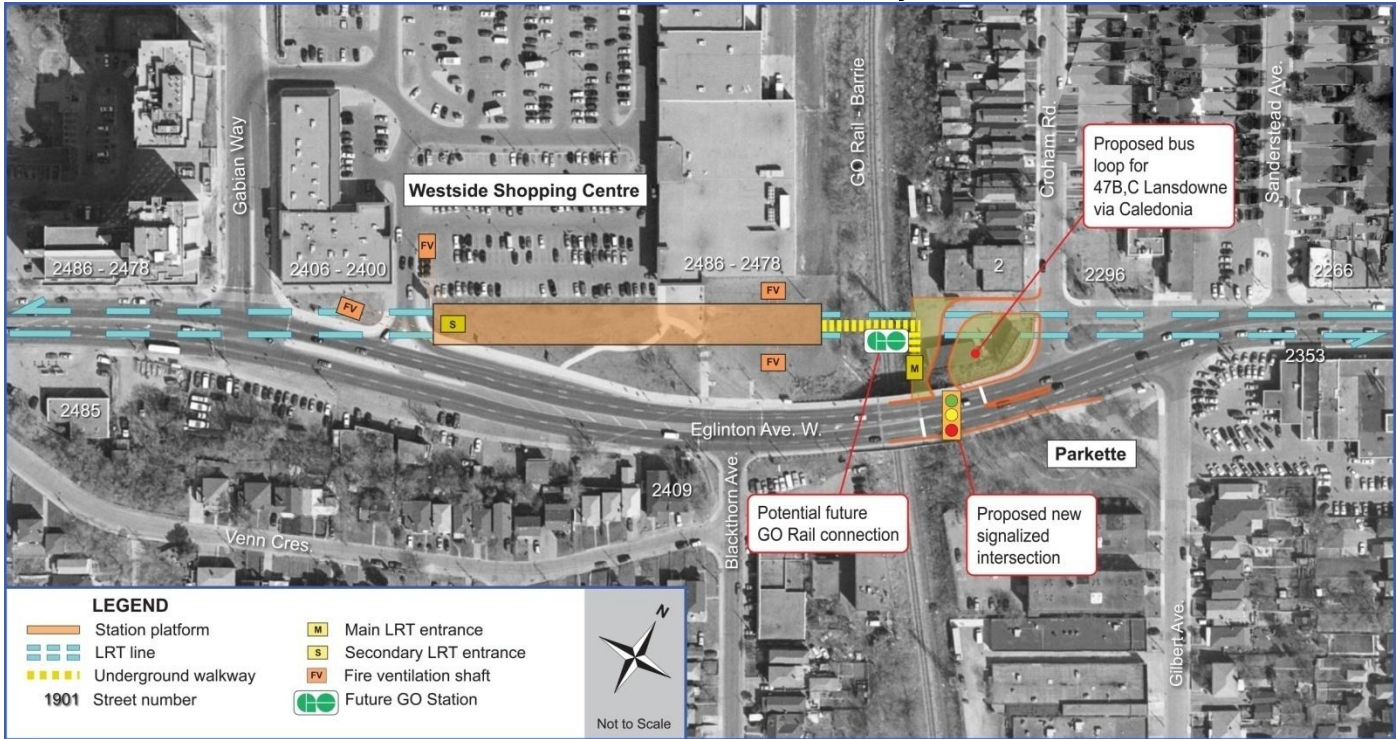
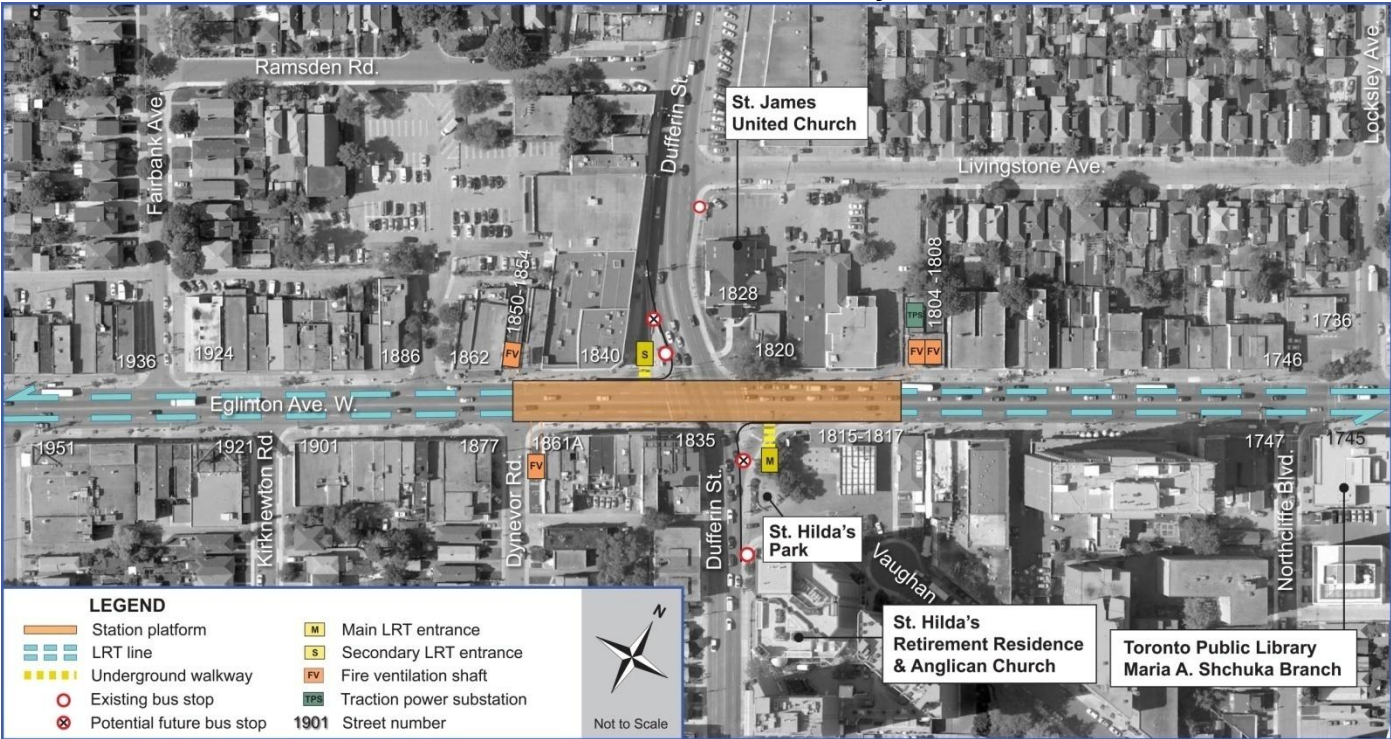


Exhibit 127 Dufferin Station Layout



3.5.7.4 Dufferin Station

Dufferin Station will be located at the intersection of Eglinton Avenue and Dufferin Street. Dufferin Station is shown on Sheet No. 43. Currently the land on all sides of the intersection is developed with a mix of commercial, residential, religious and recreational buildings. At the immediate intersection, the land use is as follows:

- Northwest corner – Commercial building;
- Northeast corner – St. James United Church;
- Southeast corner – St. Hilda's Park and immediately south is St. Hilda's Retirement Community with 3 high rise towers; and
- Southwest corner – Mixed use two-storey commercial/residential buildings.

Road Layout and Traffic Operations

On the northwest and southeast quadrants of the intersection, the existing traffic islands separated by channelized right turn lanes will be removed to provide a larger base for sidewalk area and space for locating the entrances. Northbound and southbound right turn movements will continue to be permitted.

Exhibit 127 illustrates the recommended Dufferin Station layout.

3.5.7.5 Oakwood Station

Oakwood Station will be located at the intersection of Eglinton Avenue and Oakwood Avenue. Oakwood Station is shown on Sheet No. 45. Currently the land on all sides of the intersection is developed with a mix of commercial and residential buildings. At the immediate intersection (which is a T-intersection), the land use is as follows:

- North side of Eglinton Avenue at Oakwood Avenue – Mixed use two-to-three-storey commercial/residential buildings.
- Southeast corner – Mixed use two-storey commercial/residential buildings; and
- Southwest corner – Single storey commercial building with parking lot further west of the building. This site is currently subject to a development proposal for a mid-rise residential building with retail at ground level facing Eglinton Avenue.

Exhibit 128 illustrates the recommended Oakwood Station layout.

Exhibit 128: Oakwood Station Layout



3.5.7.6 Eglinton West (Allen) Station

Eglinton West (Allen) Station will be located at the intersection of Eglinton Avenue and Allen Road/ Everden Road. The plan view of Eglinton West (Allen) Station is shown on Sheet No. 47. Additional drawings are shown in sheet nos 47A through 47D. Allen Road is divided into separate northbound and southbound on/off-ramps north of Eglinton Avenue, separated by the Eglinton West Subway Station.

Currently the land on all sides of the intersection is developed with a mix of commercial, institutional and recreational uses. At the immediate intersection, the land use is as follows:

- Northwest corner of Eglinton Avenue and Allen Road southbound – TTC parking lot;
- North side of Eglinton Avenue in between Allen Road southbound and Allen Road northbound – Eglinton West subway station;
- Northeast corner of Eglinton Avenue and Allen Road northbound – TTC parking lot;
- Southeast corner – Ben Nobleman Park; and
- Southwest corner – Toronto Police 13 Division.

Station Box and Entrances

The Eglinton West (Allen) Station box will be located longitudinally beneath Eglinton Avenue and the Spadina subway, and centered directly with the Eglinton West subway station on the north side of Eglinton Avenue.

The main entrance to Eglinton West (Allen) Station will be shared with the existing Eglinton West subway entrance on the north side of Eglinton Avenue. The existing subway station will have new vertical connections from the bus platform level to the LRT.

There will be an automatic entrance to the LRT and subway stations on the southwest corner of Eglinton Avenue and Everden Road.

Special Track Work

Storage (pocket) tracks approximately 200 metres long will be located to the west of the Eglinton West (Allen) Station platform.

Crossover tracks approximately 90 metres long will be located directly to the east of the Eglinton West (Allen) Station platform.

Interface with Existing Transit

There will be a direct connection between the existing University/Spadina subway and the Eglinton Crosstown LRT, as the Eglinton West subway station will be located directly above the Eglinton West (Allen) LRT Station. Entrance to the LRT at Eglinton West (Allen) Station will be via the Eglinton West subway station. The existing bus terminal will remain.

Exhibit 129: Eglinton West Station – Bus Service

Transit Route	Description	Bus Movements
109 B	Ranee via Flemington	Terminating here
109 C	Ranee via Varna	Terminating here
63	Ossington	Terminating here

Exhibit 130 illustrates the recommended Eglinton West (Allen) Station layout.

Exhibit 130: Eglinton West Station Layout

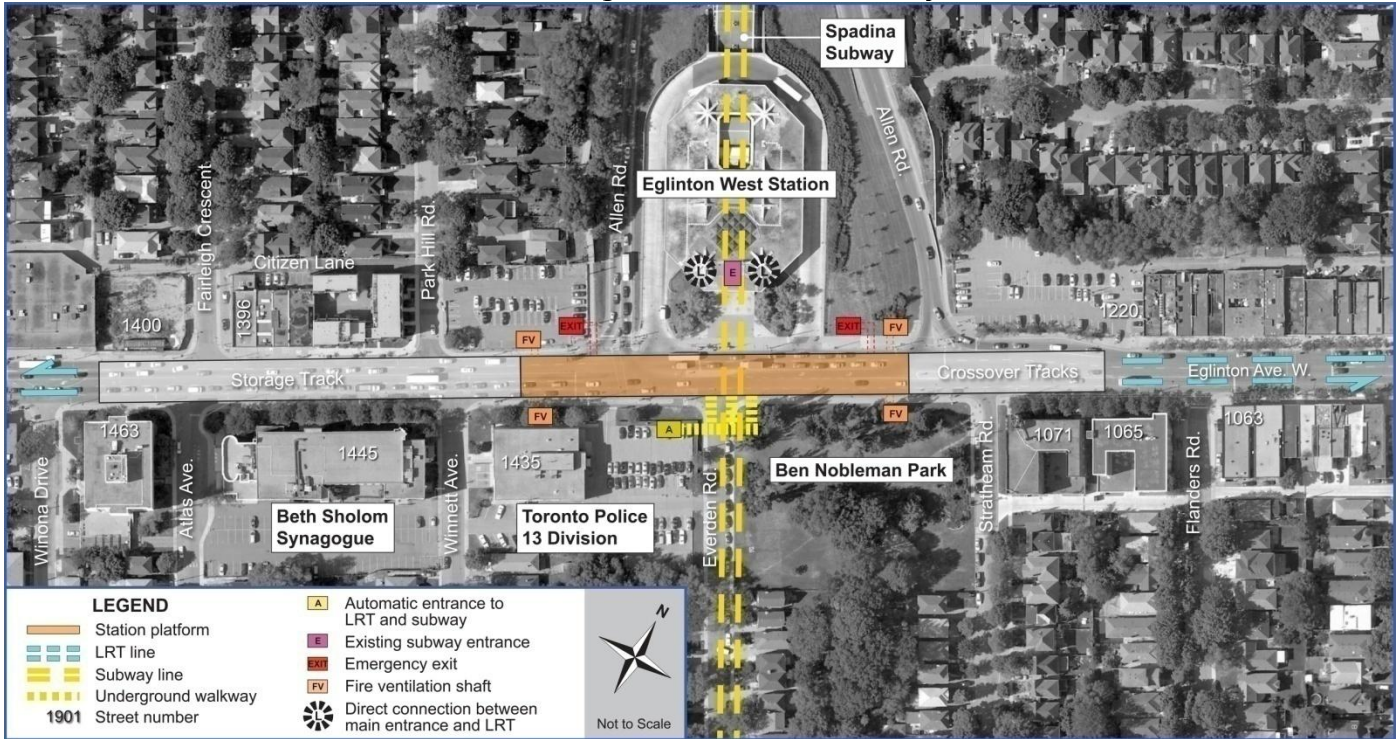
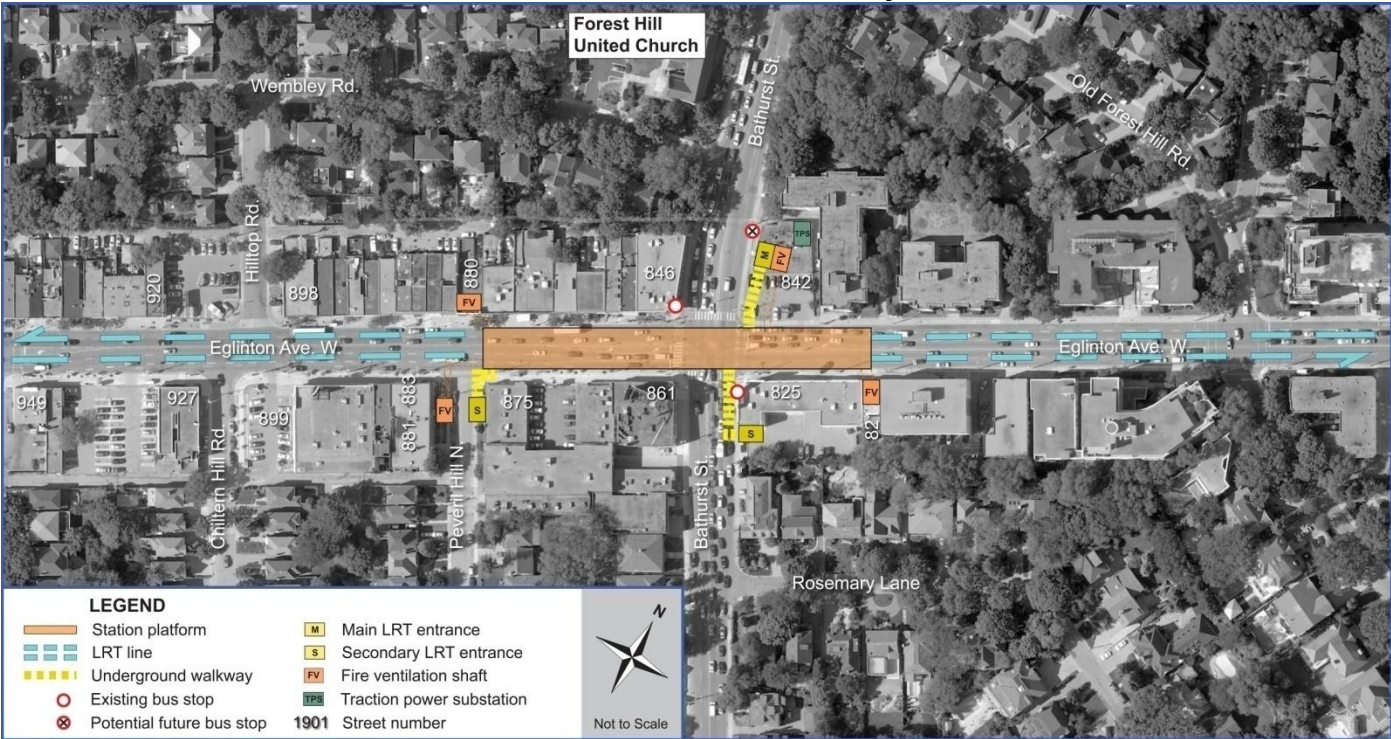


Exhibit 131: Bathurst Station Layout



3.5.7.7 Bathurst Station

Bathurst Station will be located at the intersection of Eglinton Avenue and Bathurst Street. Bathurst Station is shown on Sheet No. 50. Currently the land on all sides of the intersection is developed with a mix of commercial and residential buildings. At the immediate intersection, the land use is as follows:

- Northwest corner – TD Canada Trust building, with mixed use two-storey commercial/residential buildings further west;
- Northeast corner – One-storey commercial plaza and parking lot, with apartment building clusters further east;
- Southeast corner – One-storey building (Hakim Optical and Blockbuster Video), with low-rise commercial buildings further east; and

Southwest corner – Scotiabank, with commercial buildings and small parking lots further west. **Exhibit 131** illustrates the recommended Bathurst Station layout.

3.5.7.8 Chaplin Station

Chaplin Station will be located at the intersection of Eglinton Avenue with Chaplin Crescent. Chaplin Station is shown on Sheet No. 52. Currently the land on all sides of the intersection is developed with a mix of commercial, residential and recreational uses. At the immediate intersection, the land use is as follows:

- Northwest corner – Multi-storey residential building with the Belt Line Linear Park further west;
- Northeast corner – Parkette and 2-storey commercial building (Coffee Time);
- Southeast corner – Toronto Fire Station #35 and a neighbourhood sign; and
- Southwest corner – Multi-storey residential building, with the Belt Line Linear Park further west.

Exhibit 132 illustrates the recommended Chaplin Station layout.

Exhibit 132: Chaplin Station Layout



3.5.7.9 Avenue Station

Avenue Station will be located at the intersection of Eglinton Avenue and Avenue Road. Avenue Station is shown on Sheet No. 54. Currently the land on all sides of the intersection is developed primarily with commercial buildings. At the immediate intersection, the land use is as follows:

- Northwest corner – One-storey retail (Mac's) and parking lot, with single and two-storey commercial buildings further west;
- Northeast corner – Two-storey commercial buildings;
- Southeast corner – Petro-Canada gas station; and
- Southwest corner – Two-storey commercial buildings.

Exhibit 133 illustrates the recommended Avenue Station layout.

Exhibit 133: Avenue Station Layout



3.5.7.10 Eglinton (Yonge) Station

Eglinton Station will be located at the intersection of Eglinton Avenue and Yonge Street. The plan view of Eglinton (Yonge) Station is shown on Sheet No. 57. Additional station drawings are shown in Sheet nos. 57A – 57E. Currently the land on all sides of the intersection is developed with a heavy concentration of commercial buildings. At the immediate intersection, the land use is as follows:

- Northwest corner – High-rise commercial buildings (Yonge-Eglinton Centre) with a pedestrian square. This corner is subject to a development proposal to reduce the pedestrian square and increase retailing footprint;
- Northeast corner – Two-storey commercial buildings with higher-rise commercial buildings further east;
- Southeast corner – High rise commercial buildings; and
- Southwest corner – Eglinton subway station main entrance and bus terminal, high-rise commercial buildings, and Toronto Police 53 Division further west.

Station Box and Entrances

The Eglinton (Yonge) Station box will be located longitudinally beneath Eglinton Avenue and centered directly beneath the Yonge subway. All existing vertical circulation elements (e.g. station entrances) for the subway will be used for the LRT. Pedestrian circulation improvements are proposed in the underground northwest and southwest quadrants with consideration for future developments.

The **main entrance** to Eglinton (Yonge) Station will be shared with the existing Eglinton subway station entrances on all four corners of Eglinton Avenue and Yonge Street.

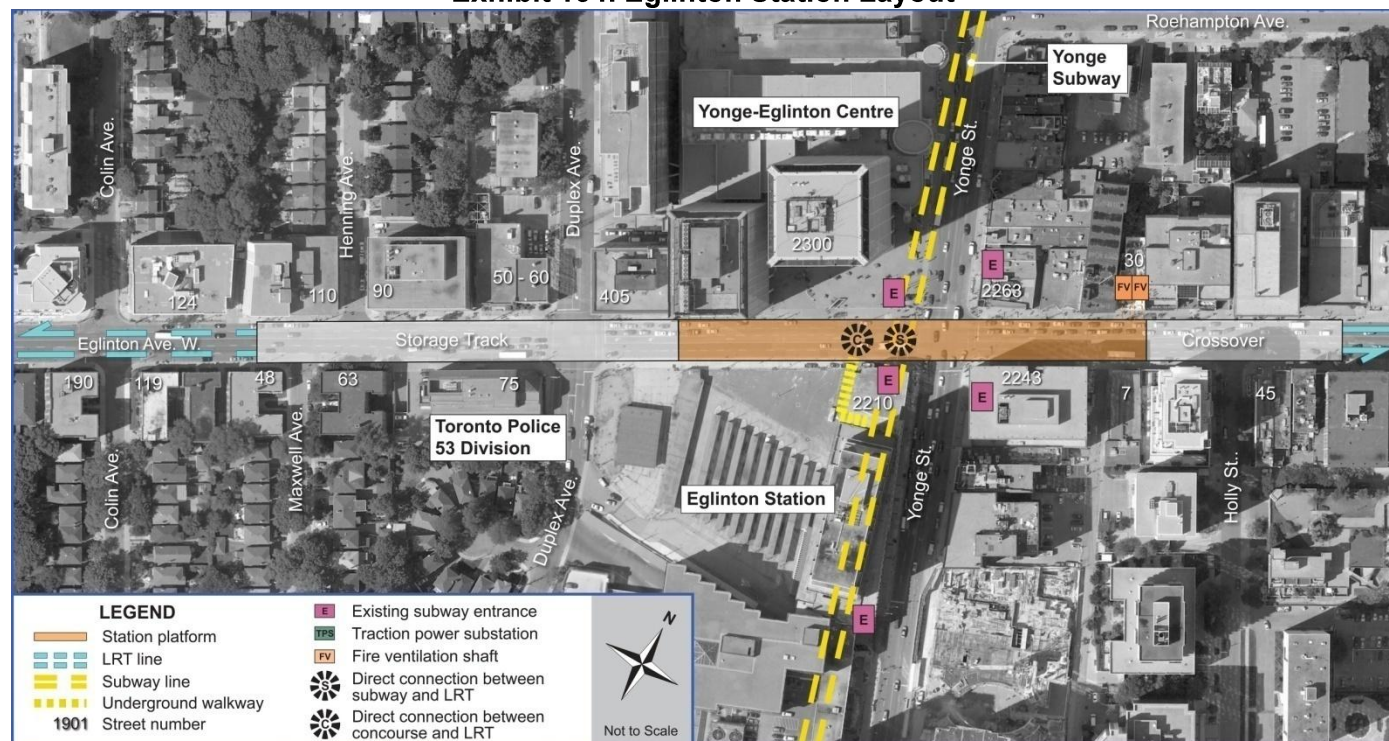
NOTE: The location of Eglinton Crosstown LRT vent shafts, traction power substation and emergency exits on the lands at the southwest corner are to be determined through a separate study. This study will also address ventilation requirements for the existing subway station and the future bus facilities requirements.

Interface with Existing Transit

There will be a direct connection between the existing Yonge subway and the Eglinton Crosstown LRT, as the Yonge subway station will be located directly above the Eglinton (Yonge) LRT Station. Entrance to the LRT at Eglinton (Yonge) Station will be via the Eglinton Subway Station.

Exhibit 134 illustrates the recommended Eglinton Station layout.

Exhibit 134: Eglinton Station Layout



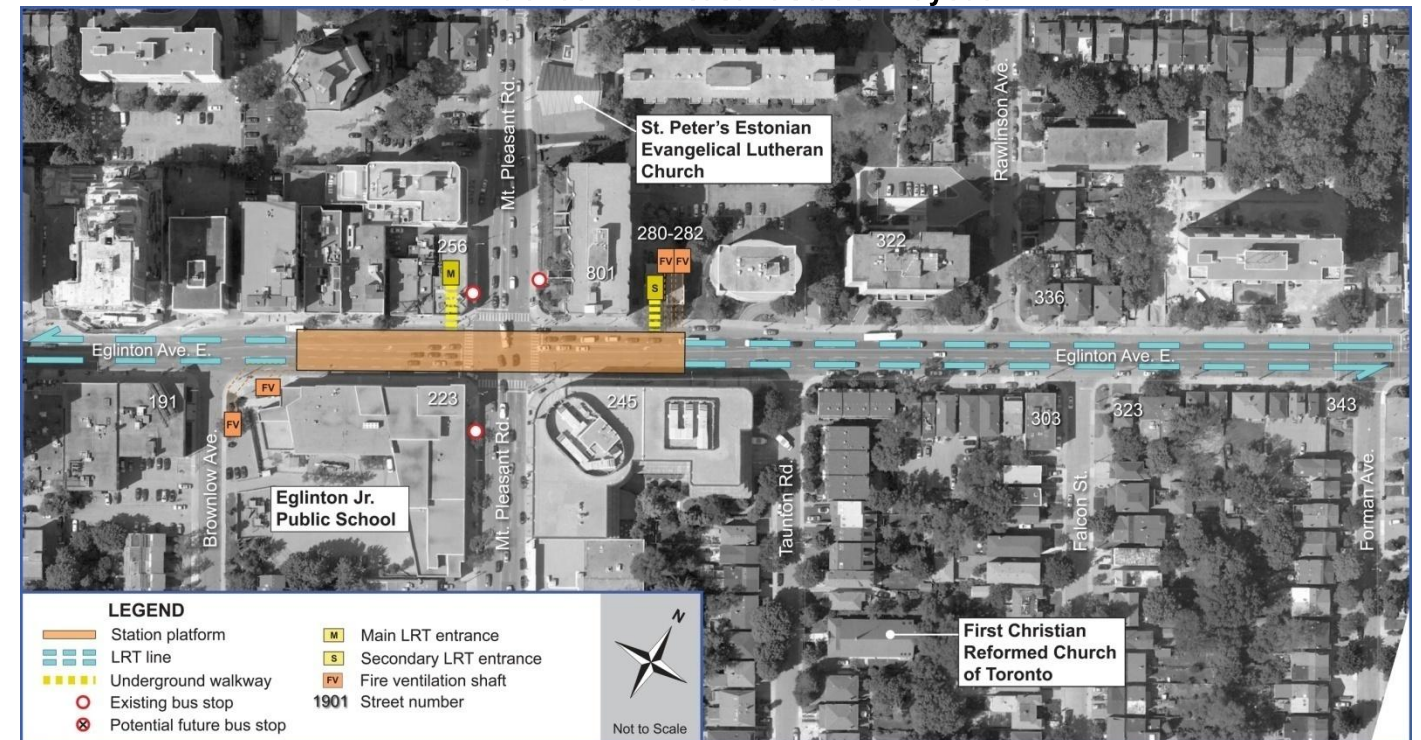
3.5.7.11 Mount Pleasant Station

Mount Pleasant Station will be located at the intersection of Eglinton Avenue and Mouth Pleasant Road. The Mount Pleasant Station is shown on Sheets No. 59 and 60. Currently the land on all sides of the intersection is developed with a mix of commercial, institutional and residential buildings. At the immediate intersection, the land use is as follows:

- Northwest corner – Two-storey commercial buildings;
- Northeast corner – High rise residential buildings;
- Southeast corner – Multi-storey commercial building complex; and
- Southwest corner – Eglinton Junior Public School.

Exhibit 135 illustrates the recommended Mt. Pleasant Station layout.

Exhibit 135: Mt. Pleasant Station Layout



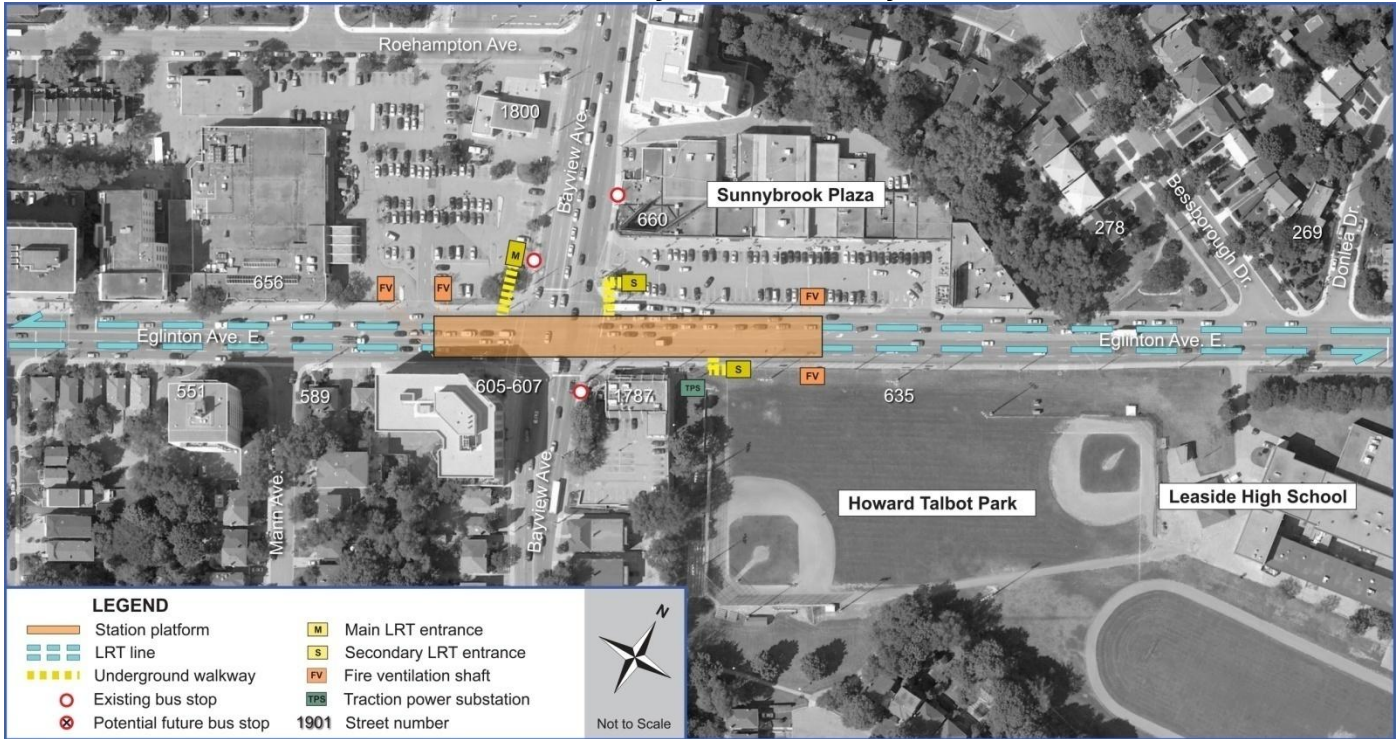
3.5.7.12 Bayview Station

Bayview Station will be located at the intersection of Eglinton Avenue and Bayview Avenue. Bayview Station is shown on Sheets No. 62 and 63. Currently the land on all sides of the intersection is developed with a mix of commercial, institutional, recreational and residential uses. At the immediate intersection, the land use is as follows:

- Northwest corner – Supermarket (Metro) and parking lot;
- Northeast corner – Commercial plaza and parking lot (Sunnybrook Plaza);
- Southeast corner – McDonald's, with Howard Talbot Park and Leaside High School further east; and
- Southwest corner – Multi-storey residential building (with commercial use on ground floor).

Exhibit 136 shows the configuration of the station.

Exhibit 136: Bayview Station Layout



3.5.7.13 Laird Station

Laird Station will be located at the intersection of Eglinton Avenue and Laird Drive. It will be the eastern-most station in the main LRT underground section. Laird Station is shown on Sheets No. 65 and 66.

Currently the land on all sides of the intersection is developed with a mix of commercial and residential buildings. At the immediate intersection, the land use is as follows:

- Northwest corner – Two-storey commercial buildings;
- Northeast corner – Scotiabank, with three-storey residential buildings further east;
- Southeast corner – One-storey retail (Pier 1 Imports), with Leaside Centre parking lot further southwest; and
- Southwest corner – One-storey commercial plaza and parking lot.

Special Track Work

Crossover tracks approximately 90m long will be located directly to the west of the Laird Station platform, to allow trains to change direction by crossing from one track to the other track.

Storage (pocket) tracks approximately 200m long will be located to the east of the Laird Station platform within the underground tunnel. Storage (pocket) tracks are a third set of tracks longer than the length of a typical LRT located between the two normal tracks. LRT can enter the storage (pocket) tracks from either direction to allow other LRT to pass them by, reverse direction or bypass construction or breakdowns.

The LRT surfaces to the east of this location.

Exhibit 137 illustrates the recommended Laird Station layout.

Exhibit 137: Laird Station Layout



3.5.7.14 Leslie Stop

The Leslie Stop will be located at the intersection of Eglinton Avenue and Leslie Street. The LRT surfaces to the west of this intersection. The Leslie Stop is shown on Sheet No. 70. This intersection is the southern terminus of Leslie Street, a major arterial road that continues north through the City of Toronto to the northern City limits. The area northwest of this intersection is currently occupied by Sunnybrook Park, while the northeast corner is occupied by a car dealership. South of intersection is Ernest Thompson Seton Park.

Road Layout and Traffic Operations

Currently, westbound and southbound right turns travel through right turn cutoff lanes which channel vehicles away from the traffic signal. In promoting a safer environment for pedestrians and cyclists, these cutoff lanes will be removed. The recommended layout includes one shared left turn/ u-turn lane, and two through lanes on the eastbound approach.

3.5.7.15 Don Mills Station

Don Mills Station will be located at the intersection of Eglinton Avenue and Don Mills Road in a tunnel section extending from approximately 400 metres west of Don Mills Road to approximately 350 metres east of Eglinton Don Mills Road. Don Mills Station is shown on Sheets No. 72 and 73.

The area surrounding the intersection is a major employment district, with neighbouring pockets of residential land use.

Currently the land on all sides of the intersection is open space with a mix of commercial and residential buildings set further back from the roadways. At the immediate intersection, the land use is as follows:

- Northwest corner – Celestica parking lot;
- Northeast corner – City of Toronto green space, with Real Canadian Superstore and parking lot further north;
- Southeast corner – City of Toronto green space, with high rise residential and office buildings further south; and
- Southwest corner – Ontario Science Centre (OSC) parking lot, with West Don River further west and the OSC further south.

Station Box

The Eglinton Avenue and Don Mills intersection will be the point of interface for two LRT lines, the Eglinton Crosstown LRT (Eglinton Crosstown LRT) and the Don Mills LRT (Don Mills LRT). The Don Mills Station box will be aligned beneath Eglinton Avenue at the intersection with Don Mills Road, with the centre of the station box shifted slightly to the left of the intersection. The station box will have a footprint of approximately 150 metres long (with an initial platform length of 60 metres, expandable to 90 metres in the future) lying parallel to Eglinton Avenue.

Entrances, Fire Vents, Emergency Exit Buildings

There will be a main entrance located on the northeast corner of Eglinton Avenue and Don Mills Road. The main entrance will be co-located with the new Don Mills Station Bus Terminal, which is proposed at that location. There will be two secondary entrances, one at the southeast corner of Eglinton Avenue and Don Mills Road, and the other at the southwest corner.

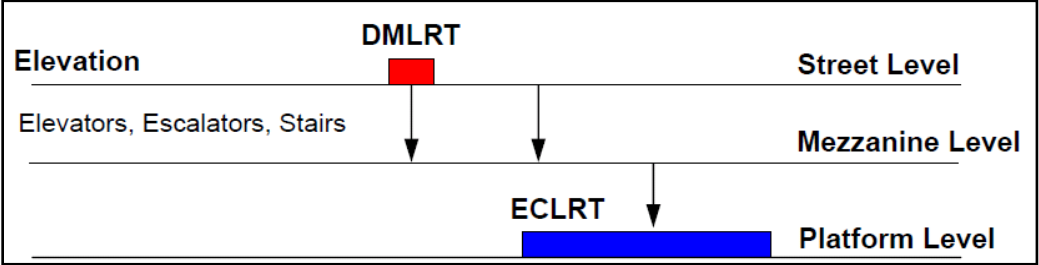
Interface with Transit

The Eglinton Avenue and Don Mills intersection will be the point of interface for two LRT lines, the Eglinton Crosstown LRT and the proposed Don Mills LRT (Don Mills LRT). A detailed interface assessment was conducted which determined that the interface providing the highest quality of Eglinton Crosstown LRT performance and incurring least delay at the intersection is one where:

- The Eglinton Crosstown LRT travels underground following the Eglinton Avenue alignment, with a centre platform;
- The Don Mills LRT travels surface through the intersection, with a centre platform located north of Eglinton Avenue;
- A bus terminal is provided in the northeast quadrant of Eglinton Avenue and Don Mills Road;
- A underground passenger transfer connection is provided between the Eglinton Crosstown LRT and the bus terminal; and
- A surface passenger transfer connection is provided between the Don Mills LRT and the bus terminal.

The elevation profile of Don Mills LRT and Eglinton Crosstown LRT at Eglinton Avenue and Don Mills Road is shown in **Exhibit 138**.

Exhibit 138: Elevation Profile for Don Mills LRT/Eglinton Crosstown LRT Interface



The proposed bus terminal will have 7 bays, with a dedicated passenger boarding/alighting area to accommodate the high number of passenger transfers.

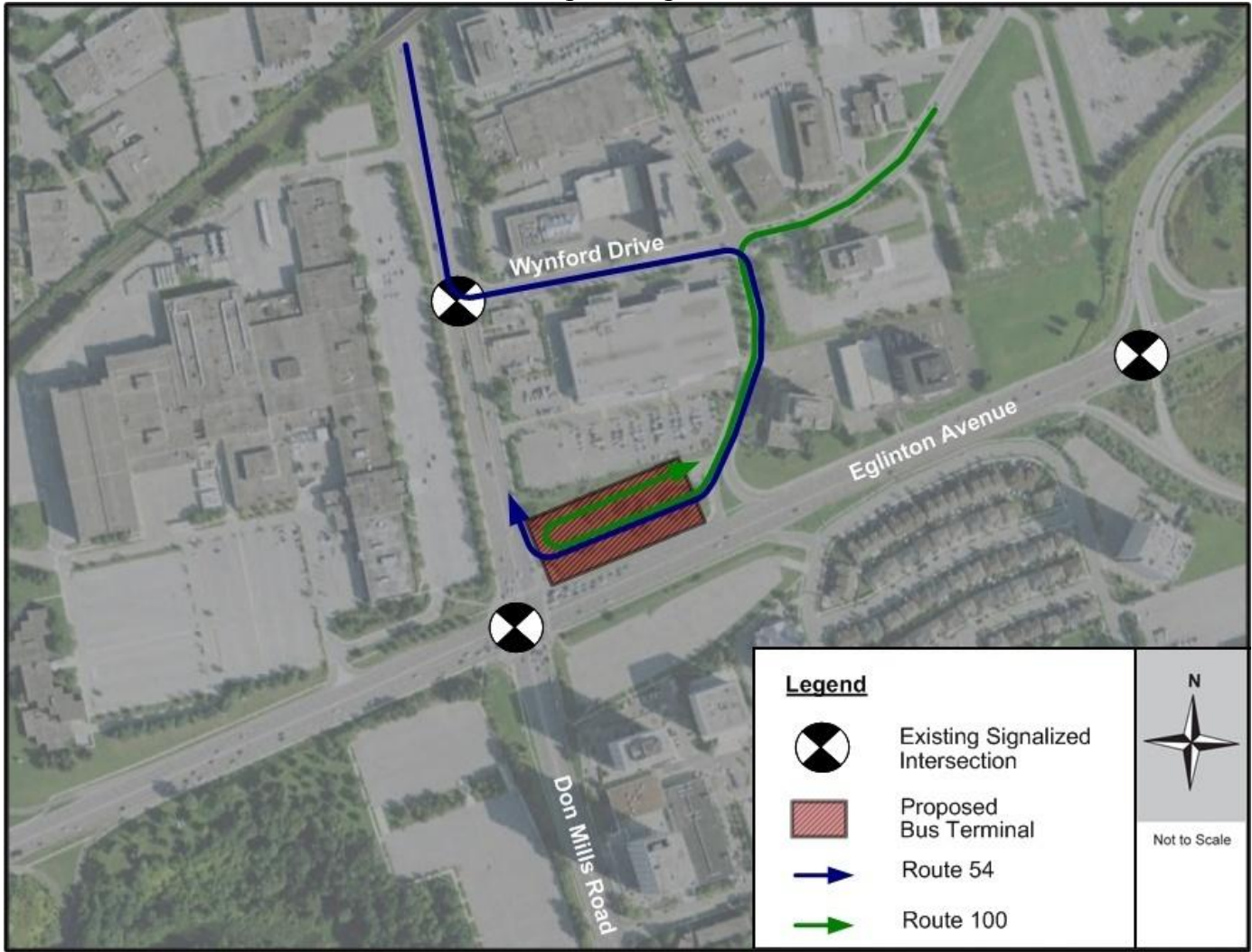
Following the implementation of the Eglinton Crosstown LRT but prior to the implementation of the Don Mills LRT, potentially four feeder buses will operate in the area: Route 54 Lawrence East, Route 100 Flemingdon Park, Route 25 Don Mills and possibly an Eglinton Avenue local service route. Once the Don Mills LRT has also been implemented, Route 25 Don Mills will be eliminated.

The proposed bus movements of the two main routes through the bus terminal are as follows:

- Route 54 Lawrence East: Entering the terminal via a southbound left at Don Mills Road and Wynford Drive, eastbound right at Gervais Drive, and southbound right from Gervais Drive. Exiting the terminal via a westbound right onto Don Mills Road; and
- Route 100 Flemingdon Park: Entering via a southbound right from Gervais Drive, and exiting via an eastbound left from the terminal onto Gervais Drive.

The proposed routings are illustrated in **Exhibit 139**. Based on these routings, only one bus route faces potential signal delay at one signalized intersection, the Don Mills Road and Wynford Drive intersection.

Exhibit 139: Bus Routing Through Don Mills Bus Terminal

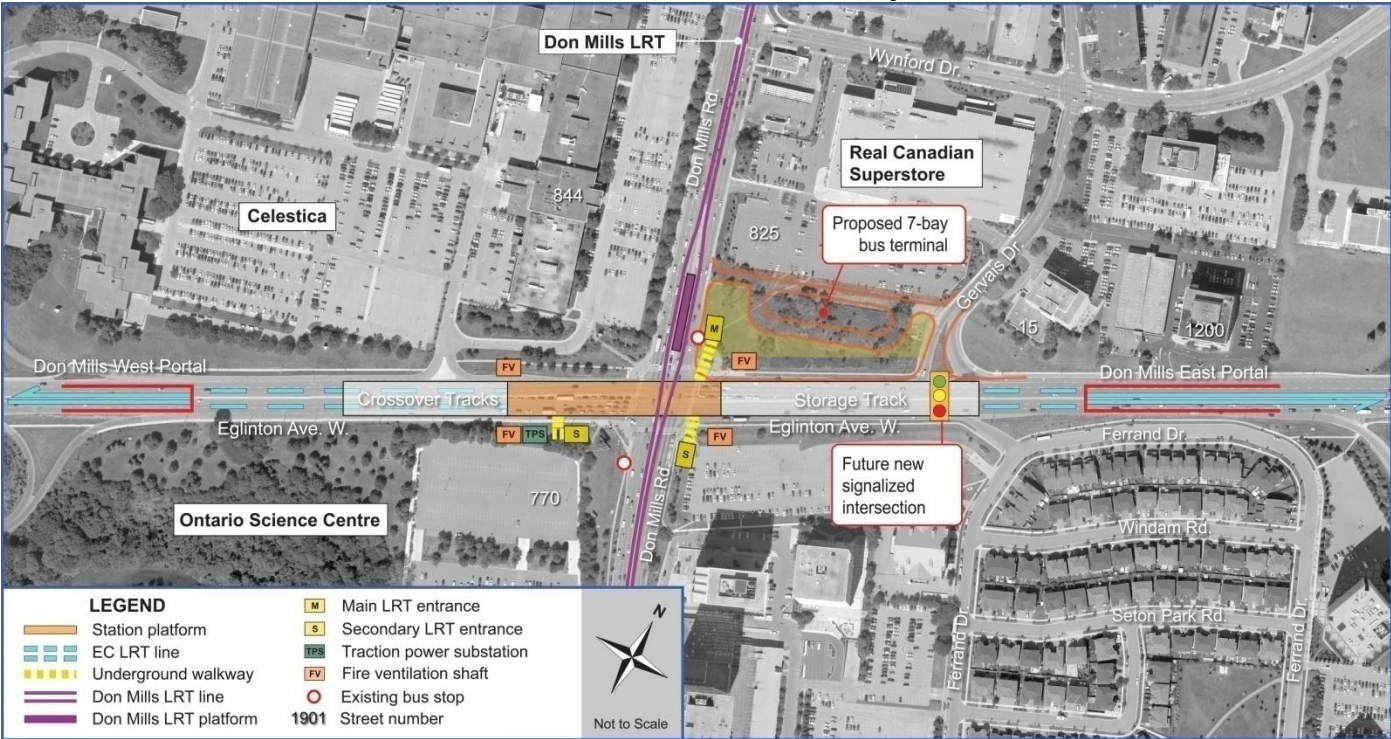


Road Layout and Traffic Operations

To accommodate the movement of buses through the bus terminal, a new signalized intersection will be provided at the intersection of Eglinton Avenue and Gervais Drive.

Exhibit 140 illustrates the recommended Don Mills Station layout.

Exhibit 140: Don Mills Station Layout



3.5.8 Don Mills to Kennedy Road

3.5.8.1 Ferrand Stop

The Ferrand Stop will be located at the intersection of Eglinton Avenue and the Don Valley Parkway southbound off ramp. The northwest corner of this intersection is currently occupied by commercial office buildings. East of the intersection is a major north-south highway (The Don Valley Parkway). The southwest corner of this intersection is occupied by a residential neighborhood. The Ferrand Stop is shown on Sheet No. 74.

Stop Layout

The Ferrand Stop will include one centre platform on Eglinton at the Don Valley Parkway West Ramp, just west of the signalized intersection. A centre platform is provided at this location because the geometric configuration (i.e. horizontal curvature and vertical decline) of the east side of the intersection makes it a less advantageous location to provide farside or nearside platforms and the centre platform better services the passenger generators at this location.

Road Layout and Traffic Operations

Currently, eastbound and westbound right turns travel through right turn cutoff lanes which channel vehicles away from the traffic signal on the Don Valley Parkway. In promoting a safer environment for pedestrians and cyclists, the eastbound cutoff lane will be removed. The westbound right turn cutoff will remain since the ramp configuration requires it. Left turns are not provided and will continue to not be provided at the intersection of Eglinton Avenue at Don Valley Parkway West.

The southbound through lane functions as a bus queue-jump lane. Bicycle lanes will also be provided along Eglinton Avenue in the east and west directions.

3.5.8.2 Wynford Stop

The Wynford Stop will be located in the area of Eglinton Avenue and Wynford Road. The Wynford Stop is shown on Sheet No. 76. In the vicinity of this stop are large condominium buildings on the north and south sides of Eglinton Avenue. The building on the south side is complete, and includes a surface access to the sidewalk on the south side of Eglinton Avenue. The building on the north side is under construction.

Currently, Eglinton Avenue and Wynford Drive are grade separated. Eglinton Avenue is supported by a bridge structure over top of Wynford Drive. The two roads are connected by ramps on Eglinton Avenue just east of the underground Wynford Drive. Due to the grade separation at this stop location, accessibility concerns arose. To address these concerns, two options were assessed at this location.

The first alternative provides a centre platform at the stop, and traffic signals serving pedestrians only to provide access from each side of Eglinton Avenue to the centre platform. Wynford Drive remains grade-separated from Eglinton Avenue. There is currently a staircase on Wynford Drive for pedestrians to access Eglinton Avenue and then the platform.

The second alternative changes the road network by creating a surface intersection between Wynford Drive and Eglinton Avenue. This creates a more “traditional” intersection of two roads. Sidewalks would be provided on the new Wynford Drive legs. Traffic signals would serve both the vehicular movements and the pedestrian movements.

The proposed realignment will result in an encroachment into the East Don River valleylands. The vegetation community in this area is comprised of a high quality dry fresh sugar maple – beech deciduous forest (FOD5-2) that provides slope stabilization and a natural migration corridor along the East Don River. The proposed encroachment will extend over the top of bank in this location and will require a large retaining wall or fill slope to support the Wynford Drive road platform. Given the significance of impact in this location, including an encroachment into areas regulated by TRCA under Ontario Regulation 166/06 and Toronto Ravine and Natural Feature Protection By-law, the realignment of Wynford Drive will be investigated further during design.

It was determined that the second alternative would provide the best overall accessibility.

Stop Layout

The Wynford Stop will include one centre platform on Eglinton Avenue directly above the current alignment of Wynford Drive, just west of the proposed signalized intersection.

Road Layout and Traffic Operations

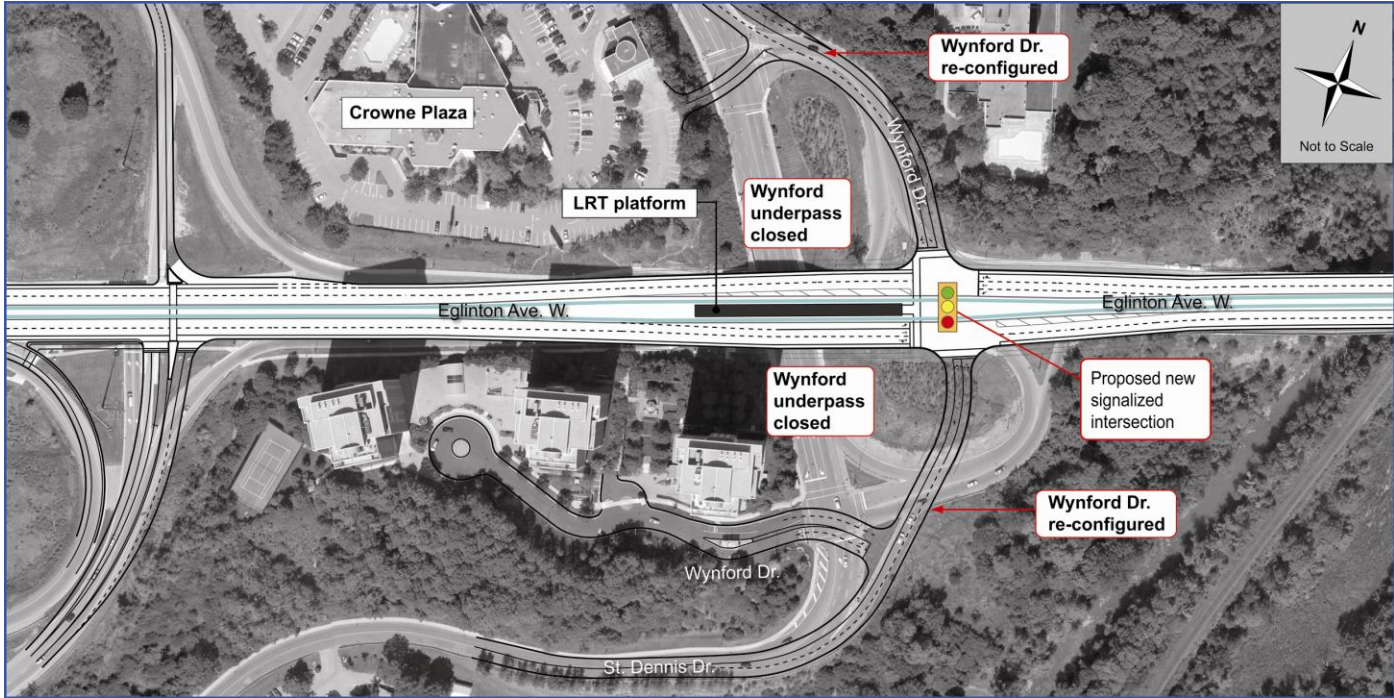
Currently, the ramp configuration between the grade separated Eglinton Avenue and Wynford Drive provides only right turns access between the two streets. The proposed signalized intersection between Eglinton Avenue and Wynford Drive will also accommodate left turns off Wynford onto Eglinton Avenue. In the east and west directions, U-turns will also be permitted at this intersection to allow vehicle access to unsignalized intersections and driveways between traffic signals.

In terms of lane configuration, the preferred scenario includes one through lane, one left turn lane, and one shared through-right turn lane in the eastbound approach, and one left turn lane, two through lanes and a dedicated right turn in the westbound approach. In the northbound and southbound approaches, a dedicated left turn lane and a shared through and right turn lane are provided. Bicycle lanes will also be provided along Eglinton Avenue in the east and west directions.

The existing roadways that will no longer be used will be removed.

Exhibit 141 illustrates the proposed Wynford Stop layout.

Exhibit 141: Wynford Stop Layout



3.5.8.3 Bermondsey Stop

The Bermondsey Stop will be located at the intersection of Eglinton Avenue and Bermondsey Road/Sloane Avenue. The Bermondsey Stop is shown on Sheets No. 78 and 79. This location is surrounded by a mix of residential and commercial development. The northwest corner of this intersection is currently occupied by low-rise apartment units, while the northeast corner is occupied by high-rise apartment buildings. The southeast corner of the intersection is occupied by a strip of commercial stores, which includes a coffee shop and a car dealership. The southwest corner of the intersection is occupied by a gas station. This stop will have far side platforms.

3.5.8.4 Victoria Park Stop

The Victoria Park Stop will be located at the intersection of Eglinton Avenue and Victoria Park Avenue. The Victoria Park Stop is shown on Sheet No. 81. Currently, the northwest corner of this intersection is occupied by a complex of apartment buildings. The northeast corner of the intersection is occupied by the parking lot of a shopping plaza (The Golden Mile Supercentre). The southeast corner of the intersection is currently an unoccupied green parcel, and the southwest corner of the intersection is occupied by a residential neighborhood.