

# Transit centre Design

## Open Air Transit Centre Wrapped with Development



## Sheltered Transit Centre Wrapped with Development



## Integrated Transit Centre Wrapped with Development



## Other Station Features and Amenities



# Transit Centre Design

Providing convenient transit connections to and within the station area will be critical to achieving the desired transportation functions and to the success of the station area as a transit hub. The design of the relocated and expanded bus terminal will be a major component of this transit network, and its function, design and siting will need to be carefully considered. The following outlines a series of guidelines that should be considered in the siting and design of the transit centre.

## Guidelines for the siting and design of the transit centre.

### Integrated terminal

The transit centre shall be located on the Station Block and designed in a manner that allows for adjacent high density development with at-grade commercial uses along 28 Avenue and Youville Drive. Alternatively, the transit centre may be fully integrated with a mixed use development project on the block, provided active, continuous, pedestrian-oriented uses are located on the ground floor along 28 Avenue and Youville Drive.

### Conceal the interior

The number and length of open or screened sides of the terminal should be minimized. Other street-oriented development abutting the station should conceal the interior of the station from adjacent streets. Any open portions of the station should be screened with a strong architectural feature that mitigates the visual and environmental impact of the buses.

### Maximize other development opportunities

The station footprint should maximize the potential for high-density development at the edges of the block, to conceal the bulk of the station and its operations, facilitate the creation of pedestrian-friendly streets around the block and generally support the building of a downtown.

### Bus entry and exit away from key streets

Primary bus access to the terminal shall be provided on 66 Street and a new local street to the south of the transit precinct to minimize bus traffic within the core of the neighbourhood. Bus entry and exit points should not be located on 28 Avenue as to not interfere with LRT movements and ensure this street can evolve into active, pedestrian-oriented place.

### Intuitive Transit Connections

The creation of direct connections between the LRT and transit centre should be a priority. This can be achieved through the design of public spaces and/or transit lobbies which could be indoors or outdoors strategically located along the 28 Avenue and Youville Drive. Transit centre amenities such as the ticket booth, indoor waiting area, public washrooms, retail amenities, wayfinding information, etc. could also be integrated as part of these connections.

### Recognize the potential phasing of the precinct

In the event a transit centre is constructed in advance of adjacent or integrated development fronting 28 Avenue and Youville Drive, functional components of the terminal shall not be located on these roads and appropriate temporary landscaping shall be required to mitigate the visual impacts of the transit centre.

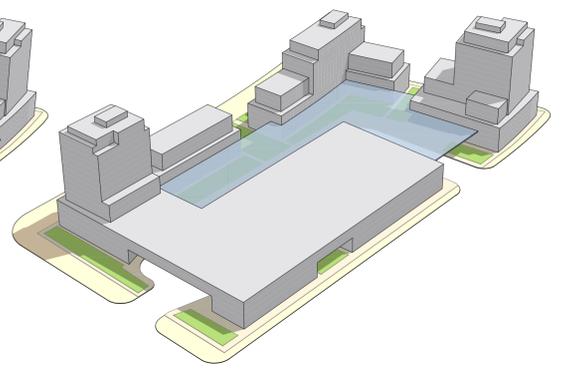
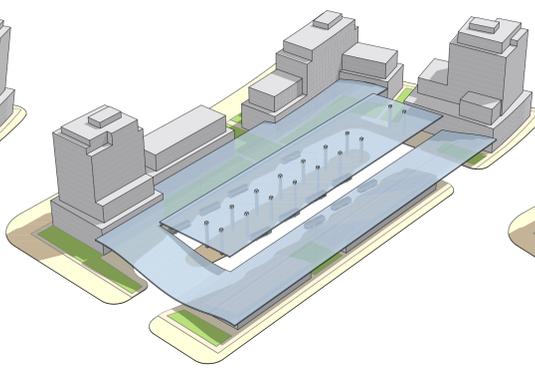
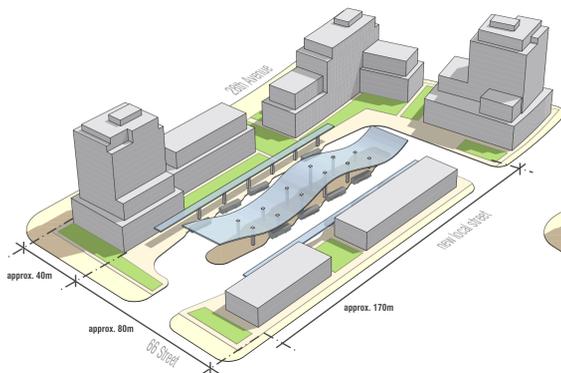
## Open Air Terminal Wrapped with Development



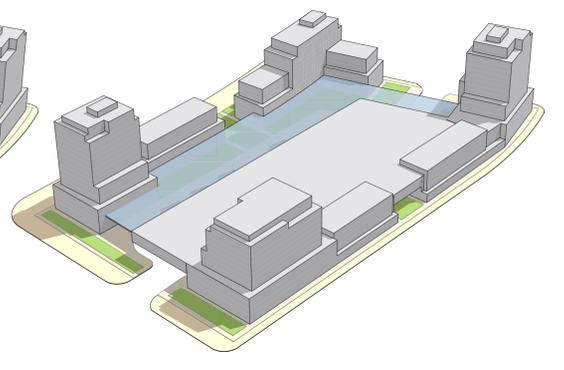
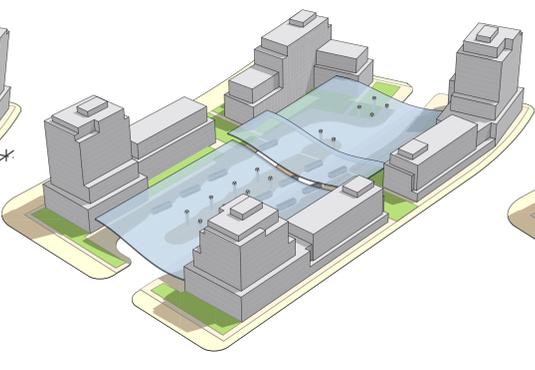
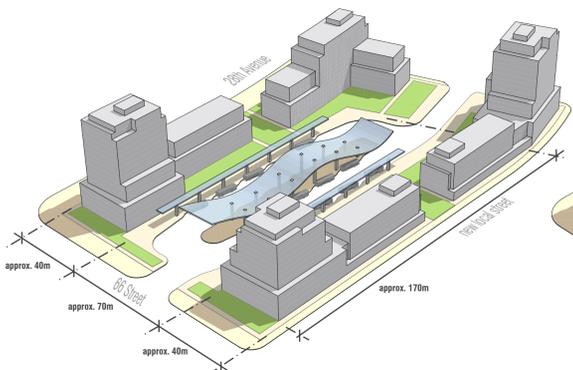
## Covered Terminal Wrapped with Development



## Integrated Terminal Wrapped with Development



The above three configurations are shown on a shallow block which allow for development to occur on the north and east sides of the parcel



The above three configurations are shown on a deep block which allow for development to occur on the north, east and south side of the parcel