
APPENDIX A
Transitway Station Details

<i>Station</i>	<i>E.A. Proposal (1992)</i>	<i>Revised Proposal (2004)</i>
Ridgeway Drive	<ul style="list-style-type: none"> - Station located on the west side of Ridgeway Drive, on the north side of the Hydro Corridor - park and ride lot - kiss and ride area - local bus platforms and turnaround - transitway bus turnaround and layover lot - ramp connection to Ridgeway Drive 	<ul style="list-style-type: none"> - station shifted to east side of Ridgeway Drive, on the south side of the Hydro Corridor - transitway bus turnaround and layover lot maintained - ramp connection to Ridgeway Drive maintained
Winston Churchill Boulevard	<ul style="list-style-type: none"> - station located on the west side of Winston Churchill Boulevard, on the north side of the Hydro Corridor - park and ride lot - kiss and ride area - local bus platforms and turnaround - station access road to Winston Churchill Boulevard 	<ul style="list-style-type: none"> - station shifted to the south side of the Hydro Corridor - 200 space park and ride lot - station access road to Winston Churchill Boulevard maintained
Erin Mills Parkway	<ul style="list-style-type: none"> - station located on the west side of Erin Mills Parkway, on the north side of the Hydro Corridor - park and ride lot - local bus platforms and turnaround - station access road to Erin Mills Parkway 	<ul style="list-style-type: none"> - station shifted to the south side of the Hydro Corridor - 200 space park and ride lot - station access road to Erin Mills Parkway maintained
Creditview Road	<ul style="list-style-type: none"> - station located on the west side of Creditview Road - kiss and ride area - local bus platforms and turnaround - station access road 	<ul style="list-style-type: none"> - shoulder platforms with bus bays provided on-line - local platforms provided on Creditview Road
Mavis Road	<ul style="list-style-type: none"> - station located on the west side of Mavis Road - kiss and ride - local bus platforms and turnaround 	<ul style="list-style-type: none"> - station eliminated
City Centre	<ul style="list-style-type: none"> - below grade station located in tunnel section under Rathburn Road - at-grade local bus platforms with ramp connections to transitway bus turnaround below-grade - at-grade kiss and ride area - at-grade layover lot 	<ul style="list-style-type: none"> - below-grade station located in tunnel section under Station Gate Road - local bus platforms eliminated - bus turnaround eliminated - kiss and ride area eliminated - layover lot eliminated
Hurontario Street	<ul style="list-style-type: none"> - station located west of Hurontario Street - access roads providing connections to Centre View Drive - local bus platforms - layover lot 	<ul style="list-style-type: none"> - station eliminated - bus turnaround and layover lot located west of Hurontario Street - access road to Centre View Drive maintained

Central Parkway	<ul style="list-style-type: none"> - station located on proposed structure over Central parkway - local platforms located under proposed structure 	<ul style="list-style-type: none"> - platforms shifted to either side of Central Parkway - local platforms shifted south of proposed structure
Cawthra Station	<ul style="list-style-type: none"> - station located on the east side of Cawthra Road - extensive ramp connections to Highway 403, Cawthra Road, and Eastgate Parkway - park and ride lot - kiss and ride lot - local bus platforms and turnaround 	<ul style="list-style-type: none"> - 200 space park and ride lot - ramp connections to Eastgate Parkway only maintained - kiss and ride lot eliminated - local bus facilities eliminated
Tomken Road	<ul style="list-style-type: none"> - station located below-grade on east side of Tomken Road - at-grade local platforms and bus turnaround - access ramp to Tomken Road 	<ul style="list-style-type: none"> - EB platform shifted to west side of Tomken Road - local platforms relocated to Tomken Road - access ramp to Tomken Road maintained
Dixie Road	<ul style="list-style-type: none"> - station located below-grade on west side of Dixie Road - at-grade local platforms with bus turnaround - at-grade kiss and ride area - access ramps to Dixie Road located on both sides of station 	<ul style="list-style-type: none"> - WB platform shifted to east side of Dixie Road - 200 space park and ride lot replaced kiss and ride area - access ramps to Dixie Road maintained
Fieldgate Drive / Tahoe Boulevard	<ul style="list-style-type: none"> - station located on south side of proposed Tahoe Boulevard - access ramp to proposed Tahoe Boulevard with bus turnaround 	<ul style="list-style-type: none"> - WB platform shifted to north side of proposed Tahoe Boulevard - bus turnaround eliminated - access ramp to Tahoe Boulevard maintained
Entrance to Bell Mobility	<ul style="list-style-type: none"> - protection for possible station proposed 	<ul style="list-style-type: none"> - station located below-grade at Bell Mobility
Spectrum Drive	<ul style="list-style-type: none"> - station located below-grade under Spectrum Drive structure 	<ul style="list-style-type: none"> - platforms shifted to either side of Spectrum Drive structure
Orbitor Drive	<ul style="list-style-type: none"> - station located below-grade under Orbitor Drive structure 	<ul style="list-style-type: none"> - platforms shifted to either side of Orbitor Drive structure
Renforth Drive Station	<ul style="list-style-type: none"> - station located above-grade west of Renforth Drive - at-grade bus turnaround - access ramps to Commerce Boulevard and Matheson Boulevard - park and ride lot and kiss and ride area located south of Eglinton Avenue 	<ul style="list-style-type: none"> - station re-located at grade - bus layover lot provided on north side of platforms - access ramps to Commerce Boulevard and Matheson Boulevard - at-grade bus turnaround shifted to north of platforms - park and ride lot and kiss and ride area eliminated