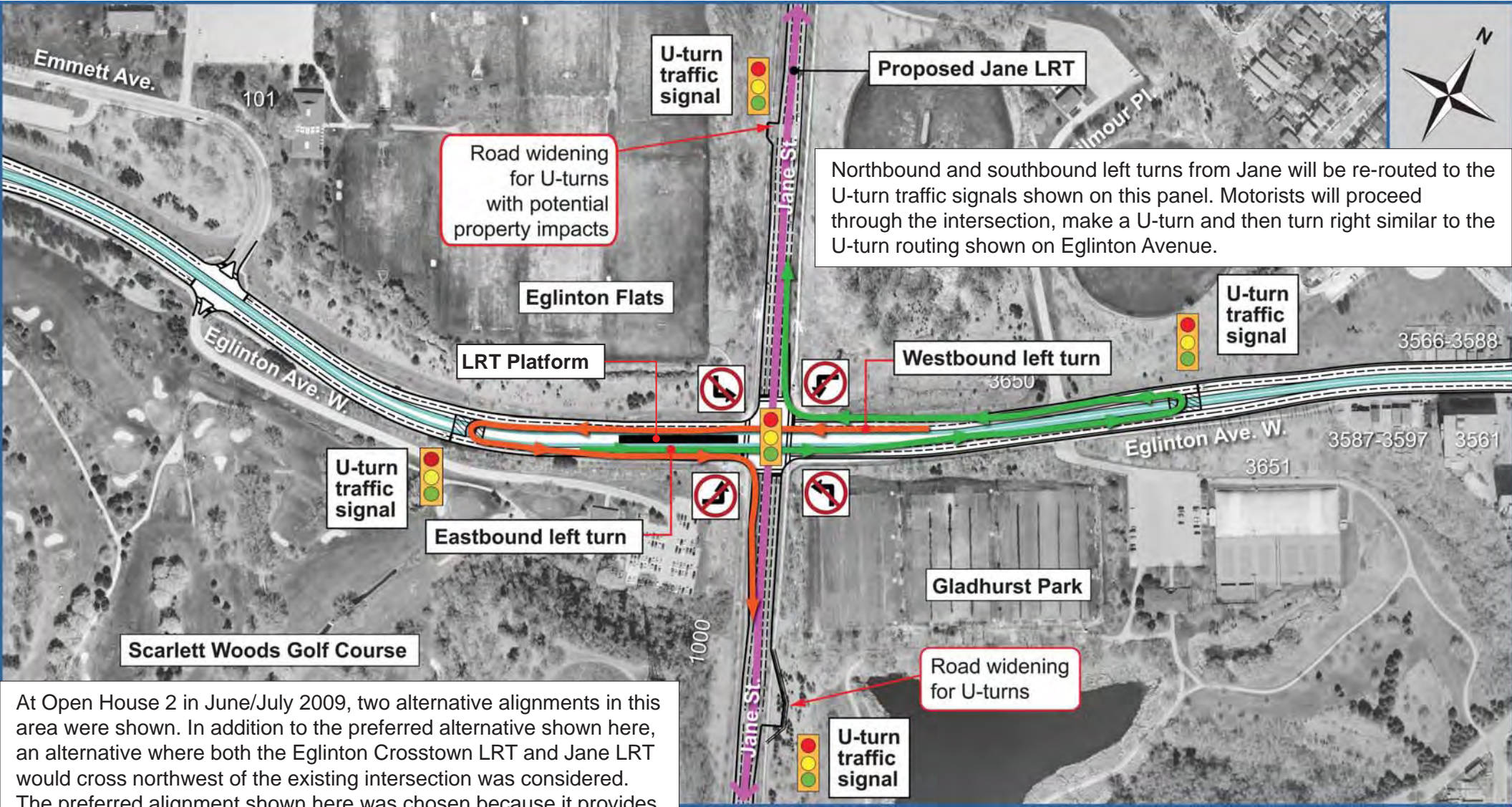


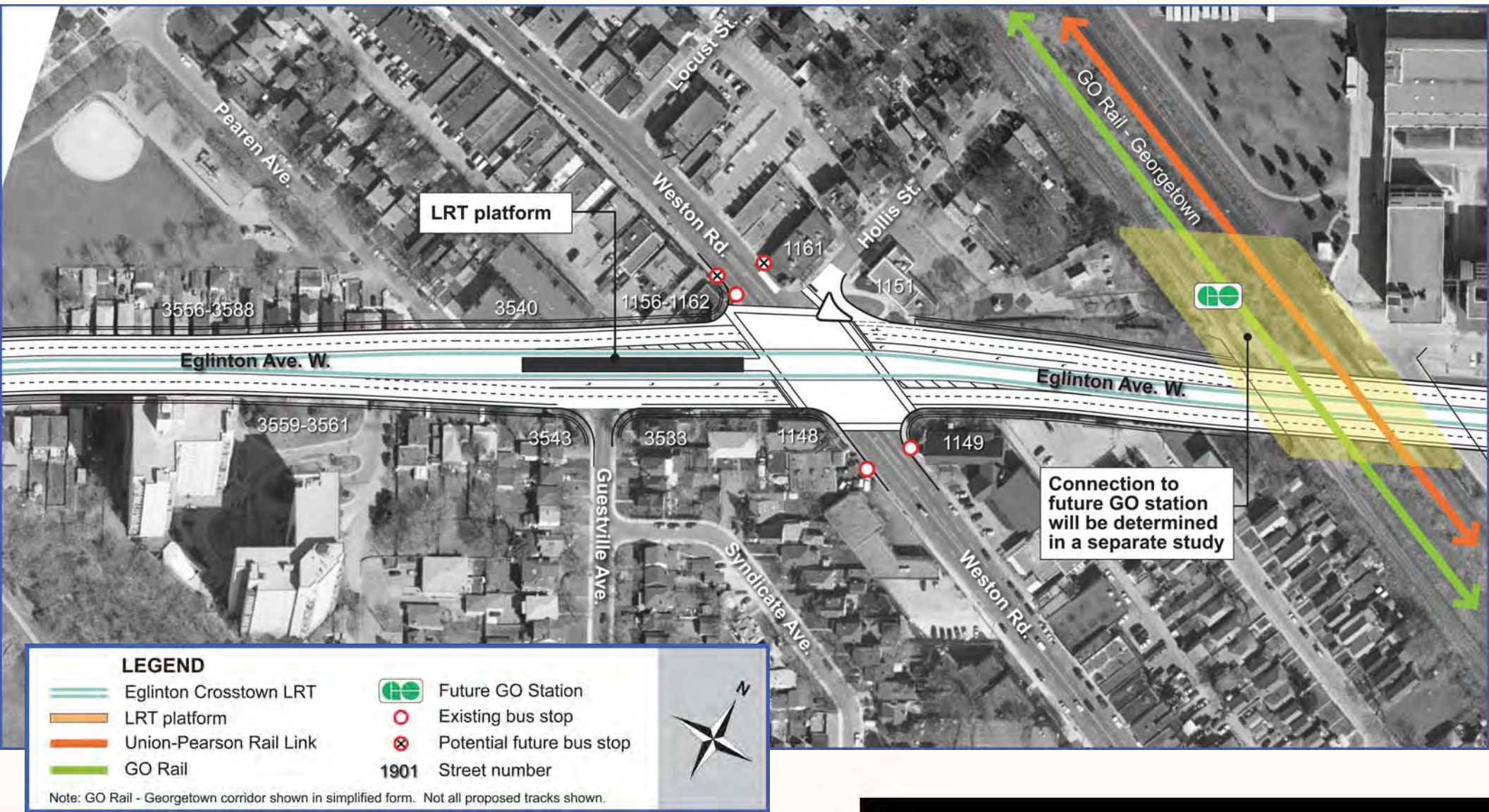
Jane Stop (Jane LRT Interchange and U-turn)



Northbound and southbound left turns from Jane will be re-routed to the U-turn traffic signals shown on this panel. Motorists will proceed through the intersection, make a U-turn and then turn right similar to the U-turn routing shown on Eglinton Avenue.

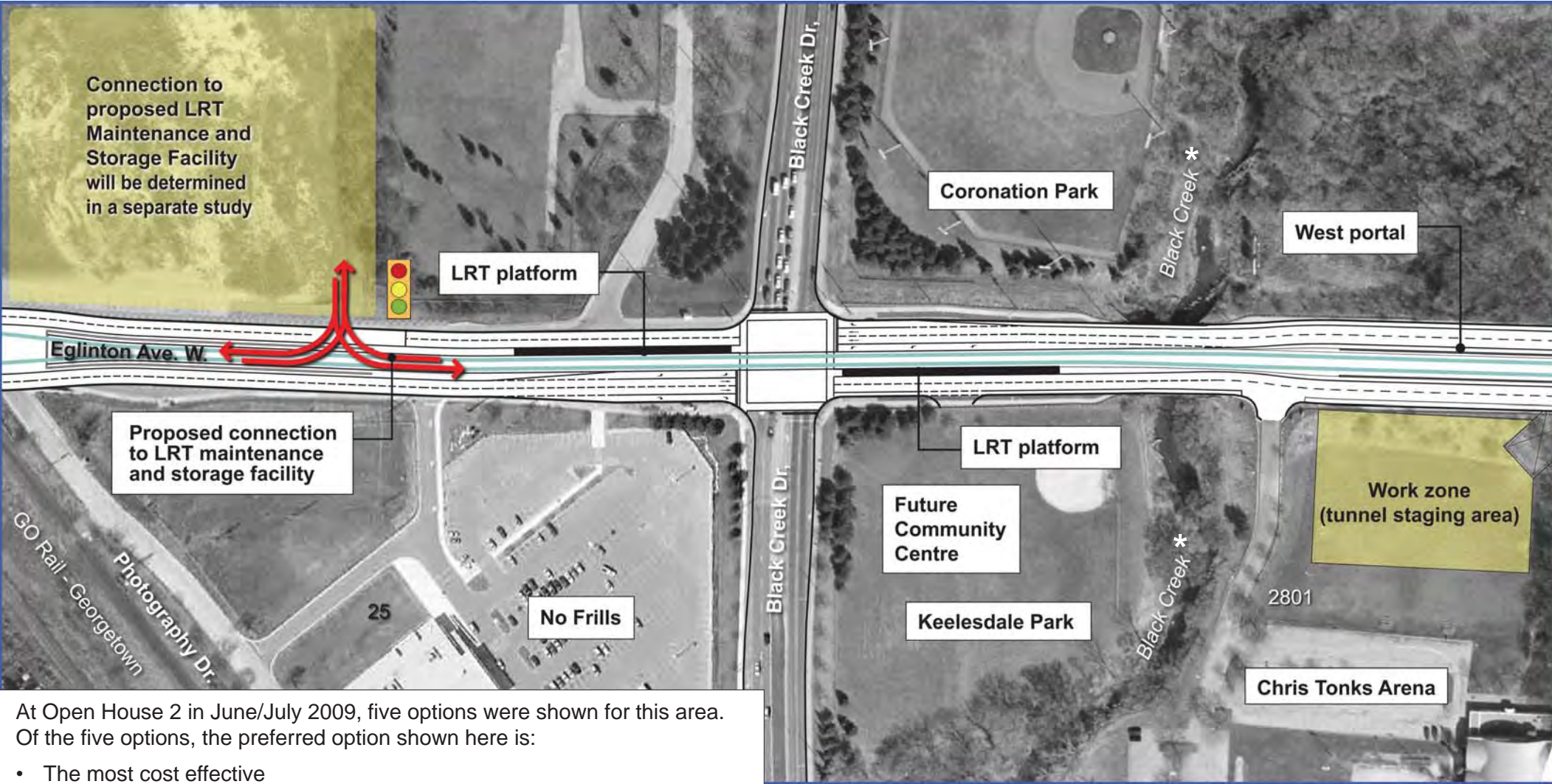
At Open House 2 in June/July 2009, two alternative alignments in this area were shown. In addition to the preferred alternative shown here, an alternative where both the Eglinton Crosstown LRT and Jane LRT would cross northwest of the existing intersection was considered. The preferred alignment shown here was chosen because it provides faster LRT service for passengers.

Weston Stop



Connection to future GO station will be determined in a separate study

Black Creek Stop – Proposed Maintenance and Storage Facility



At Open House 2 in June/July 2009, five options were shown for this area. Of the five options, the preferred option shown here is:

- The most cost effective
- Meets TTC operational requirements to and from the Maintenance and Storage Facility
- Protects for future development of adjacent parcels.

* NOTE: The Black Creek river valley is regulated by the Toronto and Region Conservation Authority (TRCA).

Keele Station (Bus Terminal)

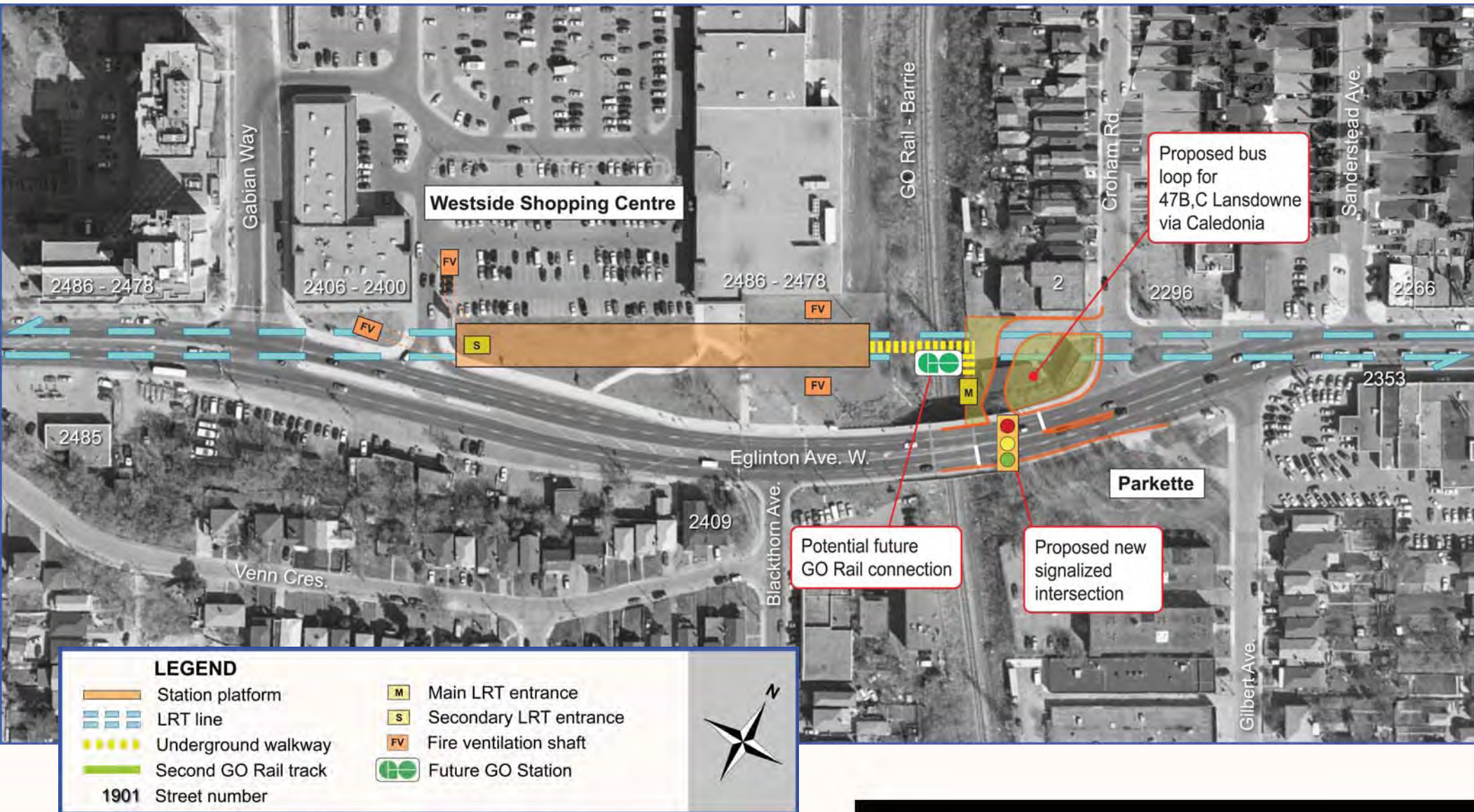


LEGEND

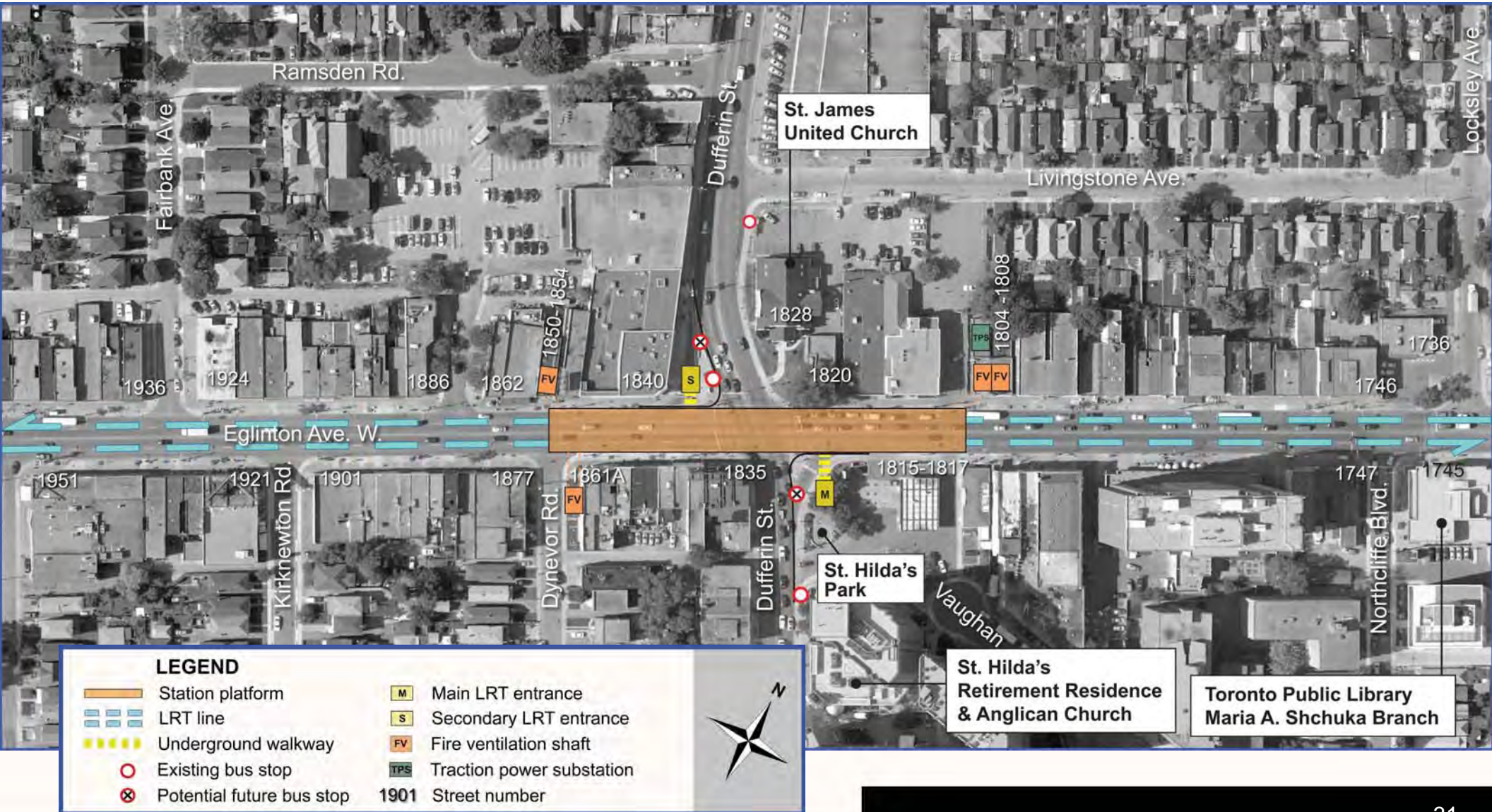
	Station platform		Main LRT entrance
	LRT line		Secondary LRT entrance
	Underground walkway		Fire ventilation shaft
	Existing bus stop		Traction power substation
	Potential future bus stop		Street number



Caledonia Station (Bus Loop)



Dufferin Station













Oakwood Station



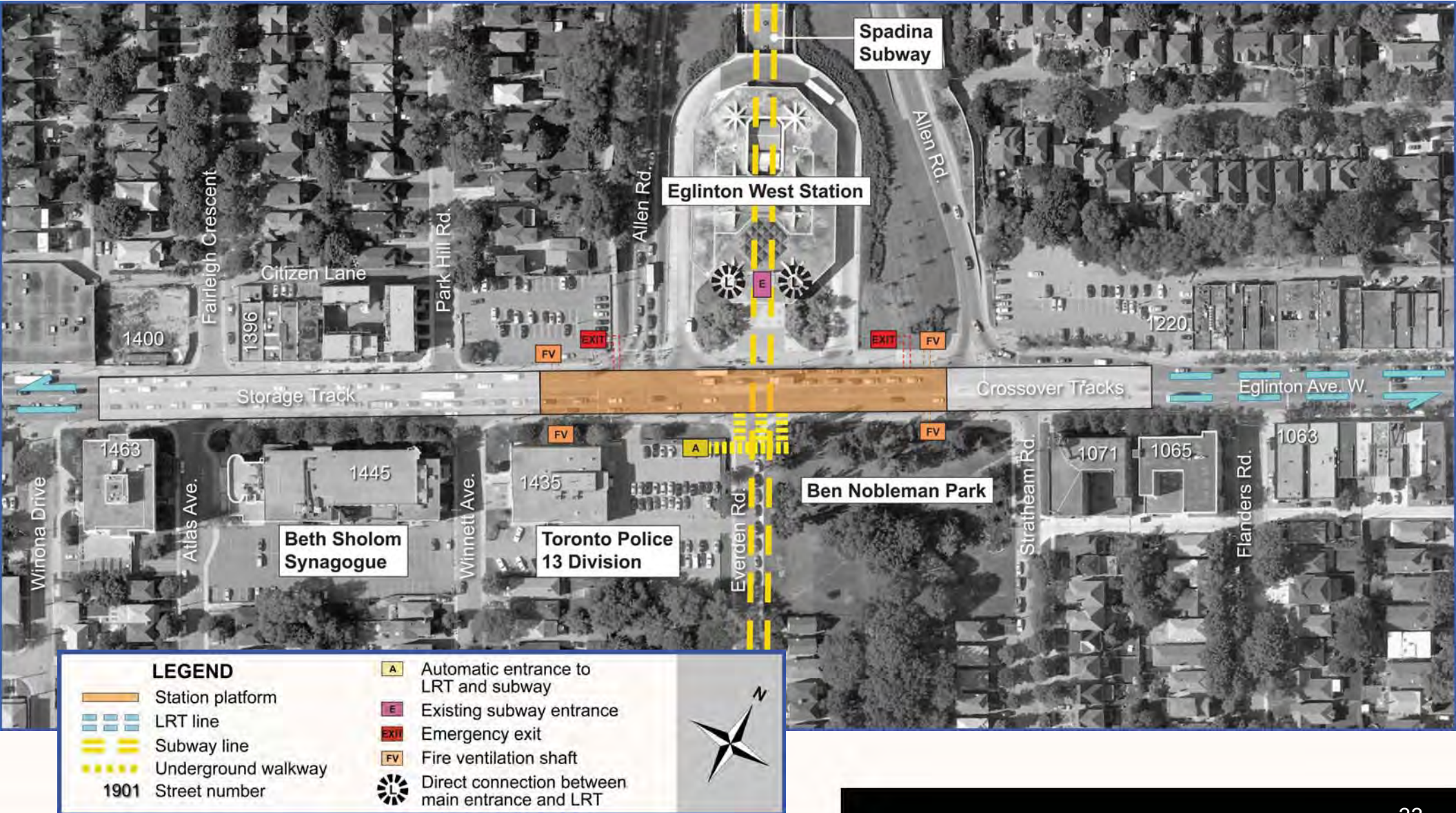
St. Thomas Aquinas
Catholic Church

LEGEND

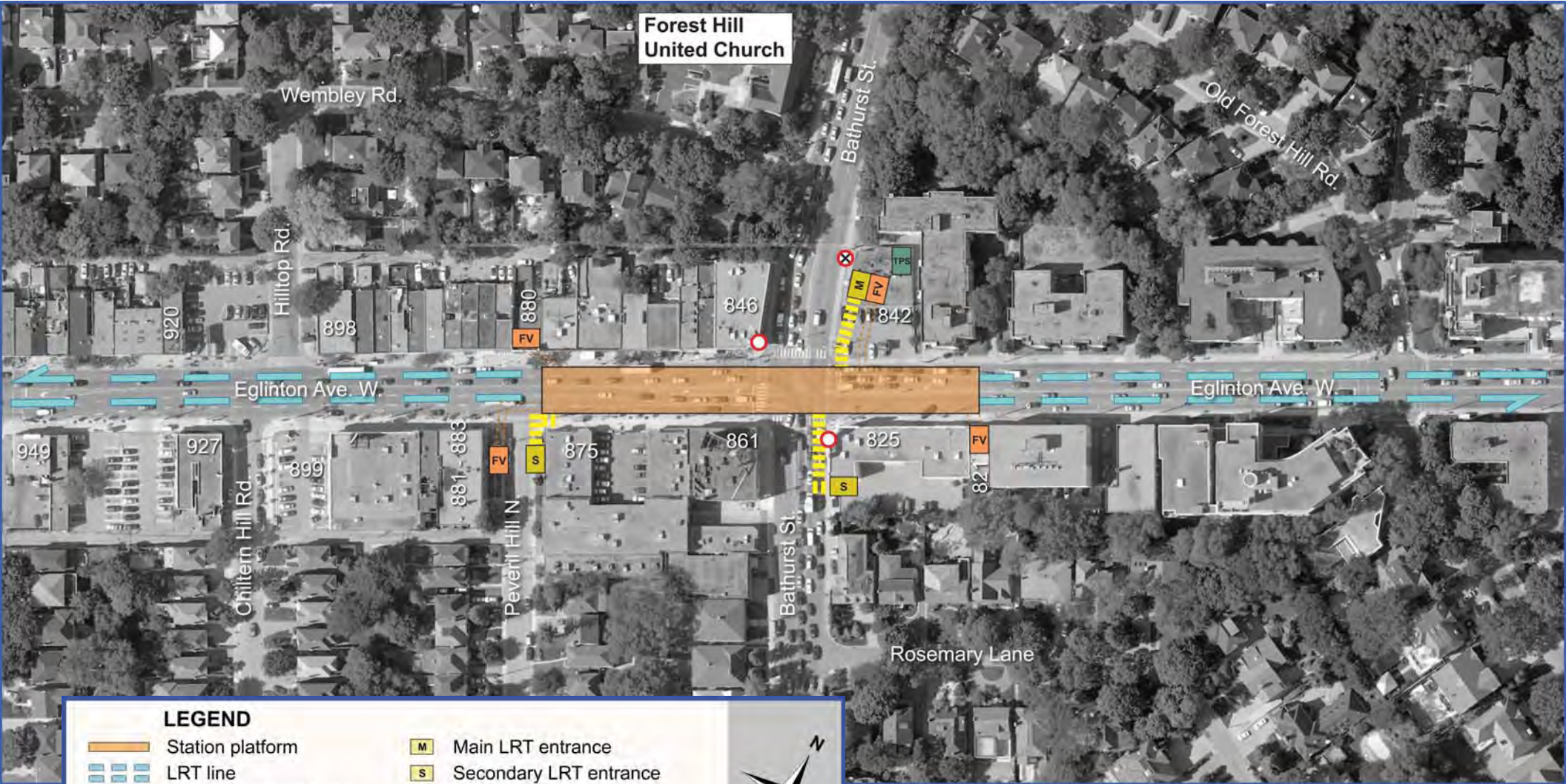
 Station platform	 Main LRT entrance
 LRT line	 Secondary LRT entrance
 Underground walkway	 Fire ventilation shaft
 Existing bus stop	 Potential future bus stop
 1901 Street number	



Eglinton West (Allen) Station













Bathurst Station



Forest Hill
United Church

LEGEND

-  Station platform
-  LRT line
-  Underground walkway
-  Existing bus stop
-  Potential future bus stop
-  Main LRT entrance
-  Secondary LRT entrance
-  Fire ventilation shaft
-  Traction power substation
-  Street number



Chaplin Station



LEGEND









- Station platform
- LRT line
- Underground walkway
- Existing bus stop
- Potential future bus stop
- Main LRT entrance
- Secondary LRT entrance
- Fire ventilation shaft
- Street number




Avenue Station



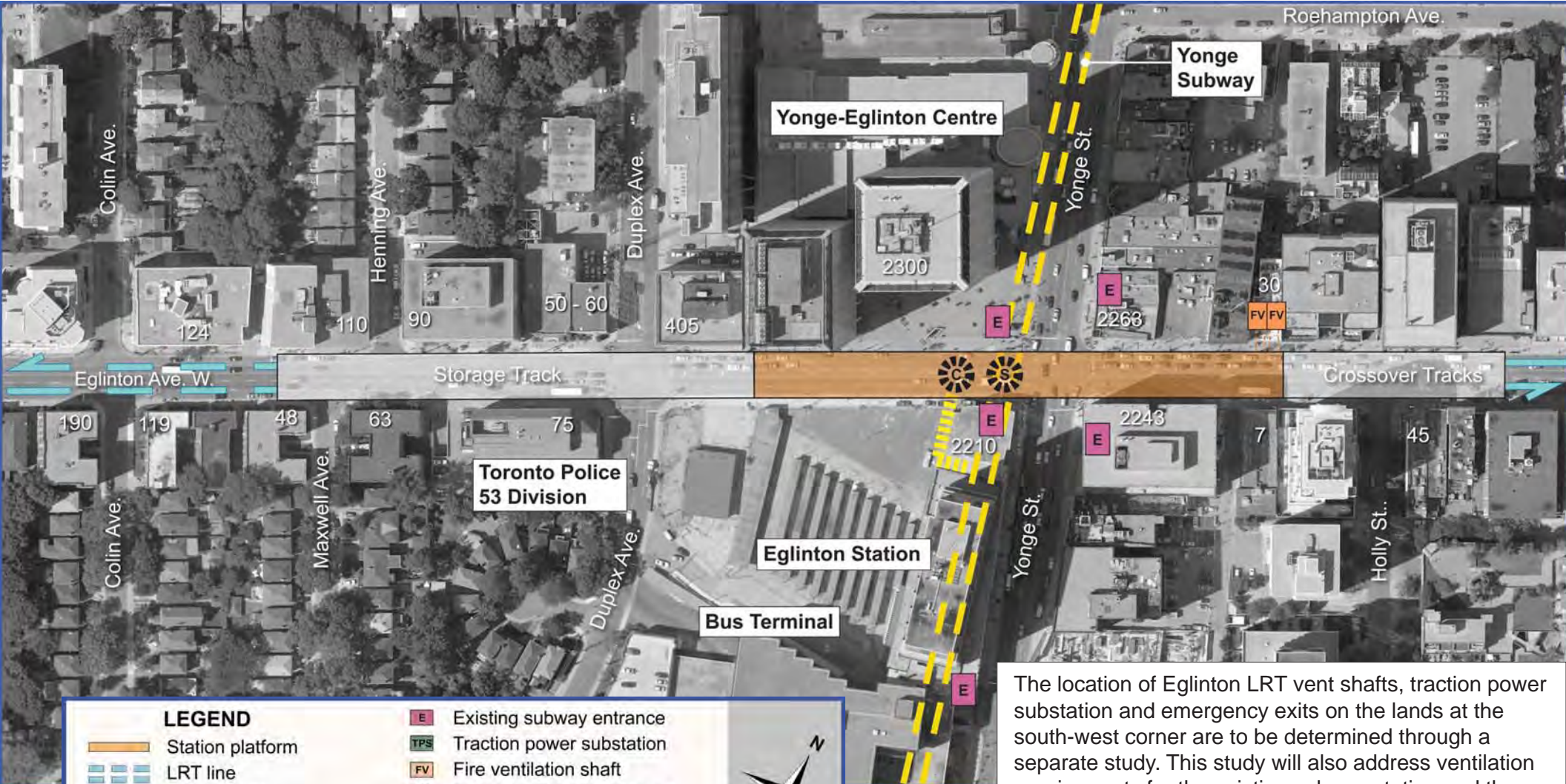
LEGEND

	Station platform		Main LRT entrance
	LRT line		Secondary LRT entrance
	Underground walkway		Fire ventilation shaft
	Existing bus stop		Potential future bus stop

1901 Street number



Eglinton (Yonge) Station



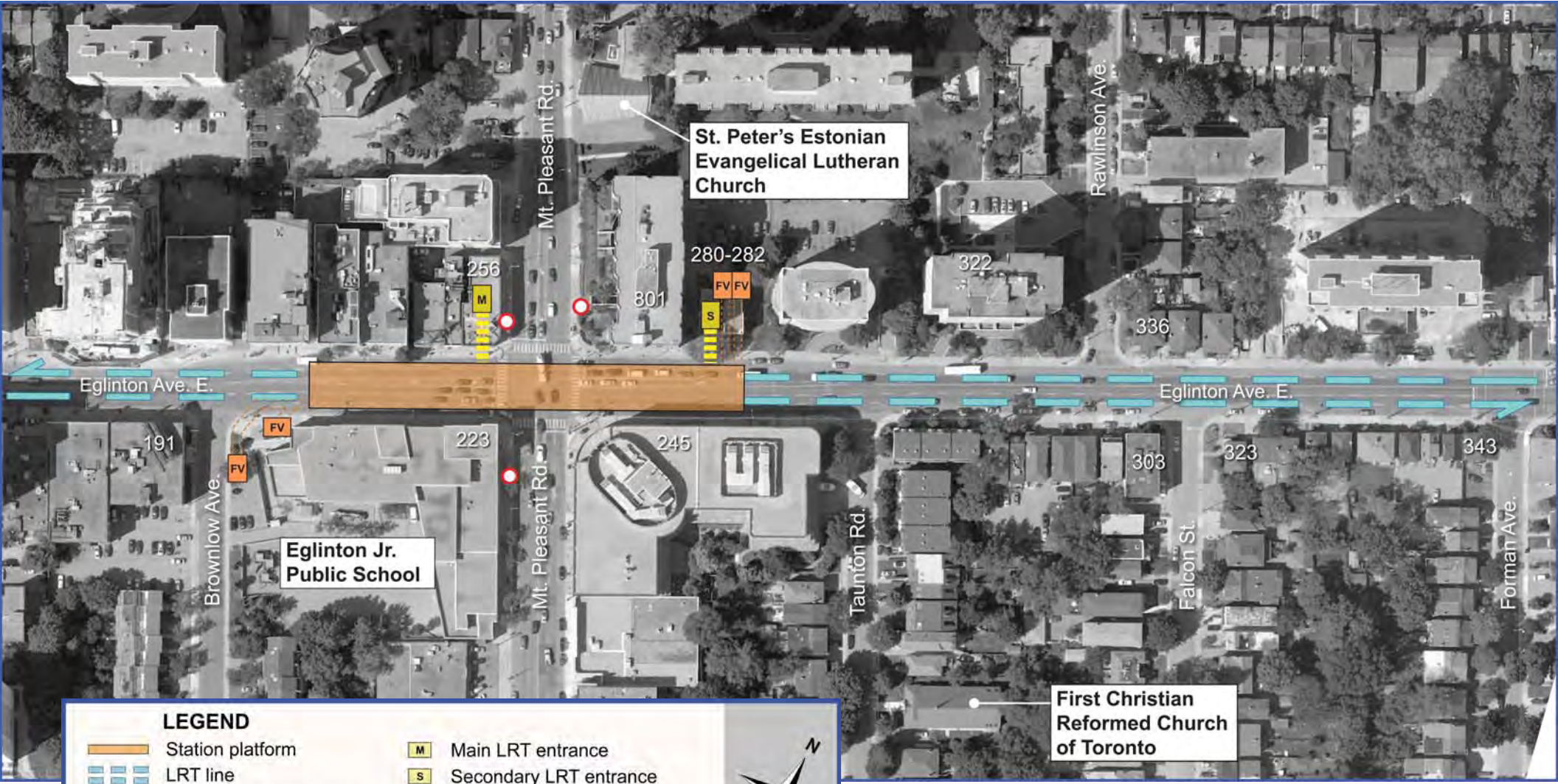
LEGEND

- Station platform
- LRT line
- Subway line
- Underground walkway
- Street number
- Existing subway entrance
- Traction power substation
- Fire ventilation shaft
- Direct connection between subway and LRT
- Direct connection between concourse and LRT












The location of Eglinton LRT vent shafts, traction power substation and emergency exits on the lands at the south-west 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.

Mt. Pleasant Station

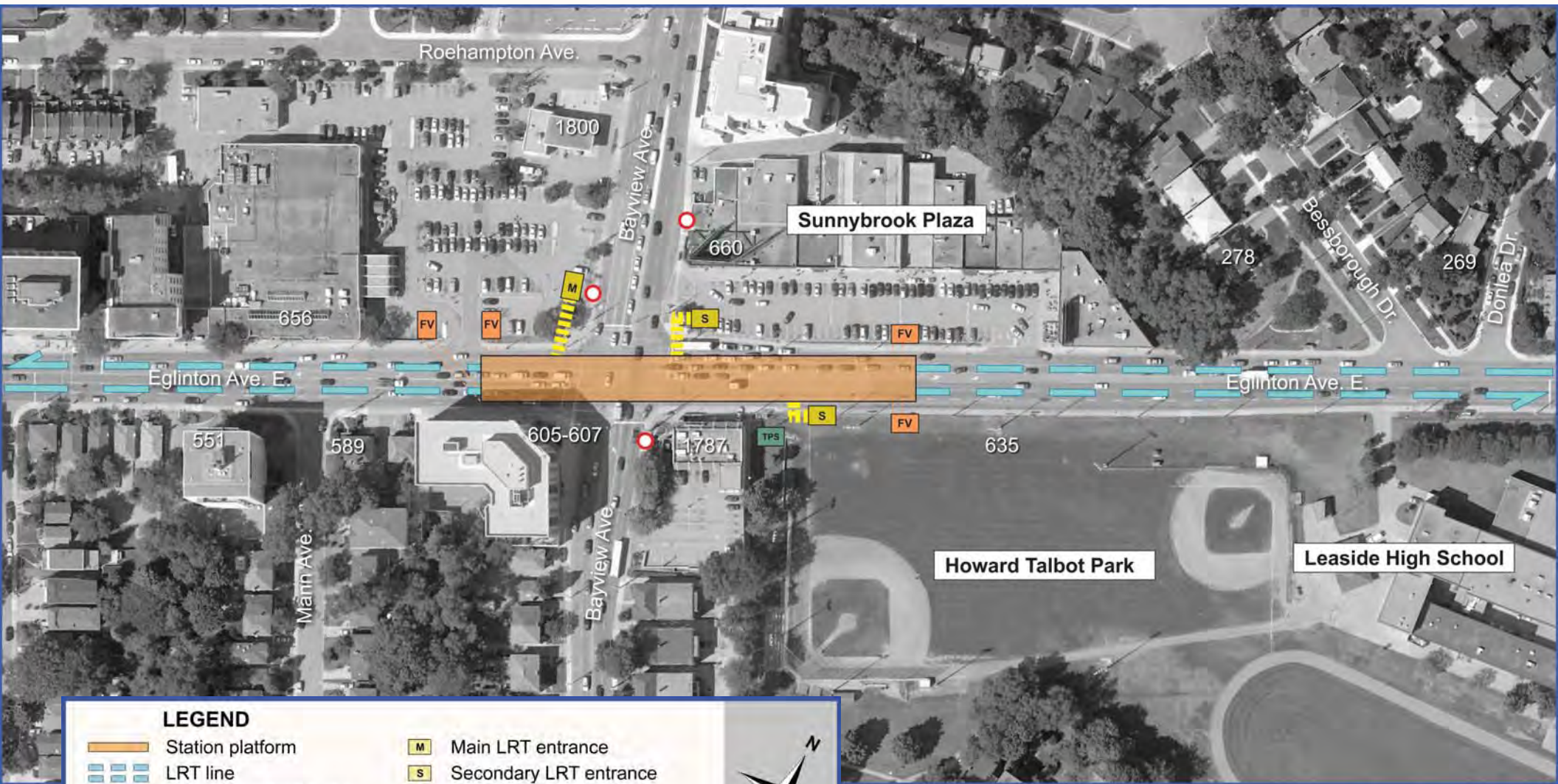


LEGEND











	Station platform		Main LRT entrance
	LRT line		Secondary LRT entrance
	Underground walkway		Fire ventilation shaft
	Existing bus stop		Potential future bus stop
	Street number		




Bayview Station



LEGEND

	Station platform		Main LRT entrance
	LRT line		Secondary LRT entrance
	Underground walkway		Fire ventilation shaft
	Existing bus stop		Traction power substation
	Potential future bus stop		Street number



Laird Station



LEGEND

- | | | | |
|---|---------------------------|---|------------------------|
|  | Station platform |  | Main LRT entrance |
|  | LRT line |  | Secondary LRT entrance |
|  | Underground walkway |  | Fire ventilation shaft |
|  | Existing bus stop |  | Street number |
|  | Potential future bus stop | | |



At Open House 2 in June/July 2009, a station was shown at Brentcliffe. Following the Open Houses, station spacing distances and current and future population and employment information were reviewed to determine whether the station should be located at Brentcliffe or at Laird. The results indicated that a station at Laird would serve about the same number of people as a station at Brentcliffe, but a station at Laird would provide better station spacing.