



PLANNING A GREAT CITY  
**TOGETHER**

# Waterfront Transit “Reset”

Phase 2 Study

Public Information & Consultation Meetings  
September 18 & 26, 2017

# Agenda

- 6:00 Open House
- 6:30 Agenda Review, Opening Remarks and Introductions
- 6:40 Study Overview and Presentation
- 7:20 Questions of Clarification
- 7:30 Facilitated Open House
- 8:30 Adjourn

# Project Study Team

- A Partnership of:



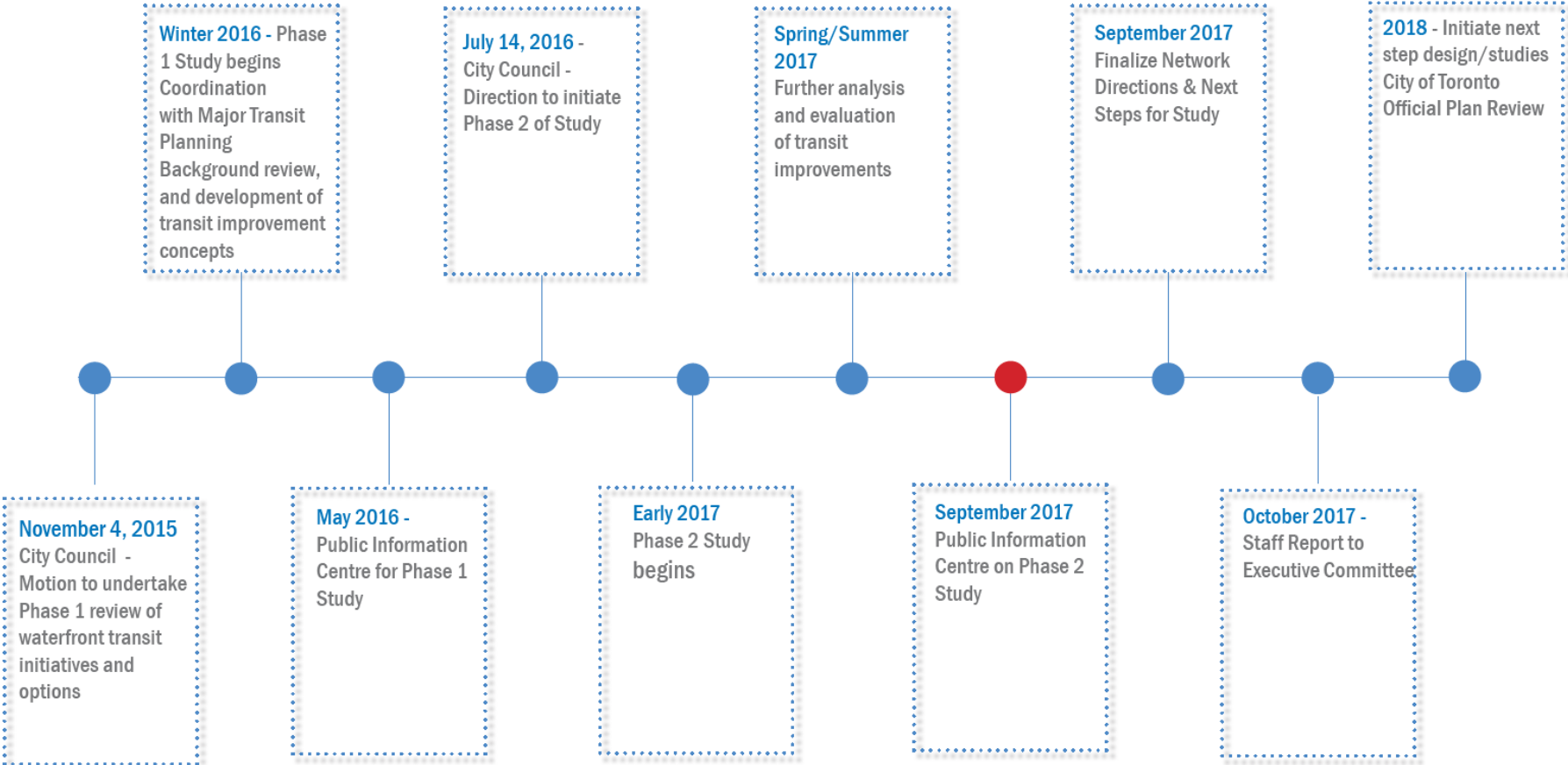
- The project study team is led by a joint City-TTC-Waterfront Toronto Executive Steering Committee
- Metrolinx, City of Mississauga and MiWay have also provided input on relevant aspects of the study

# What's the Purpose of this Meeting?

- Present the waterfront transit network travel demand considerations to 2041
- Present and gather feedback on options assessment for transit improvements in key areas of the network, including:
  - Union Station – Queens Quay Connection
  - Humber Bay Link
  - Bathurst - Fleet - Lake Shore – Queens Quay Intersection
- Report the overall draft findings of the Phase 2 Study, priorities, and draft directions for further study prior to reporting to Executive Committee and Council

# Study Timeline

## Where Are We Today?



# Phase 1 Recap

To view the Phase 1 Report and other background material, please visit the City's website: [www.toronto.ca/waterfronttransit](http://www.toronto.ca/waterfronttransit)



# Vision

Provide high quality transit that will integrate waterfront communities, jobs, and destinations and link the waterfront to the broader City and regional transportation network

## Objectives

**Connect** waterfront communities **locally and to Downtown** with reliable and convenient transit service:

- Promote and support residential and employment growth
- Provide more travel choices

Enhance accessibility (**improved reliability and convenience**) of transit service, linking key destinations (employment, housing, institutional, education, cultural, recreational, commercial):

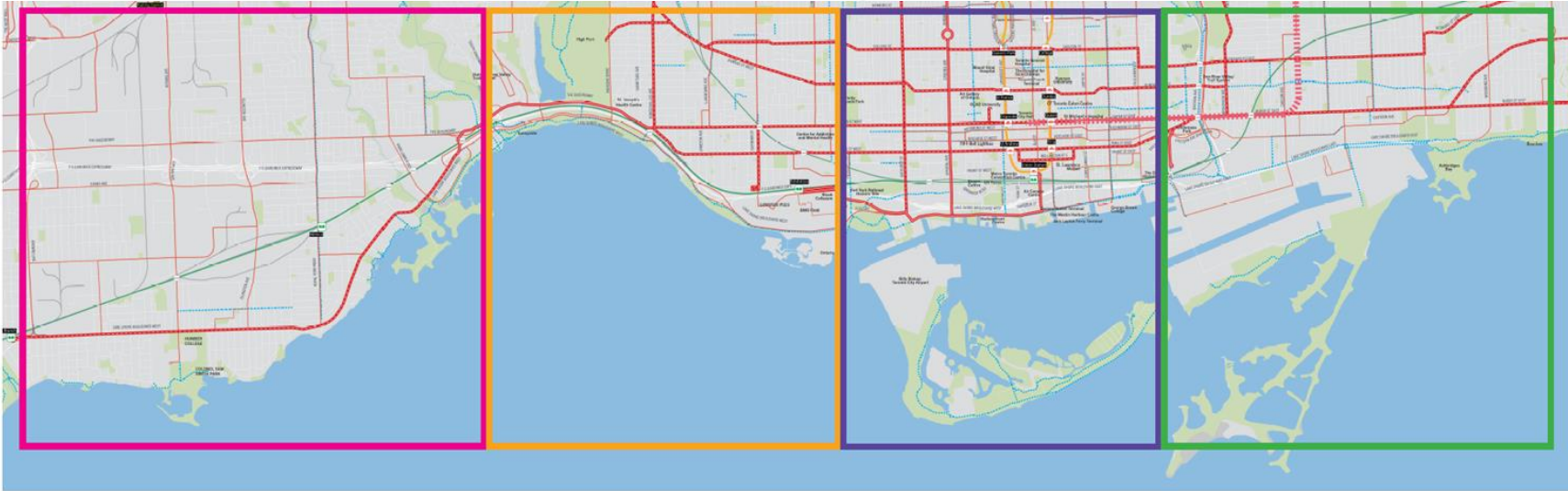
- Improve connectivity in neighbourhood improvement areas
- Better connect people to everyday places
- Make transit an attractive option for more trips
- Attract new transit riders
- Improve quality of life

Promote broader **City and regional transportation network** connections

Develop **implementable and affordable** solutions to address current needs and the **flexibility to respond** to future conditions

To view the Phase 1 Report and other background material, please visit the City's website: [www.toronto.ca/waterfronttransit](http://www.toronto.ca/waterfronttransit)

# Segment Areas



**01** Long Branch to Humber River

**02** Humber River to Strachan Ave

**03** Strachan Ave to Parliament St

**04** Parliament St to Woodbine Ave

- The 25+ km study area was divided into four segments
- A long list of transit improvement concepts was developed and initially screened using the Feeling Congested? Transit Projects Evaluation Framework



To view the Phase 1 Report and other background material, please visit the City's website: [www.toronto.ca/waterfronttransit](http://www.toronto.ca/waterfronttransit)



# July 2016 Council Decisions and Motions

1. To initiate Phase 2 of the Waterfront Transit "Reset" for further development and costing of alignment concepts, detailed analysis of transit operations and ridership, **identification of priority segments**, as well as the creation of a Business Case and implementation strategy for delivering a coordinated waterfront transit solution.
2. To report back on the results of Phase 2 of the Waterfront Transit "Reset" in the second quarter of 2017.
3. To submit for Council's consideration as part of the 2017 Budget process, a funding request to **initiate a 30 percent preliminary design by the Toronto Transit Commission for the extension of streetcar service from the Exhibition Loop to the Dufferin Gate Loop**, in accordance with the approved Environmental Assessment Modification Report (2008.PG17.10), and to be coordinated with plans to replace the Dufferin Street bridge over the Gardiner Expressway and Lake Shore West Rail Corridor.
4. To establish an immediate dialogue with the new owners of the 27 acre (Mr. Christie's) site at 2150 Lake Shore Boulevard West at Park Lawn Road to **explore the feasibility of a new transit hub**.
5. City Council **recognize the immediate need for improved transit in the Humber Bay Shores area** and request the Deputy City Manager, Cluster B to report back on the results of Phase 2 of the Waterfront Transit "Reset" in the second quarter of 2017.

To view the Phase 1 Report and other background material, please visit the City's website: [www.toronto.ca/waterfronttransit](http://www.toronto.ca/waterfronttransit)

# Phase 2

# Coordinated Priority Rapid Transit Network Planning



15 year rapid transit network plan

existing	in design / development	currently being planned	interchange stations
Line 1 Yonge-University	Line 1 - Extension	SmartTrack	○—○
Line 2 Bloor-Danforth	Line 5 - Eglinton	Relief Line South + North	
Line 4 Sheppard	Finch W LRT	Scarborough Subway Extension	
UP Express	Sheppard LRT/RT	Eglinton West + East LRT	
GO	Waterfront LRT	Waterfront Transit	
	GO-RER	Yonge North Subway Extension	
		Durham-Scarborough BRT	

\* City Council, at its meeting of May 7, 8, 9, 2013, resolved to support the extension of the Bloor-Danforth Subway from Kennedy Station to north to Scarborough Town Centre and Sheppard Avenue in place of the Scarborough RT Extension

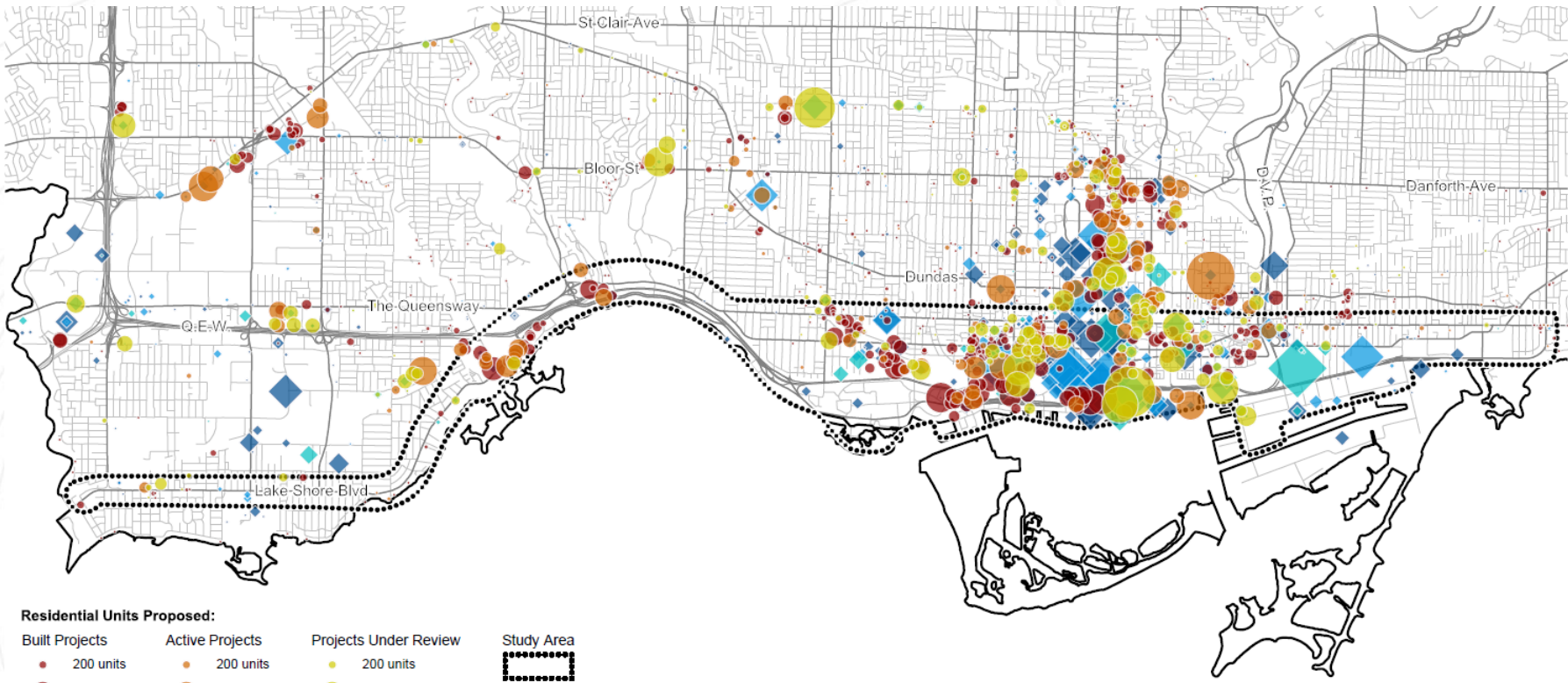
Note: The alignment and stations of projects that are currently being planned are subject to change.

# Metrolinx Considerations

- **Draft 2041 Regional Transportation Plan for GTHA**
- **New GO / SmartTrack Stations**
  - Within waterfront area, East Harbour & Spadina-Front Station included in 10 year network plan
- **Regional Express Rail & Electrification**
  - Implementing frequent two-way all-day service along Lakeshore East, Stouffville, Kitchener and Lakeshore West corridors
  - Electrification related considerations
- **Fare Integration Strategy**
  - In December 2017, Metrolinx to report on strategy for:
    - Discounts on double fares (GO-TTC & 905-TTC)
    - Adjustments to GO's fare structure
    - Fare Policy Harmonization
- **Union Station Area**
  - Ongoing Union Station upgrades & capacity assessment
  - Planning for New Union Station Rail Corridor infrastructure



# Current Development in the Corridor



**Residential Units Proposed:**

- | Built Projects | Active Projects | Projects Under Review |
|----------------|-----------------|-----------------------|
| ● 200 units    | ● 200 units     | ● 200 units           |
| ● 1,000 units  | ● 1,000 units   | ● 1,000 units         |
| ● 2,000 units  | ● 2,000 units   | ● 2,000 units         |



**Non-Residential GFA Proposed:**

- |               |               |               |
|---------------|---------------|---------------|
| ◆ 5,000 sq m  | ◆ 5,000 sq m  | ◆ 5,000 sq m  |
| ◆ 25,000 sq m | ◆ 25,000 sq m | ◆ 25,000 sq m |
| ◆ 50,000 sq m | ◆ 50,000 sq m | ◆ 50,000 sq m |

Source: Land Use Information System II  
 Development projects with activity between January 1, 2006 and December 31, 2016.  
 Built projects are those which became ready for occupancy and/or were completed.  
 Active projects are those which have been approved, for which building permits have been applied or have been issued, and those which are under construction.  
 Projects under review have not yet been approved or refused, or are under appeal.

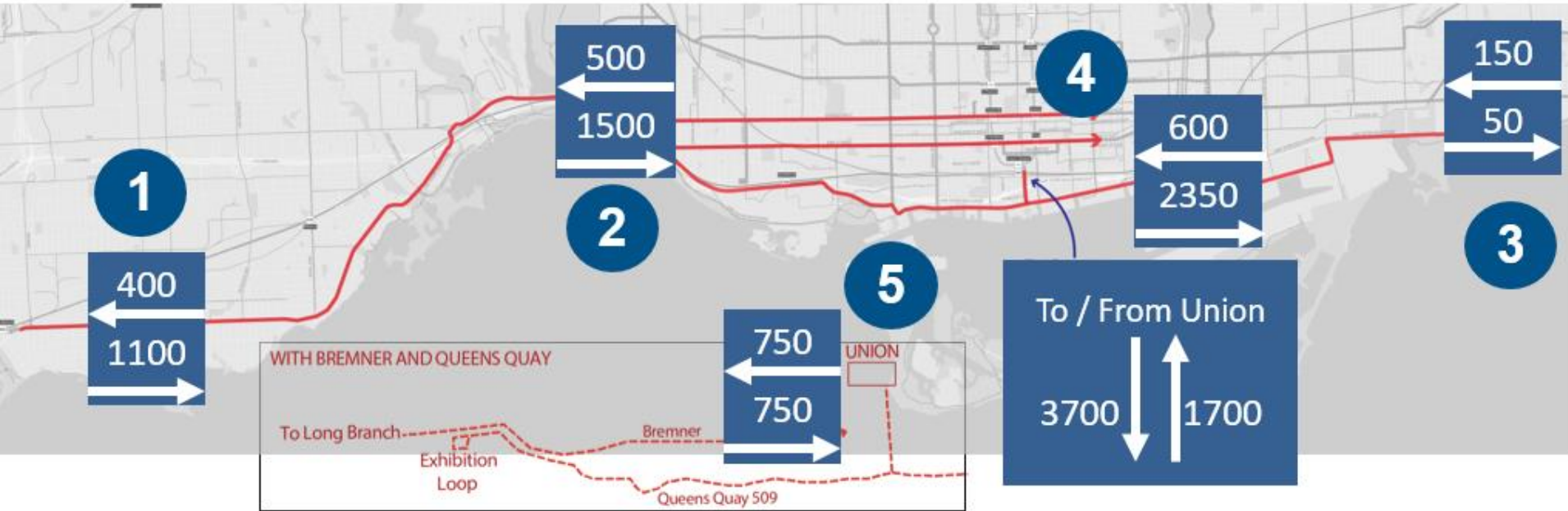


Toronto City Planning Division, Research and Information - March 2017



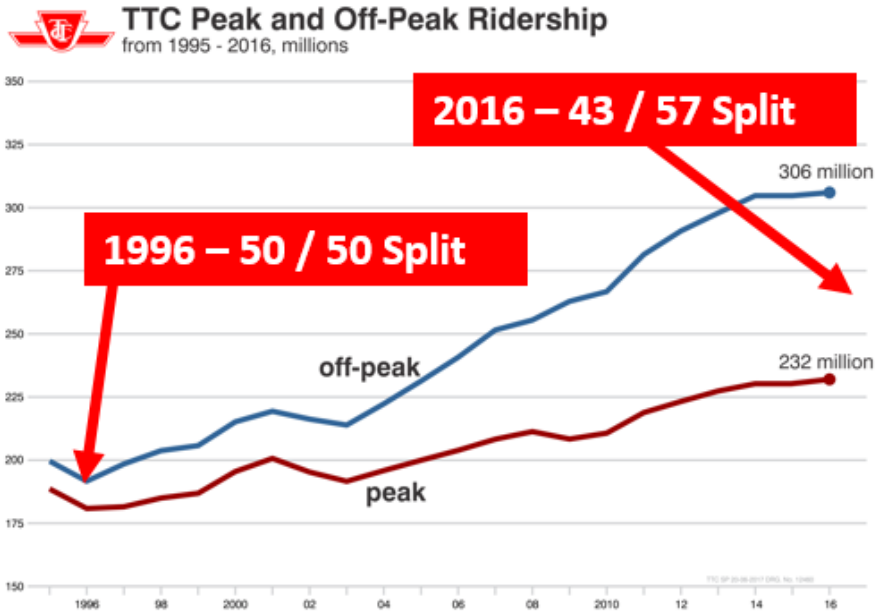


# Transit Demand Forecasting Estimates – AM Peak Hour

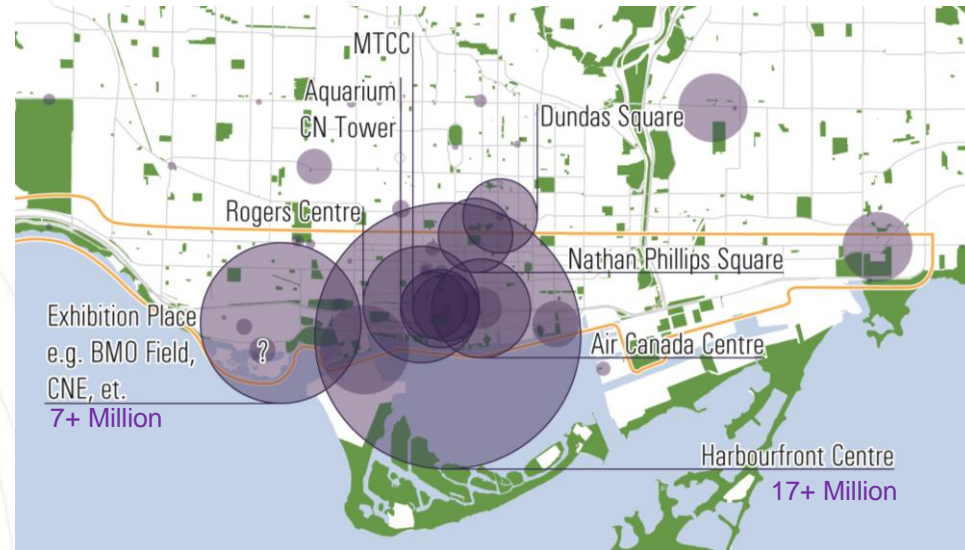


- 1** South Etobicoke – forecasted 2041 ridership and travel market supports enhanced streetcar operations
- 2** Humber River to Dufferin – Preliminary evaluation for new dedicated transit infrastructure complete and Preliminary Business Case underway
- 3** Leslie to Woodbine – forecasted transit demand is low, and consideration of a LRT is post-2041
- 4** East Bayfront and Union-Queens Quay connection is the highest ridership forecasted in the Waterfront Transit corridor, and is a priority (up to 50% higher without Relief Line)
- 5** Fort York / Bremner – forecasted transit demand to 2041 does not support an additional LRT corridor, however there may be potential operational advantages

# Transit Demand - Off-Peak / Special Events



## Annual Attendance at Major Waterfront Destinations



- Across the TTC Network, there is a steadily growing trend toward increased travel in off-peak periods
- The waterfront area has a very high number of special events, cultural and recreational destinations, generating significant additional network trips, in both peak and off-peak periods
- These factors may not be comprehensively captured in the transportation network model forecasts, which is peak period and commuter focused
- Hence, greater weighting to **access, choice and reliability** factors is required when considering network improvements in this corridor.

# Transit Planning Beyond the City Boundary

## WATERFRONT TRANSIT "RESET"



Lakeshore Connecting Communities



- Travel demand forecasts identify a positive cross border travel relationship in both directions along Lake Shore Boulevard/Road
- Potential opportunities include:
  - Enhanced Lake Shore Road bus service, including extending MiWay service further east into Toronto
  - Extending streetcar service into Mississauga
- Opportunities will be subject to detailed fare, operations, and service reviews



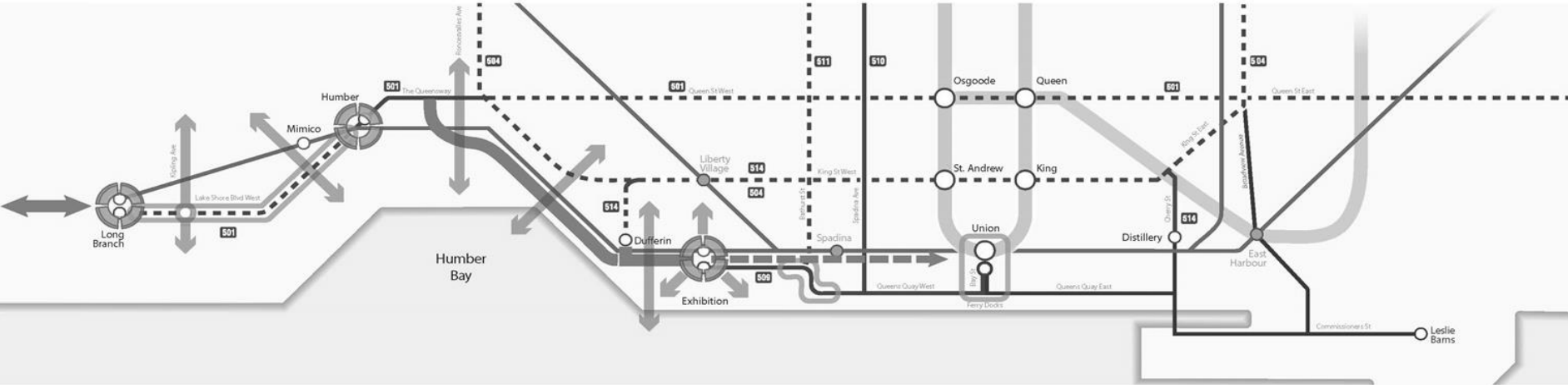
# Ferry Assessment

- Successful in select areas of the world where numerous favourable conditions converge
- Viable commuter ferry service for Toronto's waterfront needs to be directly accessible to dense residential / employment areas, with highly defined travel markets
- City policies support ferry service as a transportation mode
- Ferry service is regarded as supplemental to the overall transit network
- Could potentially provide transportation options for special events and / or longer distance travel



# Waterfront Transit Network Development

## Directions to 2041



**Note:** Future TTC service/routing will be determined as new transit infrastructure/improvements are implemented. As a general rule, it should be expected that service frequency and capacity will either be maintained or increased at any given location in the network.



# Network Direction to 2041 - South Etobicoke



## Long Branch to Legion Road

- Lake Shore Boulevard streetcar to generally remain in mixed traffic, with enhancements targeted as follows:
  - transit signal priority (in progress)
  - improving GO / TTC / MiWay interface
  - improving transfers at north-south routes, particularly at Kipling Avenue

### Next Steps

- Feasibility studies
- GO station improvements (Metrolinx lead)
- Monitor transit volumes and coordinate with Mississauga

### GO Hierarchy of Access

- Walking
- Transit
- Cycling
- Pick up/Drop off
- Carpool Passenger
- Drive and Park



# Long Branch to Legion Road

## Enhanced Streetcar

➤ Enhanced streetcar operations along the corridor could include:



Transit Signal Priority



Improving North – South Linkages



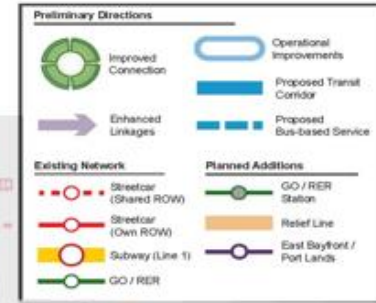
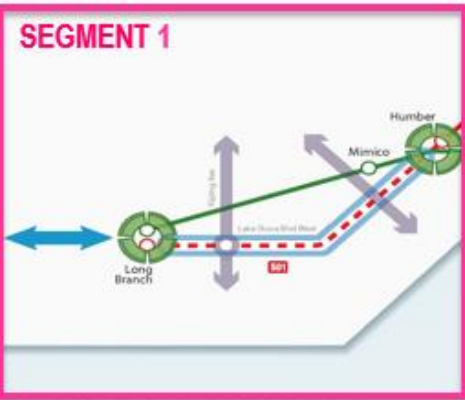
Turning Restrictions



“Roncesvalles” Treatment



# Network Direction to 2041 - South Etobicoke



## Legion Road to Humber Loop

- Introduce dedicated transit right-of-way on Lake Shore Boulevard
- Integrate potential new transit hub with new development on First Capital Site (former Christies Site)

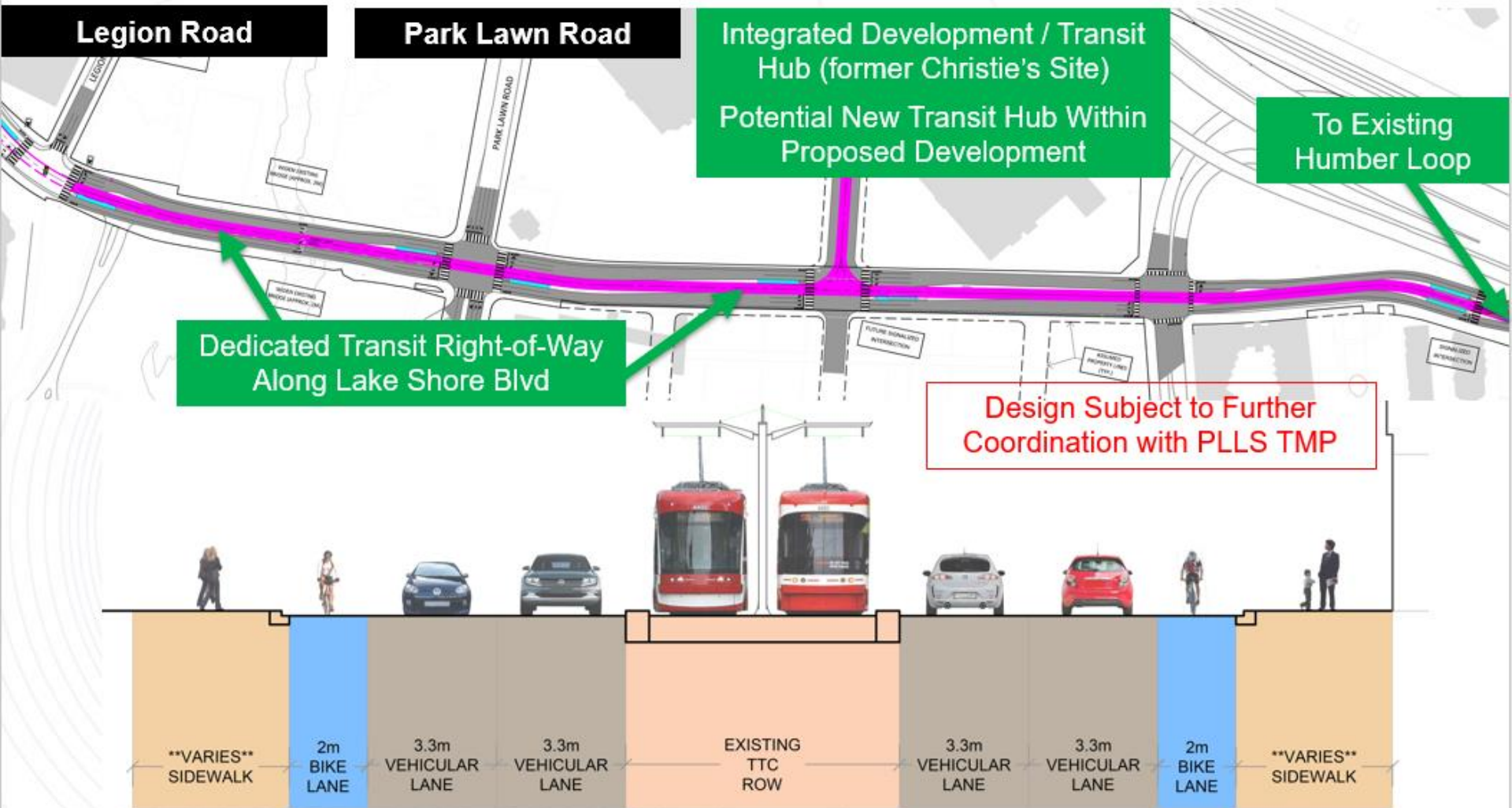


### Next Steps...

- Park Lawn Lake Shore Transportation Master Plan EA will incorporate a dedicated transit right-of-way on Lake Shore Boulevard into all alternatives
- Funding required for detailed design and construction

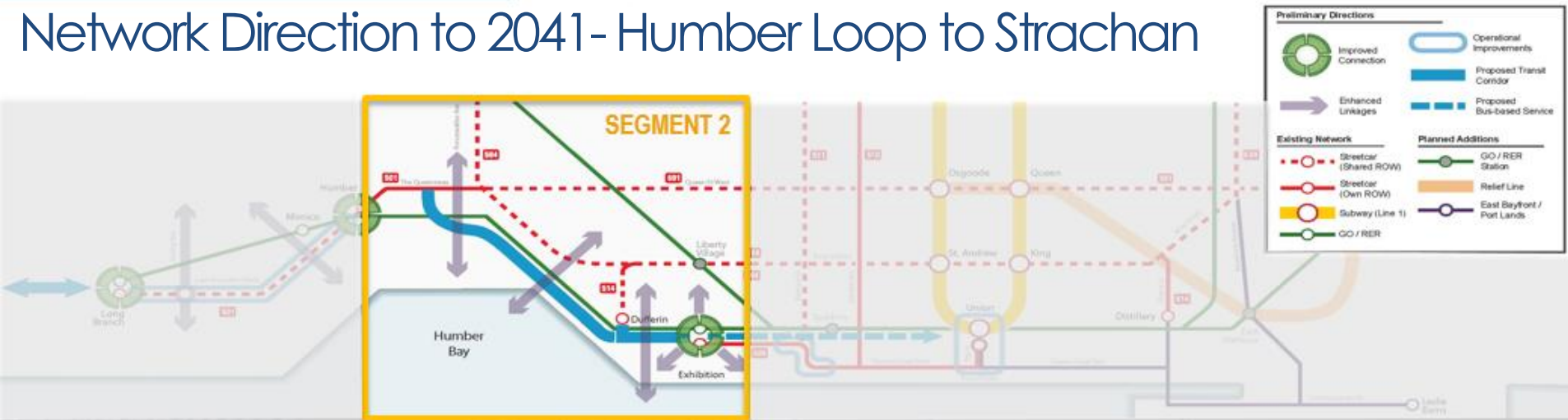


# Humber Bay Shores Dedicated Transit Right-of-Way





# Network Direction to 2041 - Humber Loop to Strachan



## Humber Bay Link

- Preliminary evaluation of short listed options for new transit infrastructure completed
- Preliminary Business Case for new transit infrastructure underway

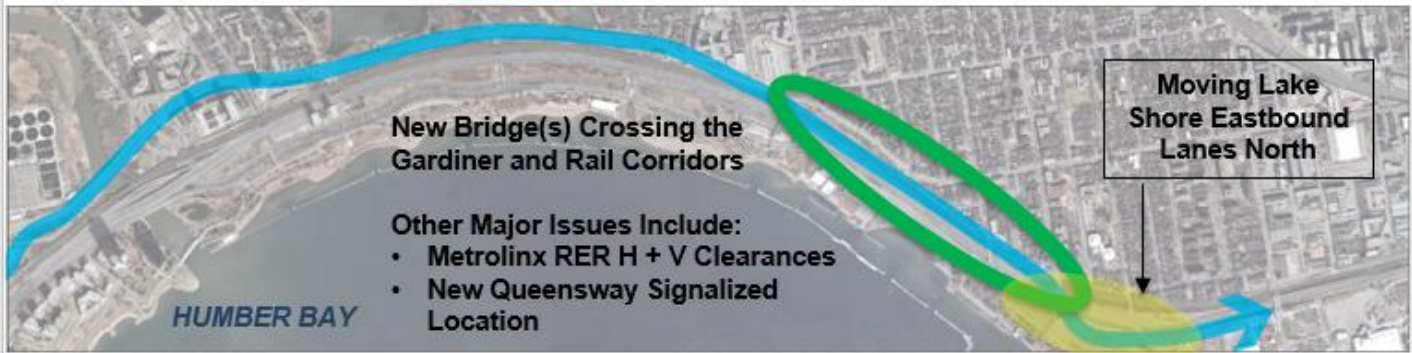


Image Source: <http://jsdoit.ca/?tag=sunnyside-pool>



# Humber Bay Link Options

## Humber Loop to Dufferin Street



**Concept 2A – bridge across Gardiner and rail corridors**



**Concept 2D – via Lake Shore Blvd.**



**Concept 2E – via Colborne Lodge Drive and Lake Shore Blvd.**

# Humber Bay Link Options: Preliminary Evaluation



	2A	2D	2E
SERVING PEOPLE	EXPERIENCE	🟢	🟢
	CHOICE	🟢	🟢
	SOCIAL EQUITY	🟢	🟢
STRENGTHENING PLACES	SHAPING THE CITY	🟢	🟢
	HEALTHY NEIGHBOURHOODS	🟢	🟢
	PUBLIC HEALTH AND ENVIRONMENT	🟢	🟢
SUPPORTING PROSPERITY	SUPPORTS GROWTH	🟢	🟢
	AFFORDABILITY	Moderate to High Cost	Moderate to High Cost
			☑️

## ➤ Preliminary Preferred Option: Concept 2E – via Colborne Lodge Drive and Lake Shore Blvd.

- Provides a balanced trade-off between improved transit service, mobility choice, and enhanced connections to key destinations
- Comparatively minimal environmental and property impacts
- Presents a lower construction cost by avoiding major construction impacts and issues

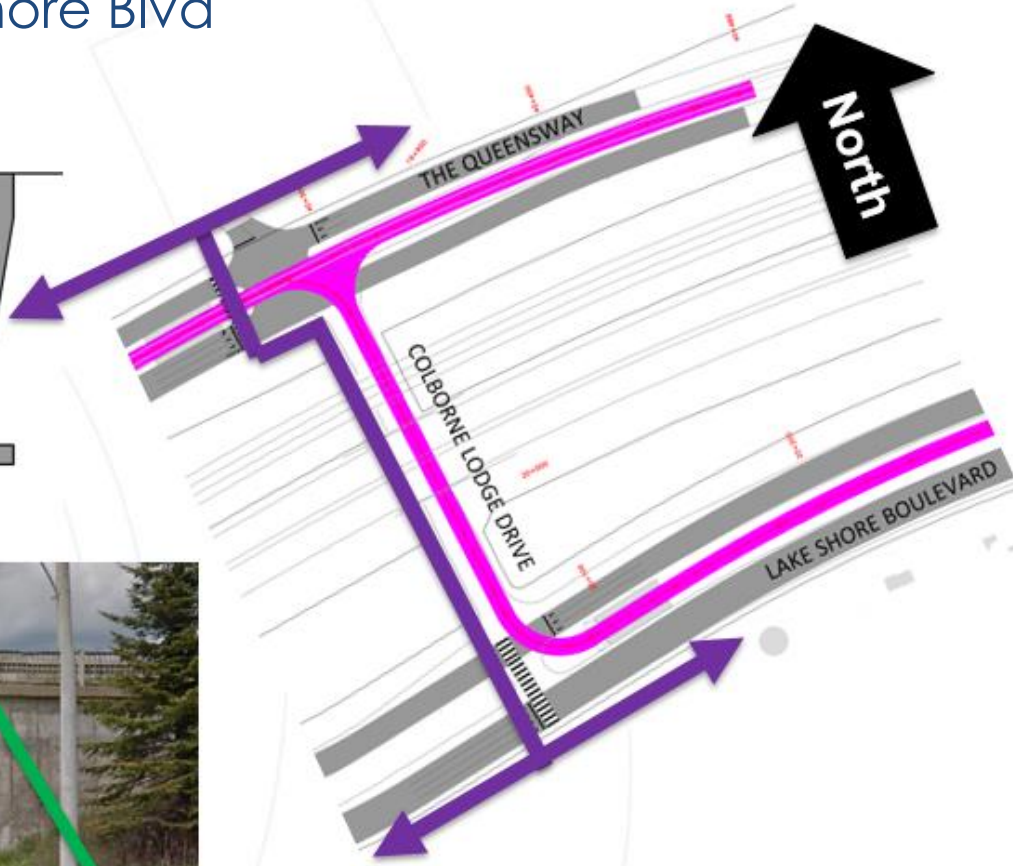
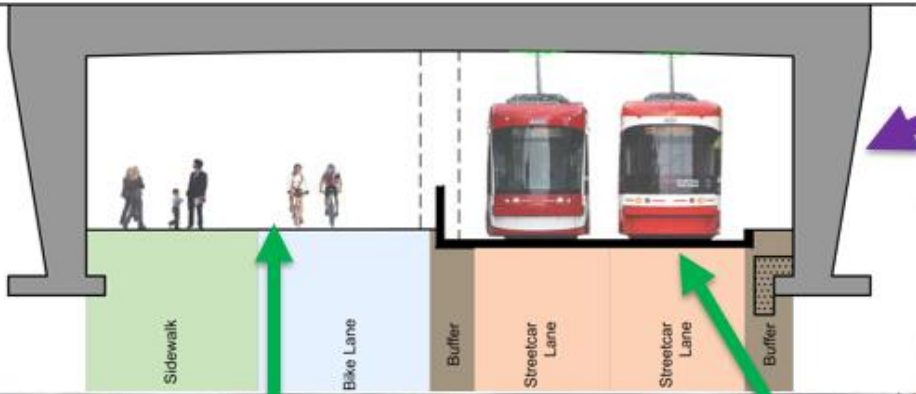
See Display Boards for Summary  
*Feeling Congested?* Evaluation





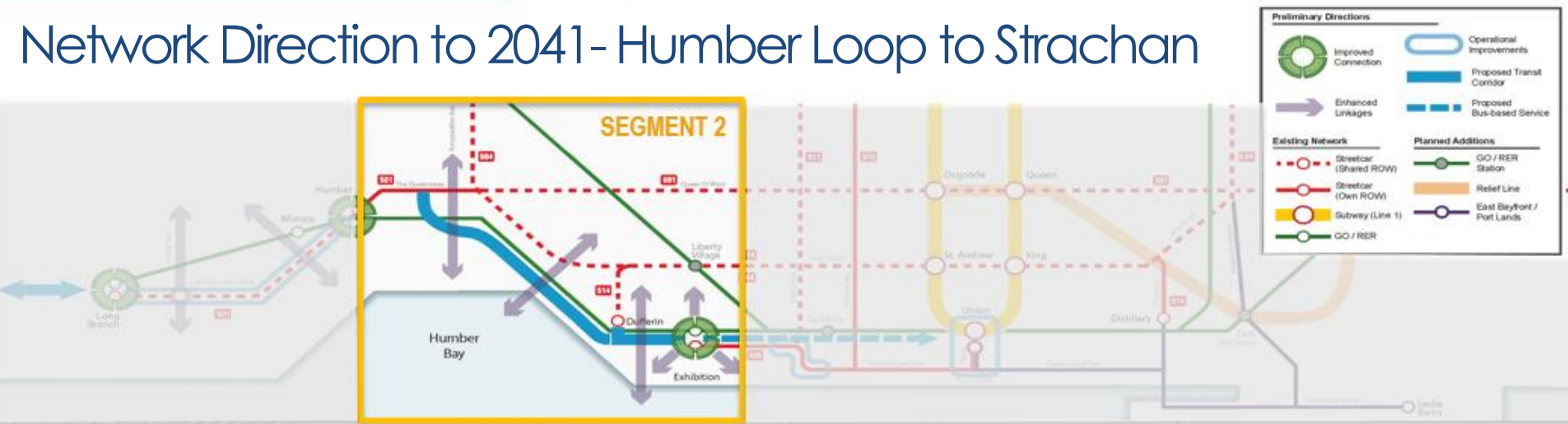
# Humber Bay Link Preliminary Preferred Option

## 2E – Via Colborne Lodge / Lake Shore Blvd



**Dedicated Transit Corridor**

# Network Direction to 2041 - Humber Loop to Strachan



## Liberty Village – Exhibition Place – Ontario Place Area

- 30% design for LRT extension along north side of Exhibition Place is underway and coordinating with:
  - Dufferin Bridges replacement
  - Metrolinx Exhibition GO Station Improvements and Electrification

### Next Steps...

- Funding required for detailed design and construction of LRT extension
- GO station improvements (Metrolinx lead)
- Follow-up studies for additional transit links to be determined based on Ontario Place redevelopment and demand generation





# Network Direction to 2041- Strachan to Parliament



## Lake Shore – Fleet – Bathurst – Queens Quay Intersection

- Preliminary evaluation of short listed options for transit infrastructure/intersection improvements completed



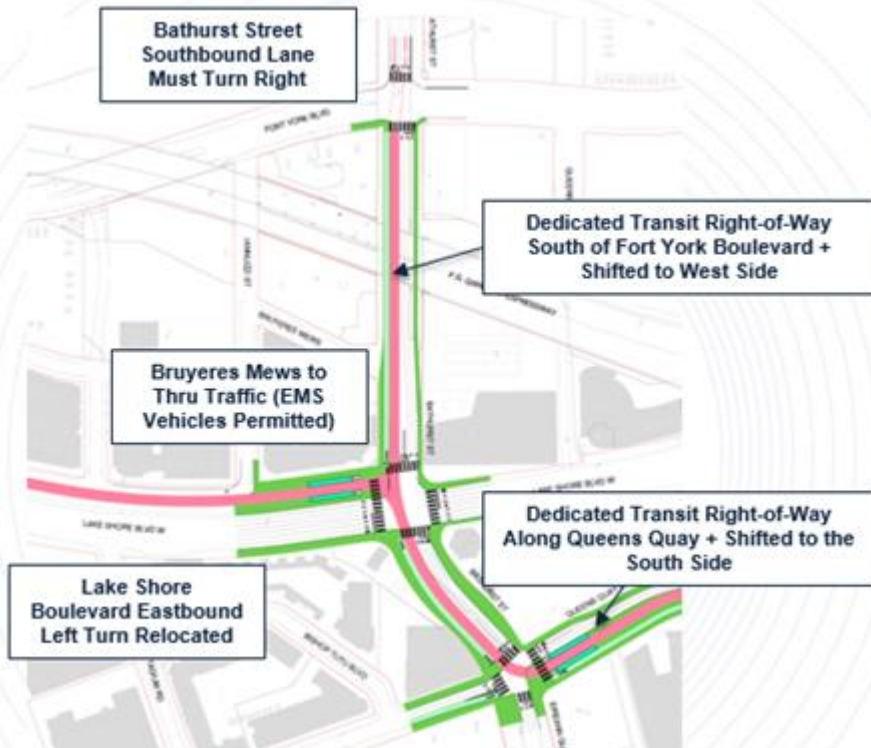
### Next Steps...

- Feasibility study and/or EA

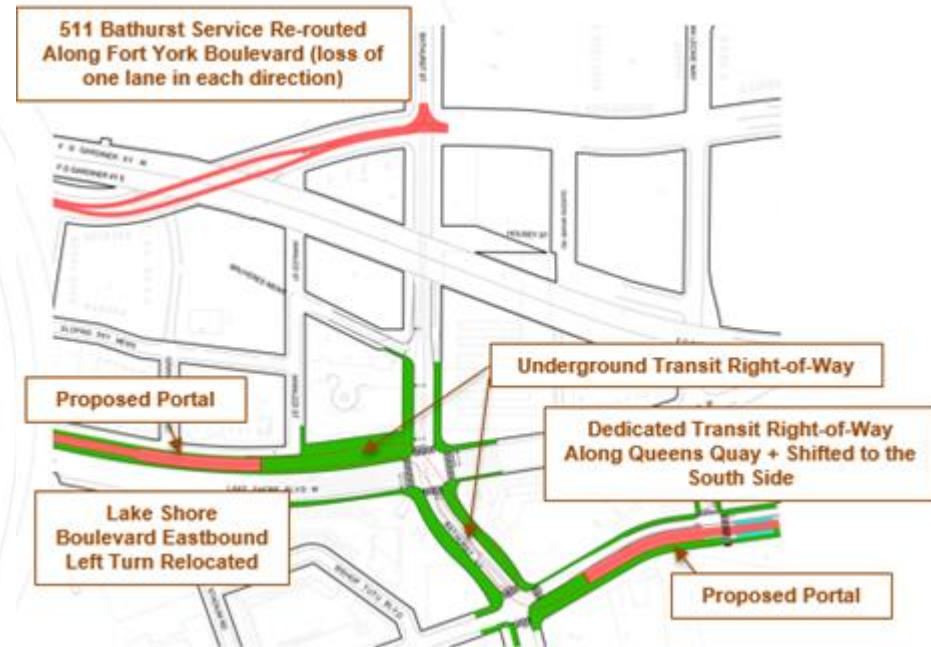


# Queens Quay/Fleet/Lake Shore/ Bathurst Intersection Improvement Options

**Concept 3A** – operational improvements (i.e. transit signal priority, revised signal timings, turning restrictions) – **Not Shown**

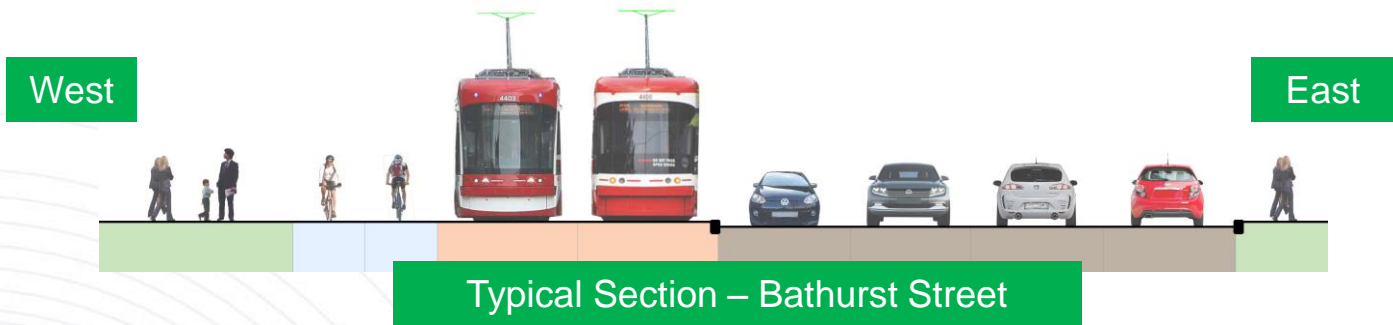


**Concept 3B** – intersection reconfiguration (at-grade)



**Concept 3C** – grade separation (transit underground)

# Preliminary Evaluation: Intersection Improvements

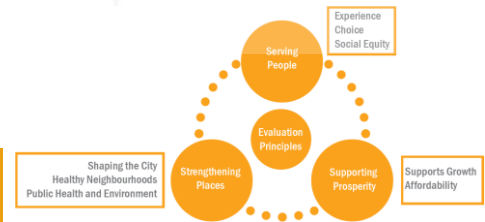


	3A	3B	3C	
SERVING PEOPLE	EXPERIENCE			
	CHOICE			
	SOCIAL EQUITY			
STRENGTHENING PLACES	SHAPING THE CITY			
	HEALTHY NEIGHBOURHOODS			
	PUBLIC HEALTH AND ENVIRONMENT			
SUPPORTING PROSPERITY	SUPPORTS GROWTH			
	AFFORDABILITY	Very Low Cost	Moderate Cost	High Cost
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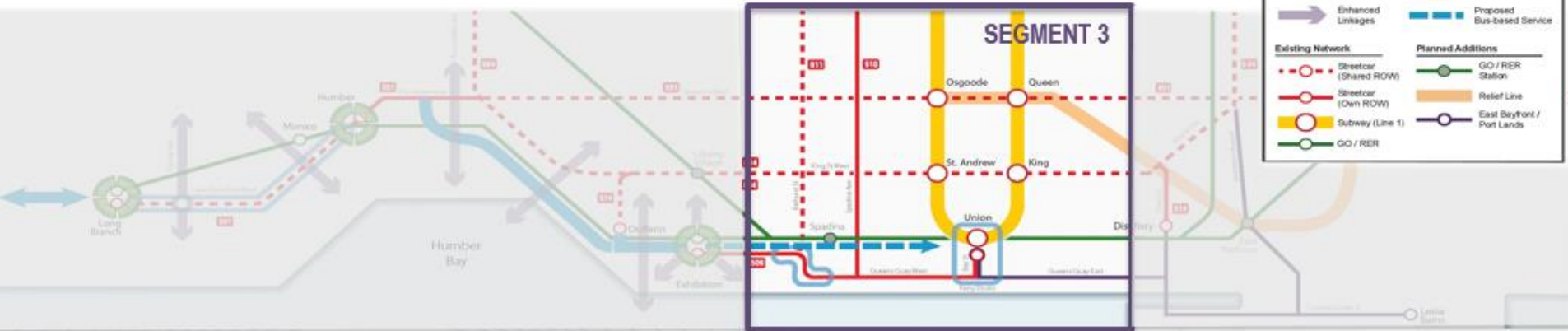
## ➤ Preliminary Preferred Option: Concept 3B – Re-configured At-Grade Intersection

- Provides improved transit service reliability and local transit travel time
- Presents enhanced intersection safety and north-south linkages for pedestrians and cycling
- Comparatively moderate construction cost, including associated risks

See Display Boards for Summary  
*Feeling Congested?* Evaluation



# Network Direction to 2041- Strachan to Parliament



## Front Street and / or Bremner Boulevard Transit

- Additional analysis and longer-term consideration for LRT and/or BRT is required as major initiatives in this area advance (e.g. RER, Rail Deck Park, Relief Line West)

### Next Steps...

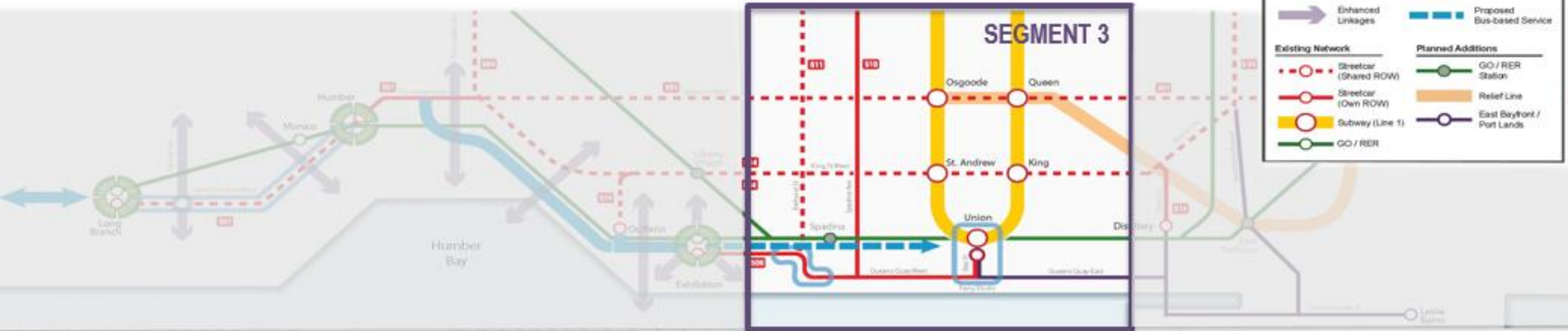
- Consider in conjunction with overall TOcore mobility strategy



JAMES BOW PHOTOGRAPHER (20160713); TRANSIT TORONTO COLLECTION (2017)



# Network Direction to 2041 - Strachan to Parliament



## Union Station – Queens Quay Connection

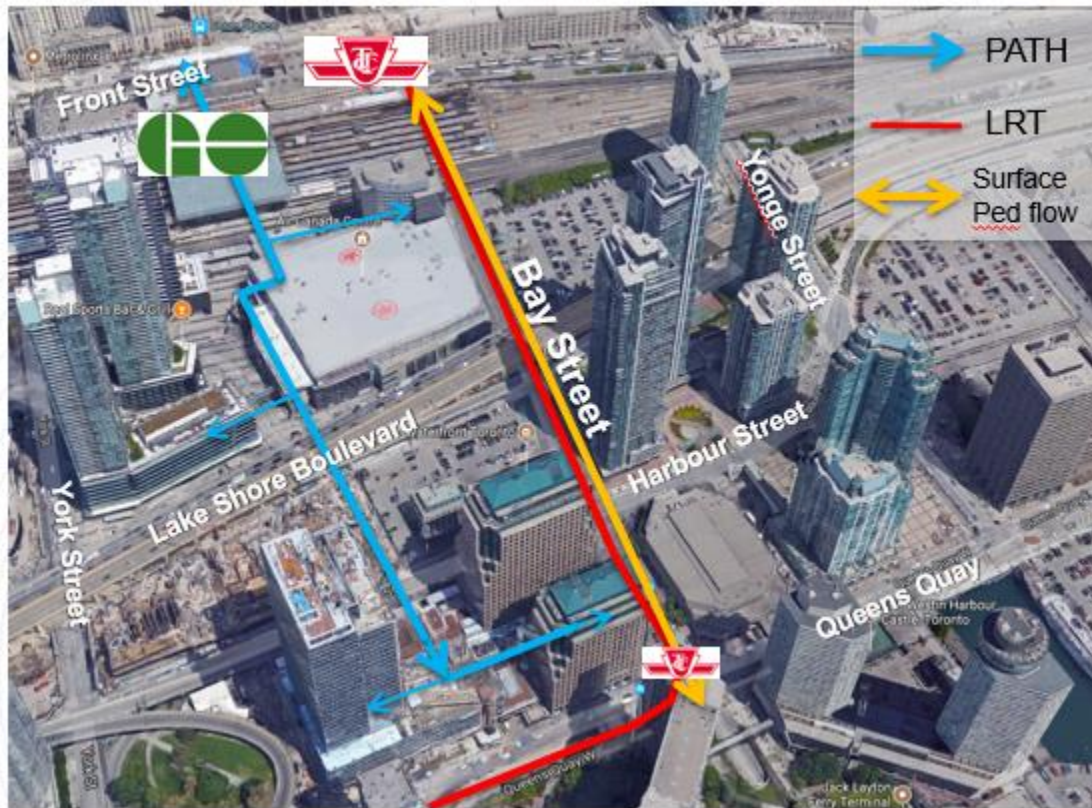
- EA Approved Option – LRT Expansion
- Critical portion of network
- Initial proof of alternative concepts complete and all have been found to meet forecasted 2041 transit demand
- Other considerations are required

### Next Steps...

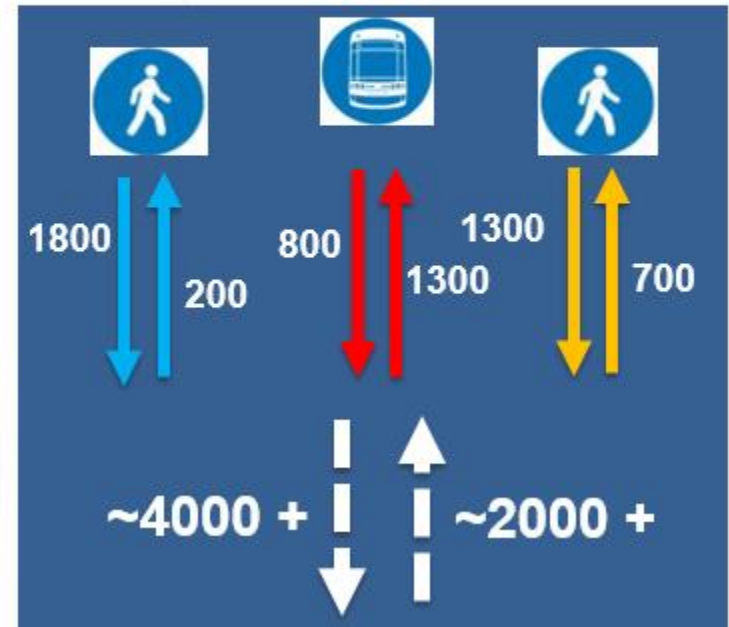
- To be determined



# Existing South Bay Corridor Travel Patterns



## N/S Movements (AM Peak Hour)



### Transit Characteristics

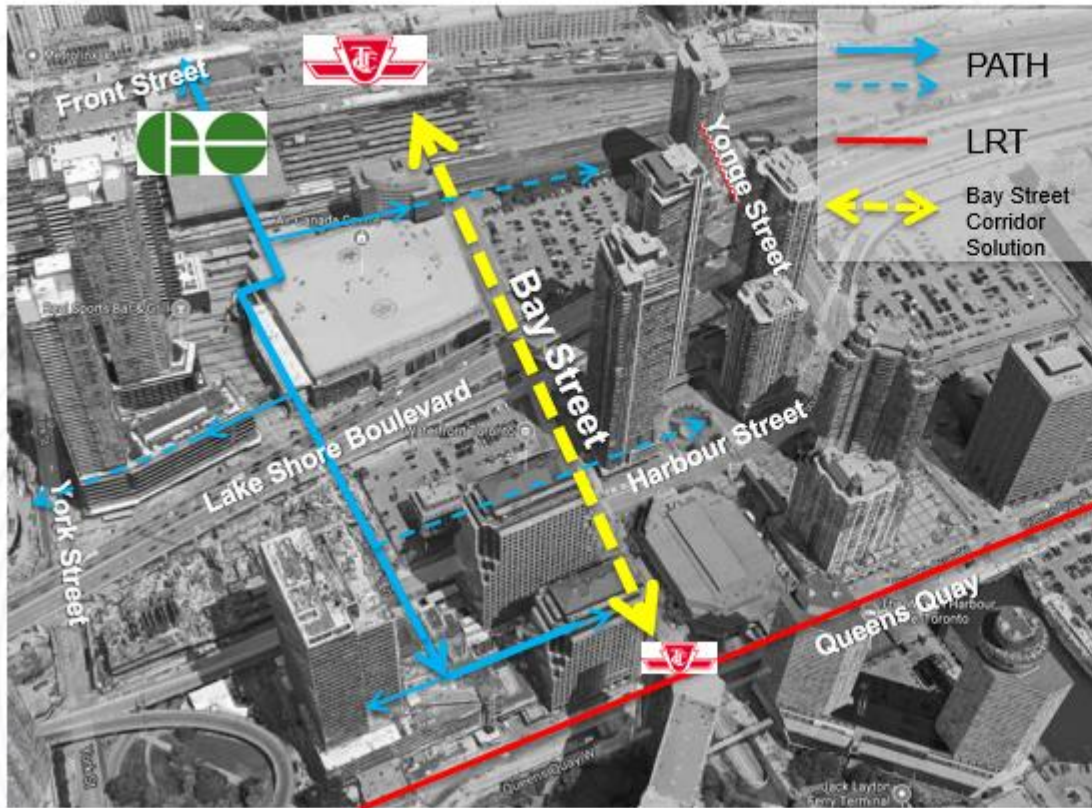
- ~25% of SB passengers travel one stop to Queens Quay (50% at AM peak hour)
- ~20% of NB passengers travel one stop from Queens Quay (5% at AM peak hour)

### Pedestrian Characteristics

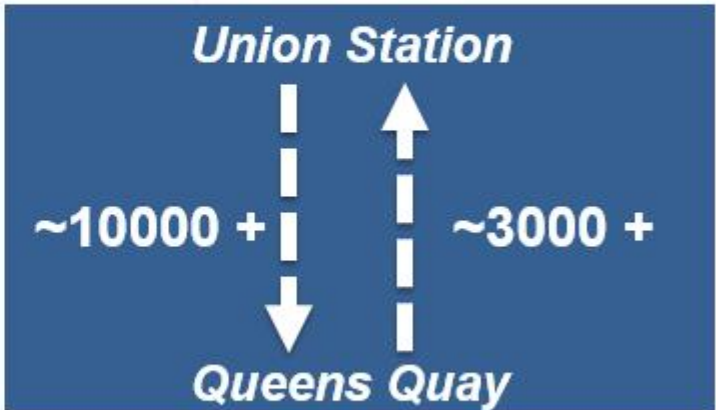
- Significant volumes along Bay Street and new elevated PATH west of Bay between Union and Queens Quay



# Future South Bay Corridor Travel Patterns



## N/S Movements Combined Pedestrian and Transit Volume (Projected 2041 AM Peak Hour Estimates)



### Future Trend

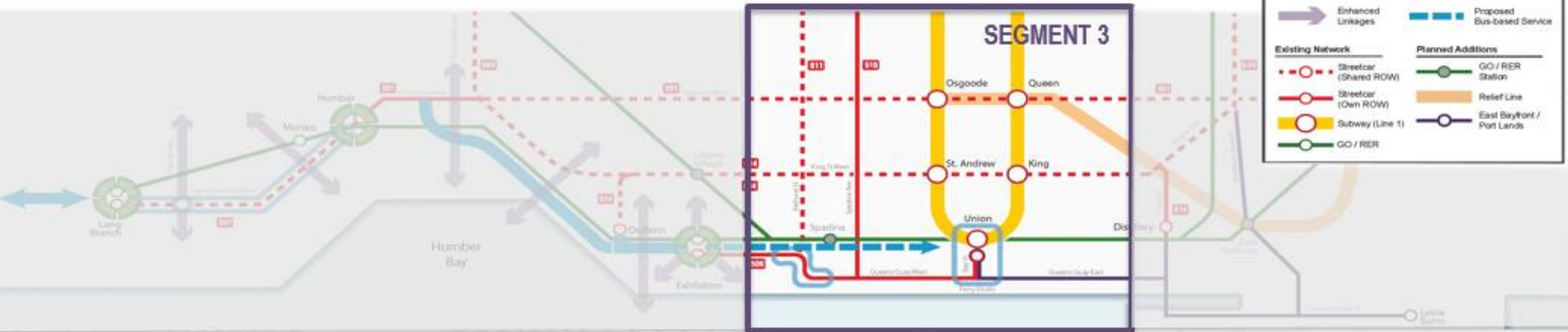
- Significant increase in N/S movements along the southern Bay corridor as new development emerges locally and further to the east
- Southbound movements in particular may increase more than 100% (AM peak)
- How may these movements be accommodated?

Notes:

1. Estimated transit volumes: 3700 pph southbound and 1700 pph northbound.
2. Estimates are conservative.



# Network Direction to 2041- Strachan to Parliament



## Pedestrian Improvements to Bay Corridor – At Surface

- Required in conjunction with Union – Queens Quay tunnel connection option

### Next Steps...

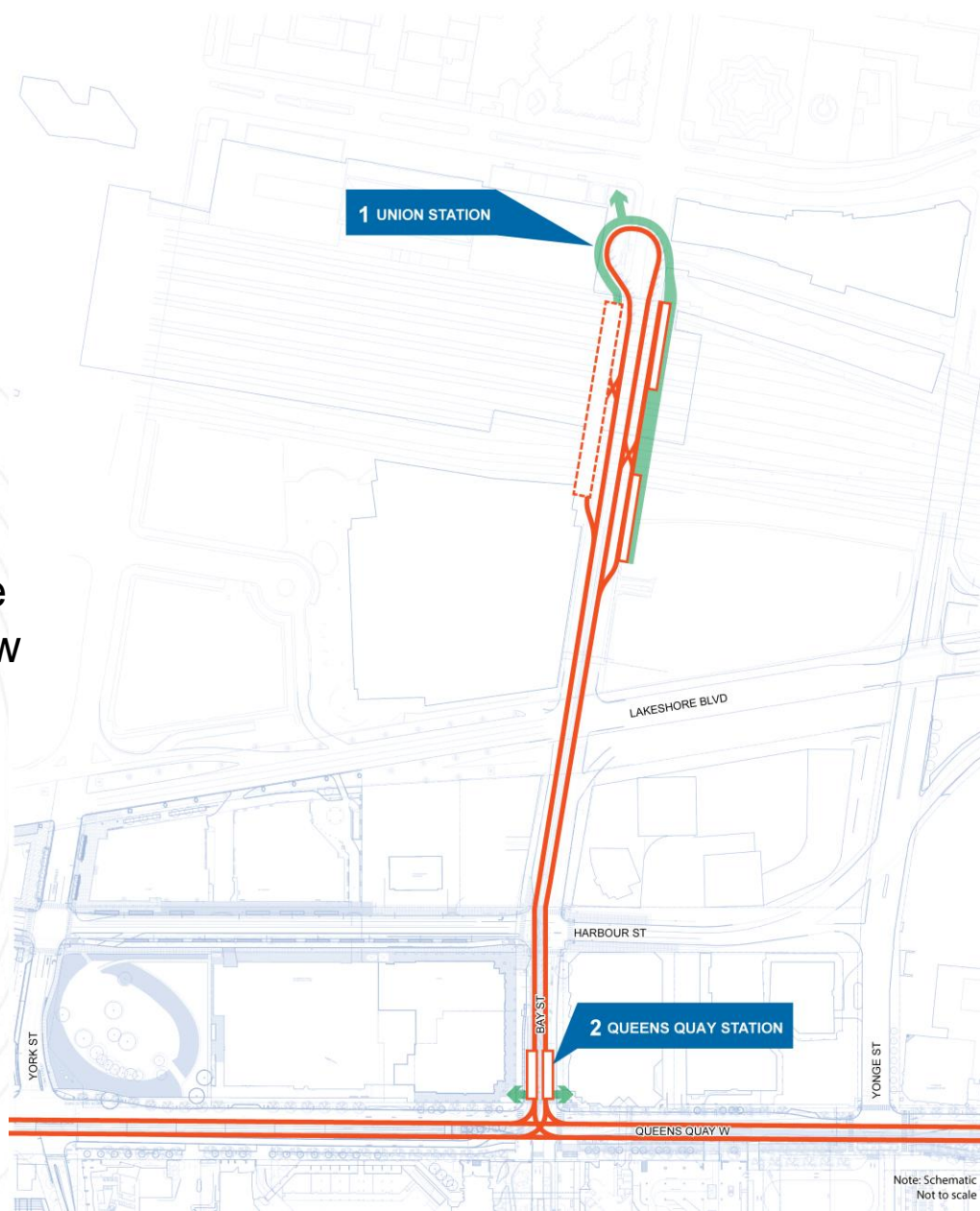
- Consider in conjunction with overall TOcore mobility strategy



# OPTION A

## Expand LRT Infrastructure

This option expands capacity at the Union Station streetcar loop to allow future eastbound and westbound service along Queens Quay to run thru Union Station.



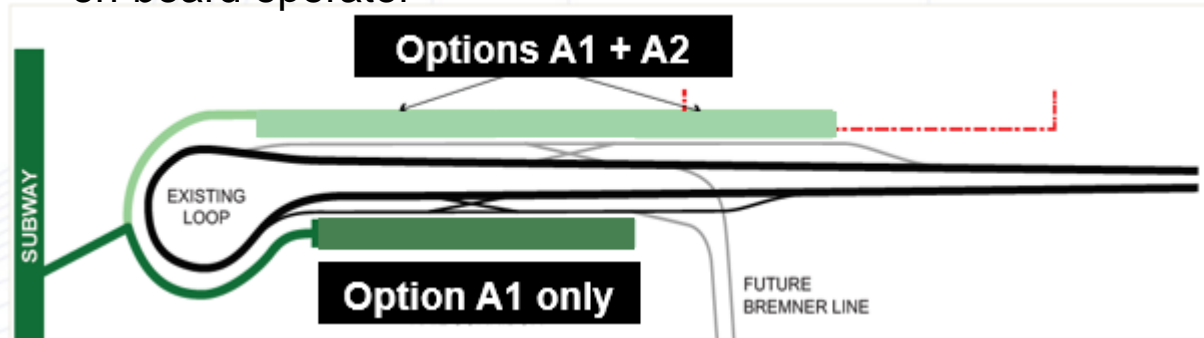
# Option A1: Major Union Station Loop Expansion

## Key Infrastructure (EA Approved)

- Union Station
  - provisions for 4 platforms
  - additional by-pass trackage to access each platform separately
  - integrated pedestrian tunnel between Union Station and new inter-regional bus terminal
- Queens Quay
  - extend underground tunnel to east of Freeland

## Operations

- operates as a mainline station (not as a terminus)
- assumed 4 min headways in each direction
- on-board operator





# Option A2: Smaller Union Station Loop Expansion

## Key Infrastructure (EA Approved)

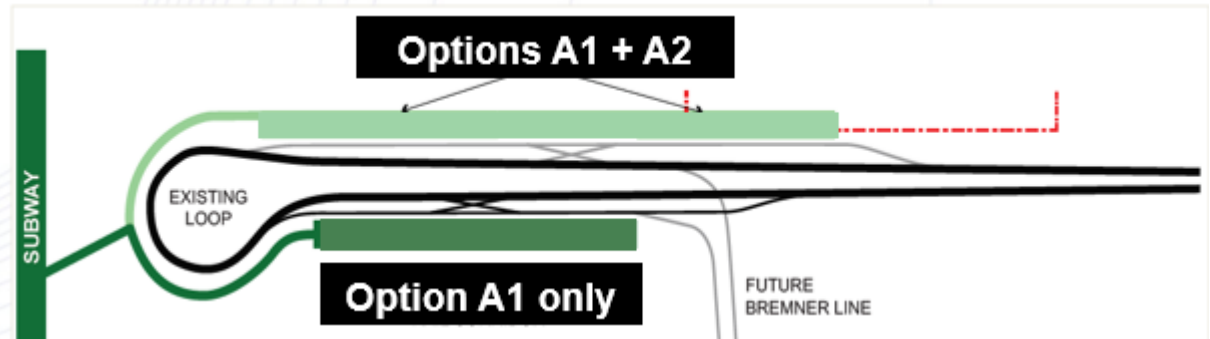
- similar as per Option A1, except there are initially only provisions for 2 platforms

## Operations

- similar as per Option A1

## Option A2 Advantages Over Option A1

- construction cost and complexity are lower

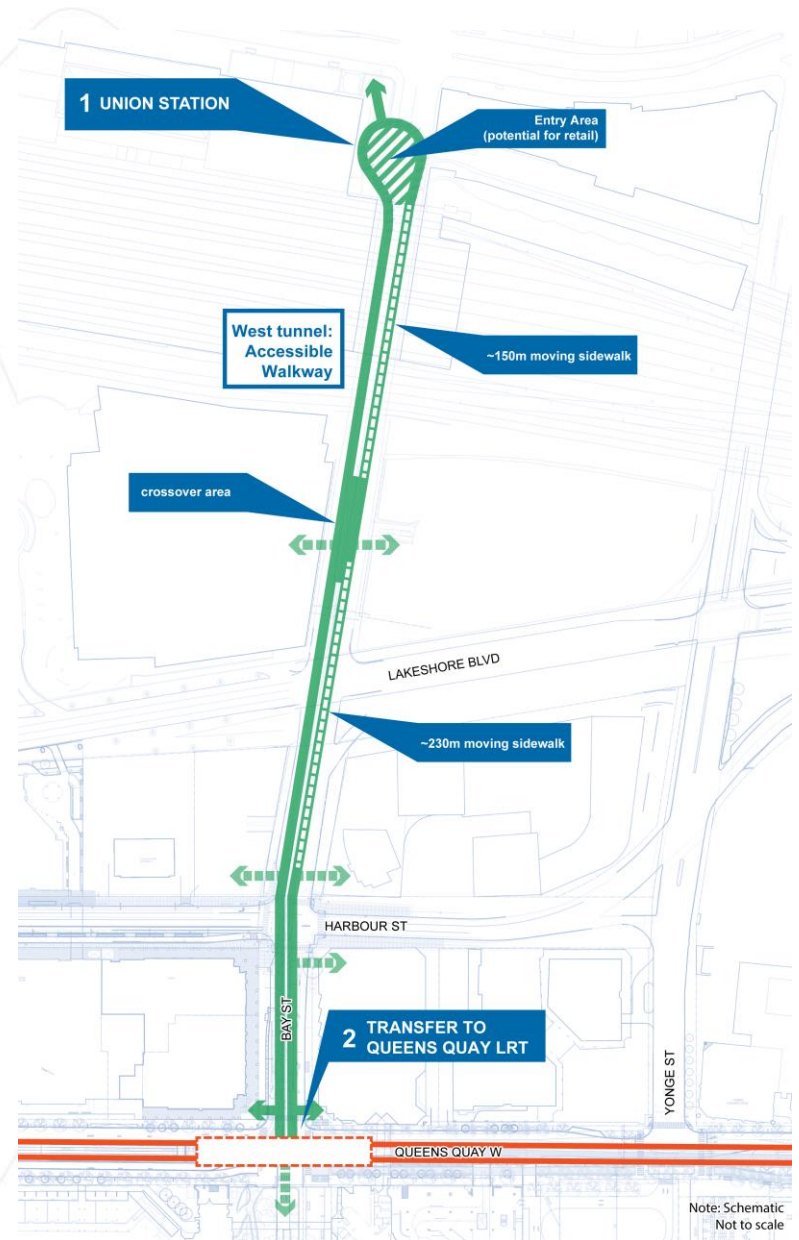


# OPTION B

## Repurpose Tunnel to Walkway/Moving Sidewalk

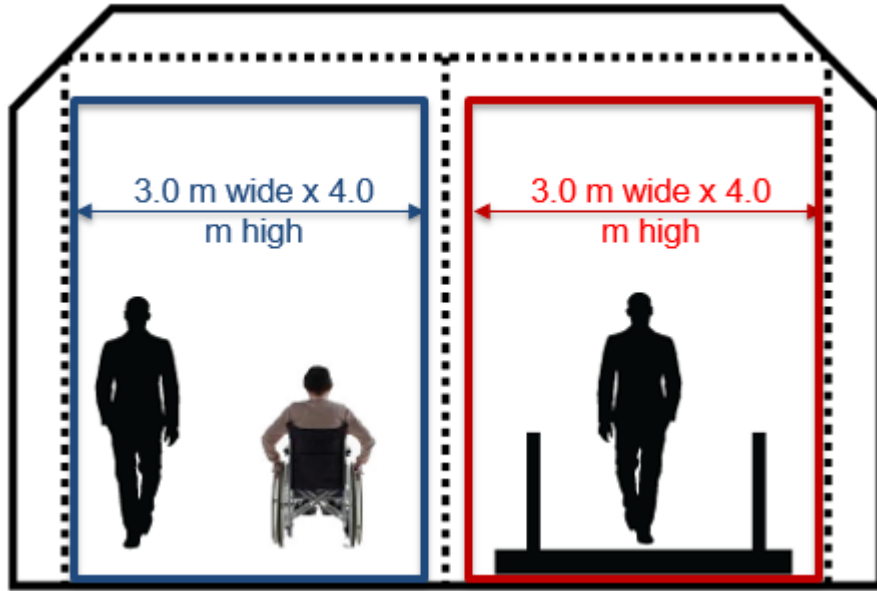
This option replaces the streetcar service between Union Station and Queens Quay with a moving sidewalk and walkway within the existing tunnel.

There would be a convenient transfer to a future east-west LRT through service along Queens Quay.



# Repurpose Tunnel for Pedestrian Activity

Walking and using a moving sidewalk technology for the peak direction movement, similar to those around the world at airports and other transit systems, significant capacity can be provided in each direction. Potential to integrate with the City's PATH system and connect to existing and planned developments.



## Sidewalk – West Tunnel

## Moving Sidewalk – East Tunnel

- Finished Tunnel Width – 3.0 m
- Effective Walking Width – 2.4 m
- Tunnel Length – 530 m
- Finished Tunnel Width – 3.0 m
- Moving Sidewalk Width – 1.2 m (wider widths available)
- Tunnel Length – 530 m (moving sidewalk not continuous due to tunnel constraints and to allow for cross-overs and connections to destinations along the tunnel)



London – Jubilee Line, Waterloo Station



Toronto – Billy Bishop Airport



Toronto – LBPIA



Paris – Charles De Gaulle Airport

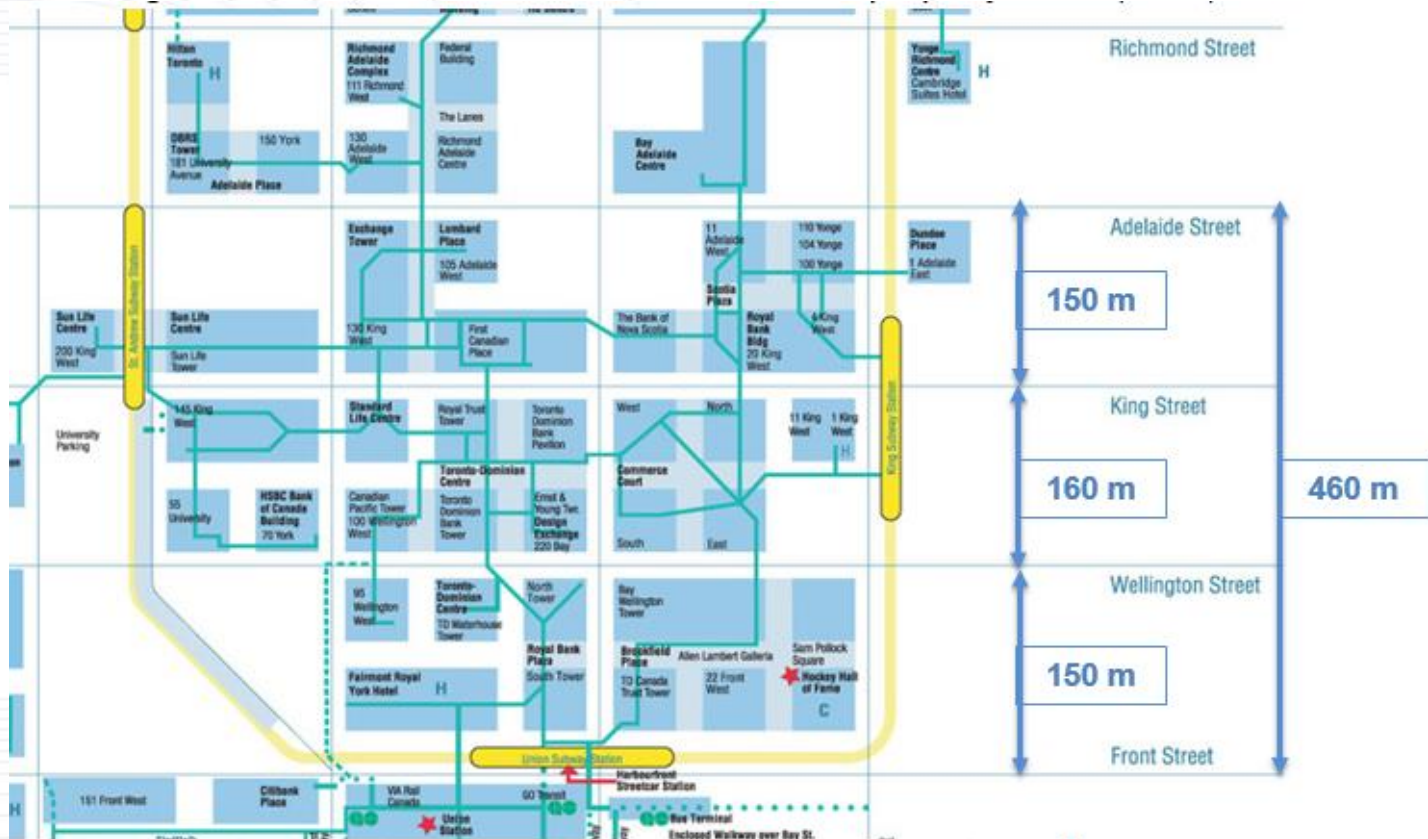


# Toronto's PATH Network

## Toronto's PATH Expanding Network

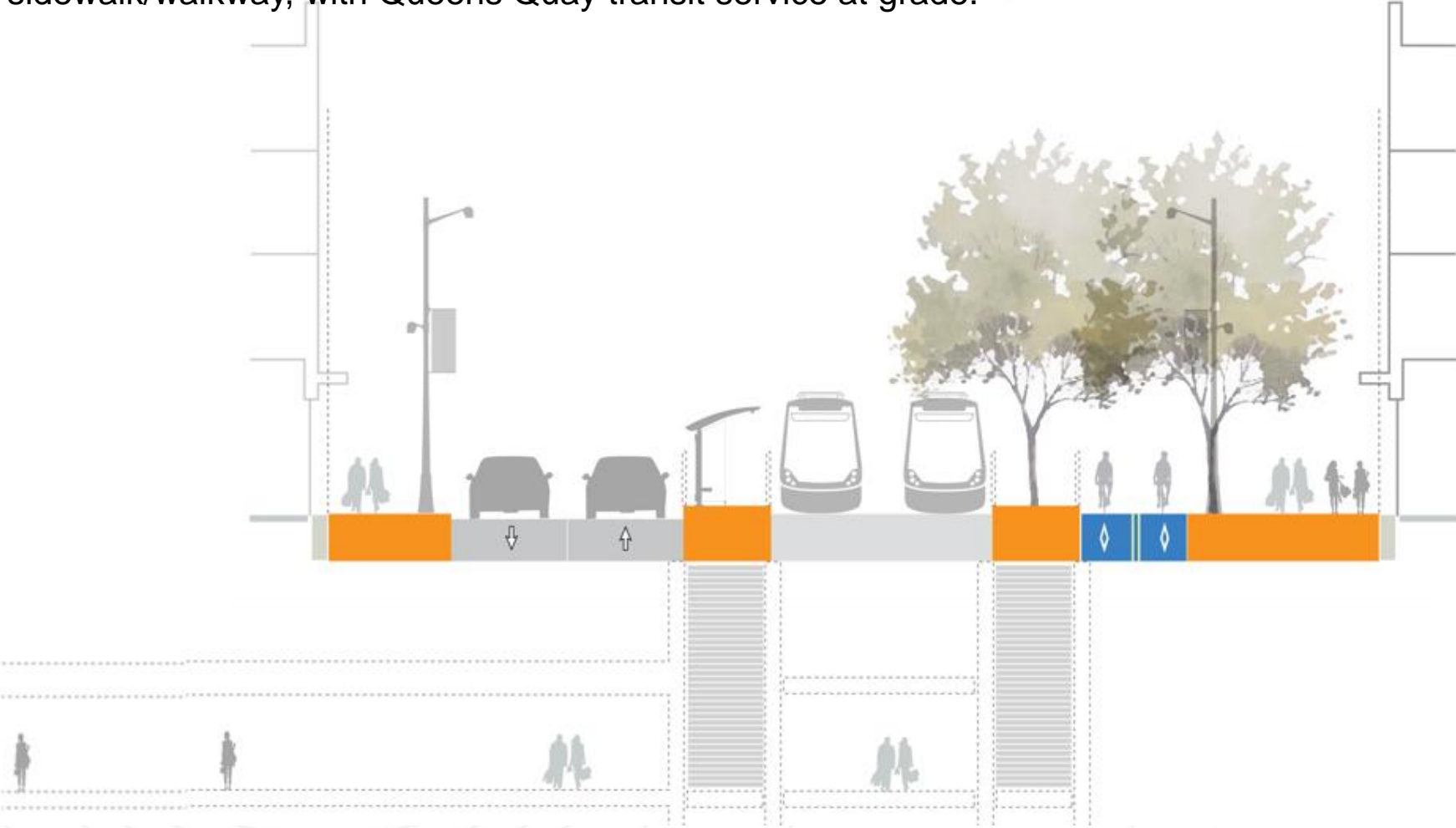
As per PATH Pedestrian Network Master Plan (2012), the PATH network:

- generates higher value for below grade retail space and increases the market area for individual stores
- provides a critical leasing advantage to the property owner
- brings in over \$254 million in income, sales and property taxes (2009)



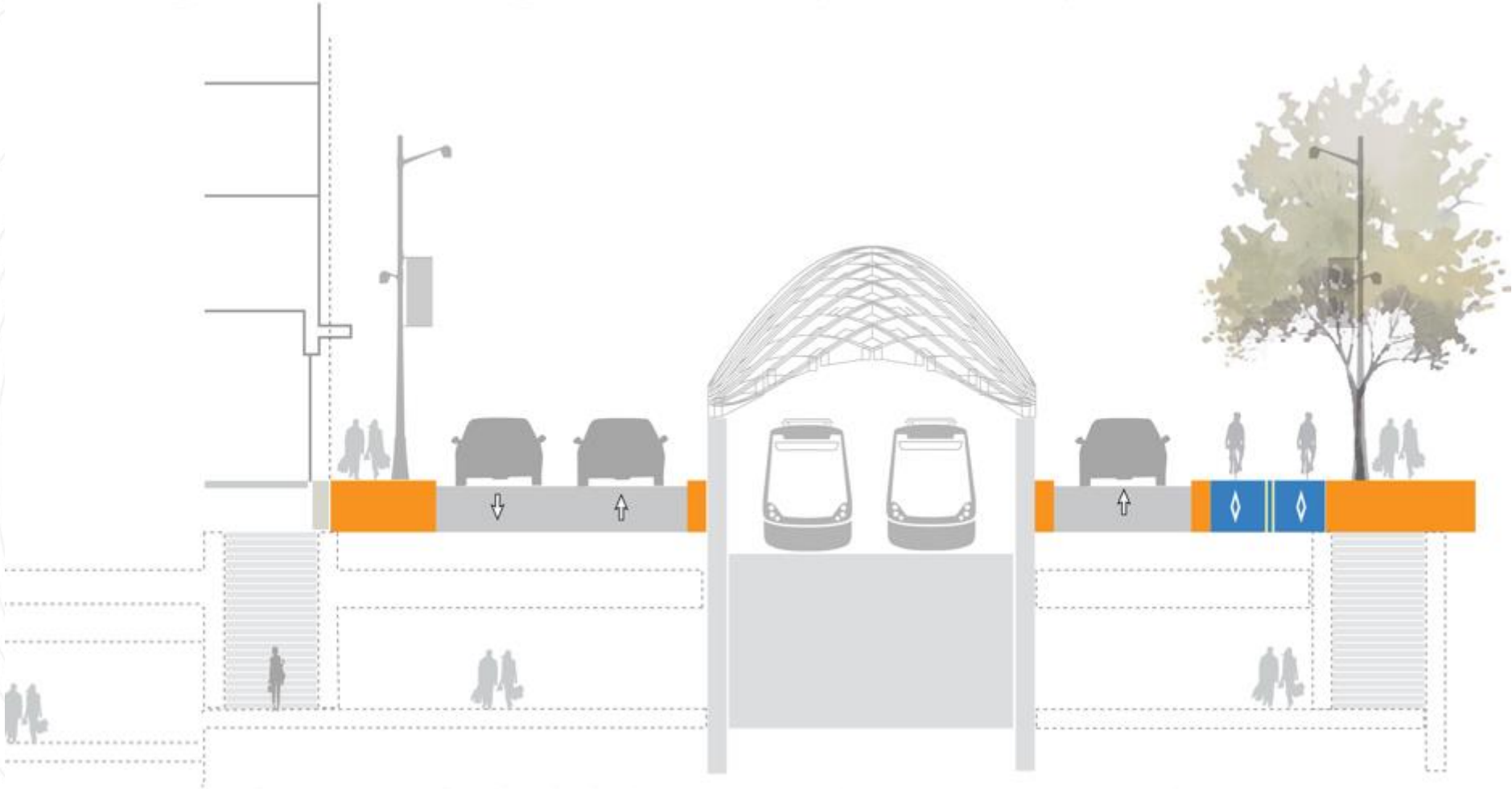
# Option B1: Queens Quay Section

Conceptual illustration of the relationship between the streetcar and the moving sidewalk/walkway, with Queens Quay transit service at grade.



# Option B2: Queens Quay Section

Conceptual illustration of the relationship between the streetcar and the moving sidewalk/walkway, with Queens Quay transit service below grade.



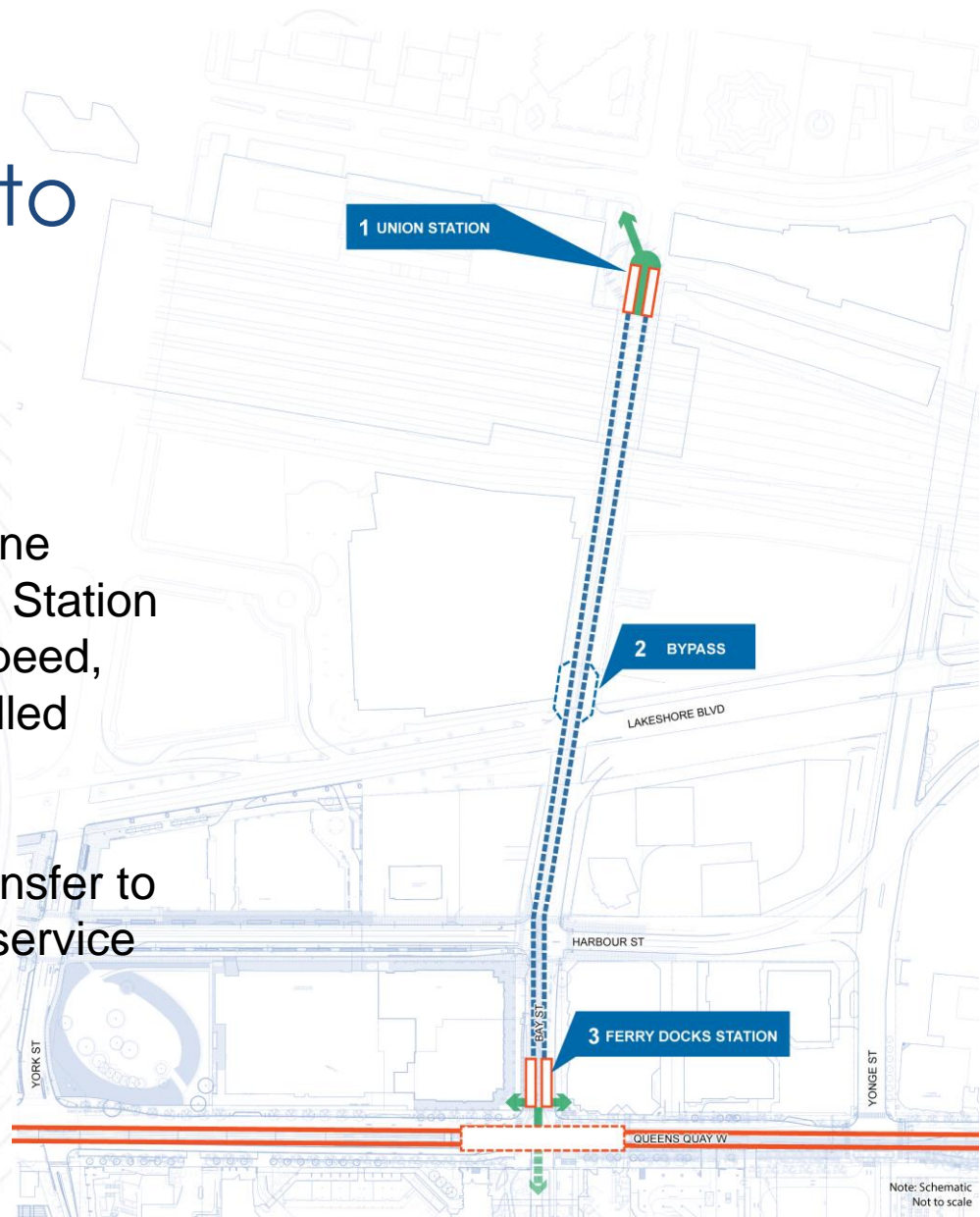


# OPTION C

## Repurpose Tunnel to Alternative Transit Technology

This option replaces the single-line streetcar service between Union Station and Queens Quay with a high-speed, high capacity, dual-line cable-pulled system in the existing tunnel.

There would be a convenient transfer to a future east-west LRT through service along Queens Quay.



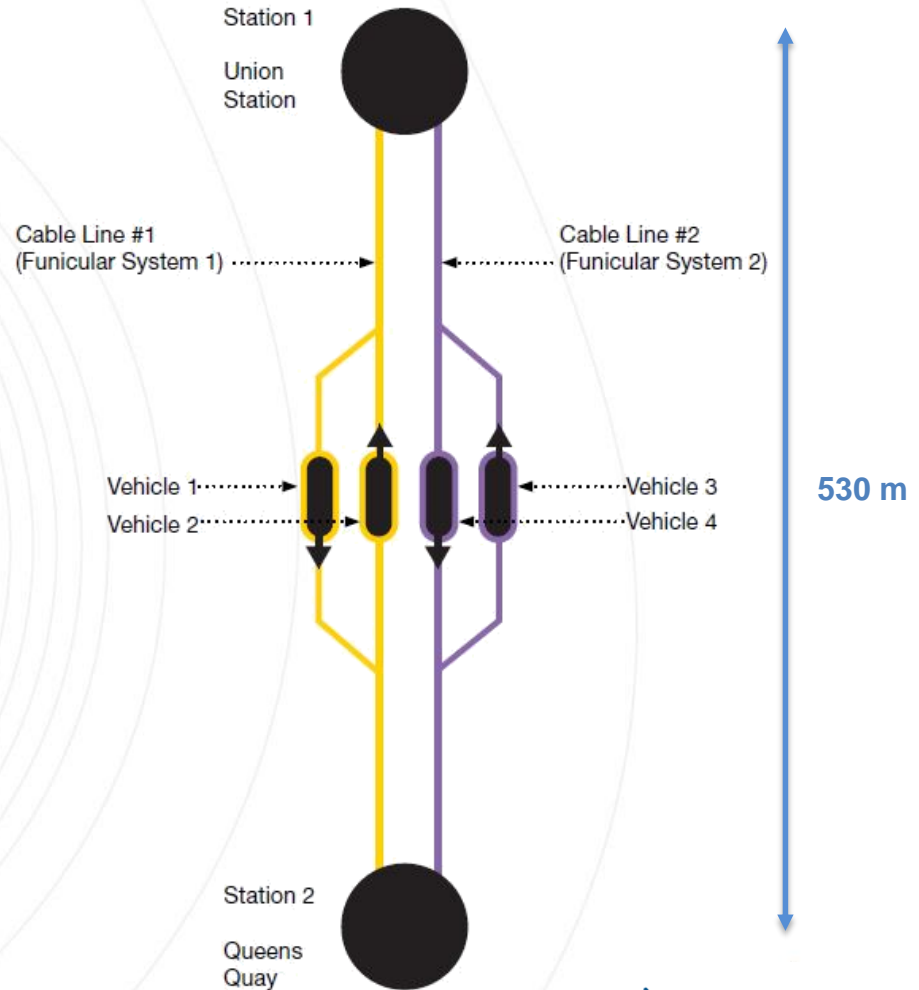
Note: Schematic  
Not to scale

# Automated Dual Line, Dual Haul Bypass Funicular

Using technology similar to the train at Pearson Airport, four cars would operate on two lines, with a total capacity of 8,250 pphpd and reliability of over 98% with no human operator on the cars.

## Key Operational Data

- Train Capacity – 125 persons
- Headways – 1 min (approx.)
- Speed – 10 m/s (36 kph)
- Reliability – 98.5%



# Precedents

Existing technology can be readily adapted for this system. Automated funicular technology is increasingly being used for short-haul service around the world, including as a connector between longer-haul systems, such as the Red Bridge Funicular in Luxembourg, which provides transfers between the Northern Line train and the Kirchberg Plateau Tram. The Fun'ambule in Neuchatel, Switzerland provides a direct link between the main commuter train station and the university.

Fun'ambule (Neuchatel, Switzerland)



image by Funimag (Michel Azema)

Length (m)	330
Configuration	Funicular. Single track bypass.
Capacity (pphpd)	3,400
Total Train Capacity	126
Number of Trains	2
Speed	8 m/s

Red Bridge Funicular (Luxembourg)



<https://www.youtube.com/watch?v=PkUbh1m3hPU>

Length (m)	240
Configuration	Dual haul bypass
Capacity (pphpd)	6,000
Total Train Capacity	168
Number of Trains	4
Speed	7 m/s



# Tunnel Modifications

## Queens Quay Station (Return System)

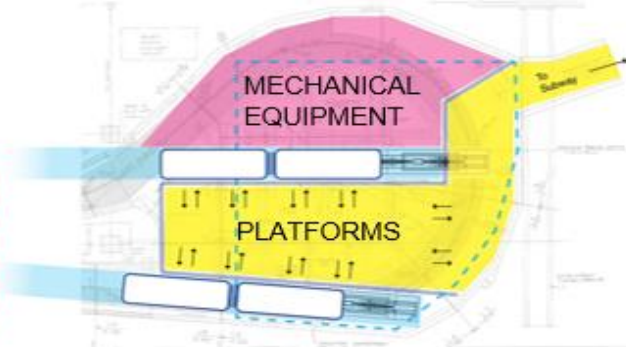
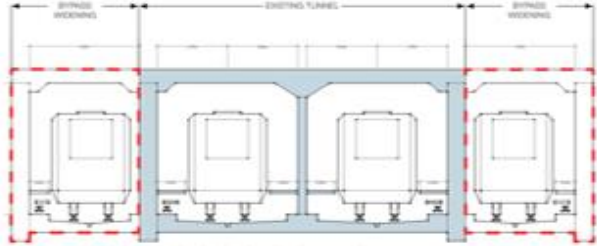
The existing Queens Quay Station can be retained and retrofitted for the Link, or the station could be pushed farther south to bring it closer to the Queens Quay line and the Ferry terminal.

## Tunnel (Section showing bypass)

The existing tunnel can accommodate the funicular system without impacting the slurry wall, with the exception of a 50m segment in the middle for the bypass.

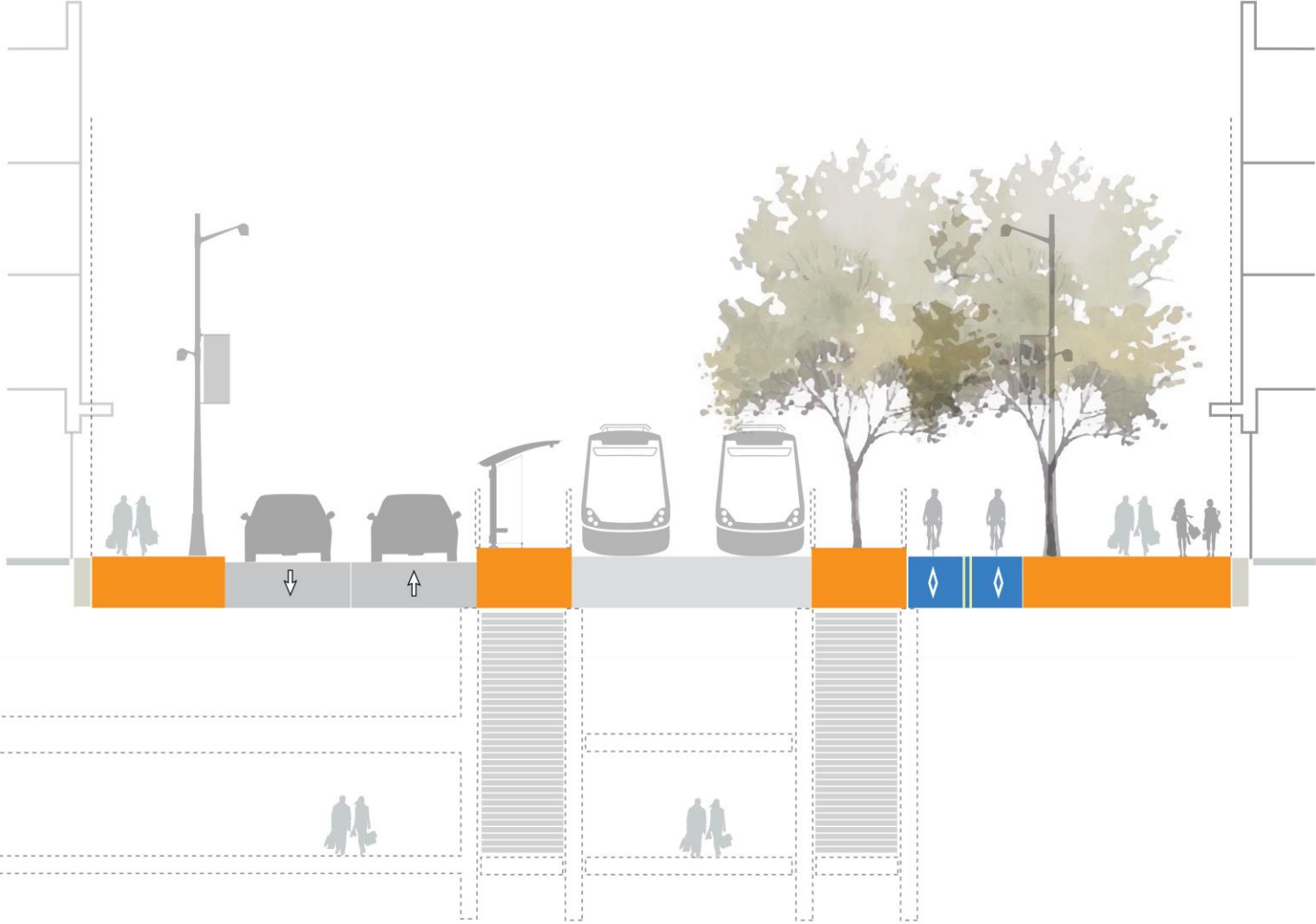
## Union Station (Drive Room)

The existing loop is large enough for expanded two-sided platform and all drive equipment.



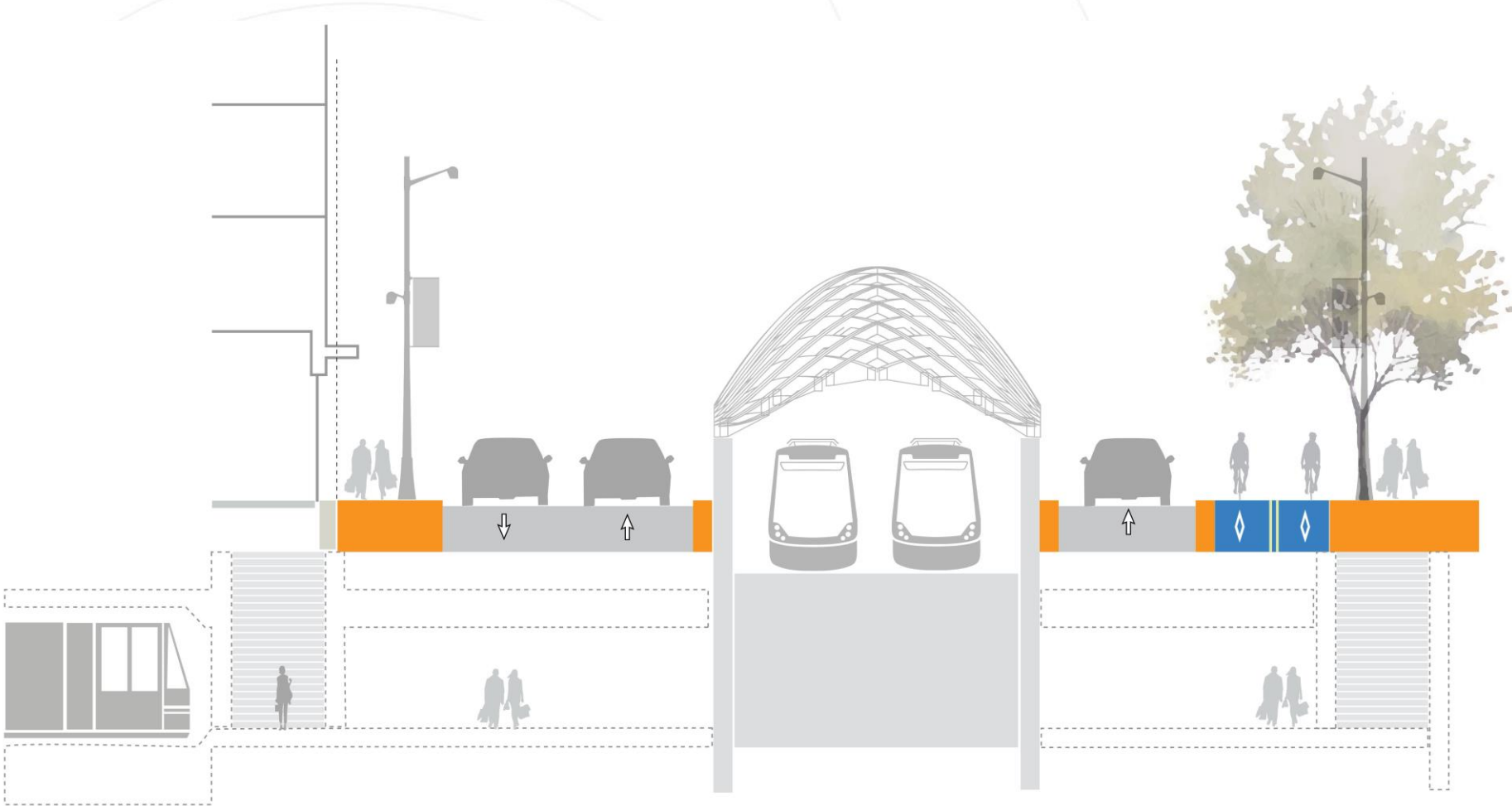
# Option C1: Queens Quay Section

Conceptual illustration of the relationship between the streetcar and the Link, with Queens Quay service at grade.



# Option C2: Queens Quay Section

Conceptual illustration of the relationship between the streetcar and the Link, with Queens Quay service below grade.





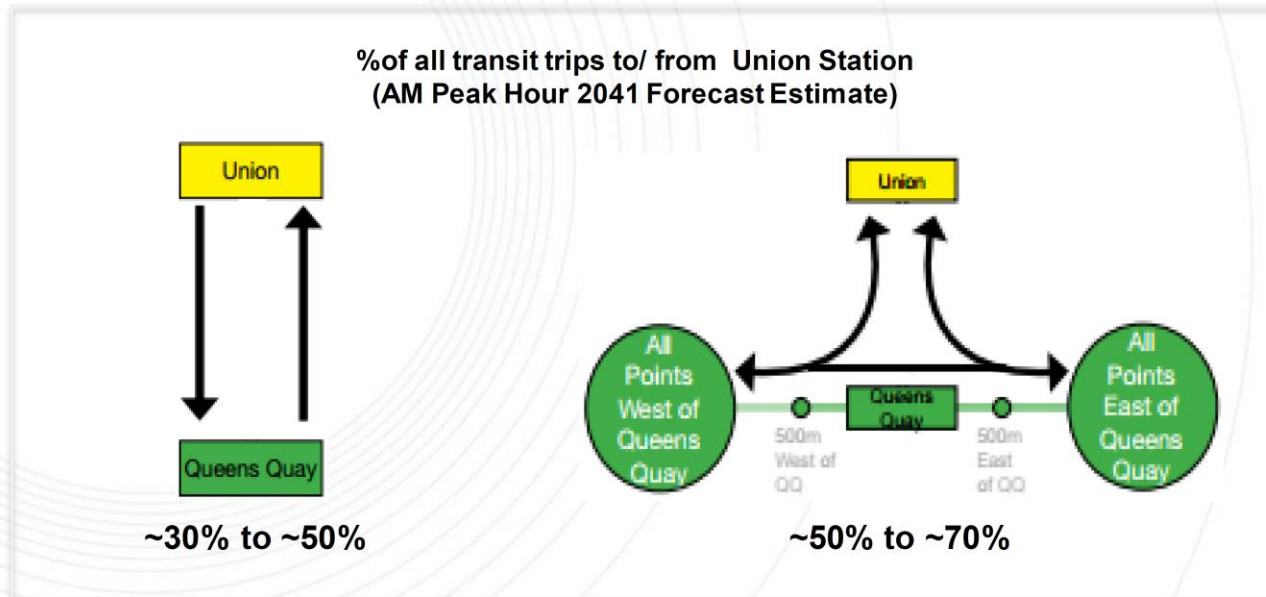
# Union - Queens Quay Connection Options

## Summary Assessment for 2041

- All factors considered, no option has an overall advantage at this stage of analysis
- The distance travelled to/from Union Station is a key consideration

### Further Review & Next Steps

- At-grade vs. below grade Queens Quay options
- User experience for future transit and walking trips
- Comparative cost evaluation



# Network Direction to 2041 - Parliament to Woodbine



Preliminary Directions	
	Improved Connection
	Operational Improvements
	Enhanced Linkages
	Proposed Transit Corridor
	Proposed Bus-based Service
Existing Network	
	Streetcar (Shared ROW)
	Streetcar (Own ROW)
	Subway (Line 1)
	GO / RER
Planned Additions	
	GO / RER Station
	Relief Line
	East Bayfront / Port Lands

## East Bayfront and Port Lands

- Transit planning completed under separate studies:
  - East Bayfront LRT EA (2010)
  - Port Lands and South of Eastern Transportation and Servicing Master Plan EA (2017)

### Next Steps...

- Future considerations subject to Union – Queens Quay Connection recommendation:
  - Phasing and timing of incremental transit extensions
  - Alternative Downtown transit routing implications (i.e. size and location of terminus loop(s))



Source: Port Lands + South of Eastern Transportation and Servicing Master Plan, Open House Nov 14, 2015

# Network Direction to 2041- Parliament to Woodbine

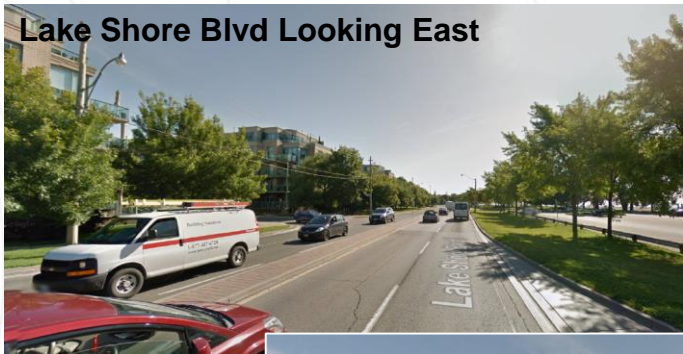


## Leslie Street to Woodbine Avenue

- Forecasted transit demand is low
- Post-2041 transit network consideration
- To consider bus-based solutions as part of the network solution

### Next Steps...

- To be determined



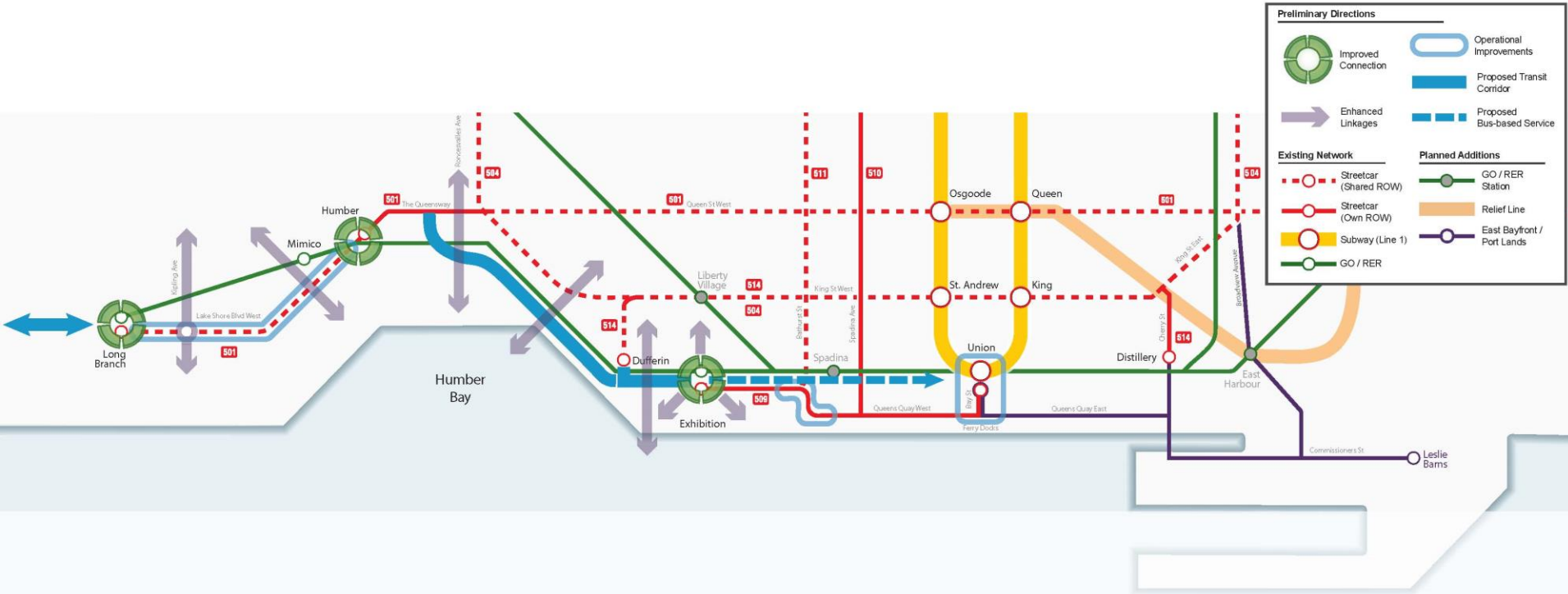
Lake Shore Blvd Looking East



Woodbine Avenue Looking North



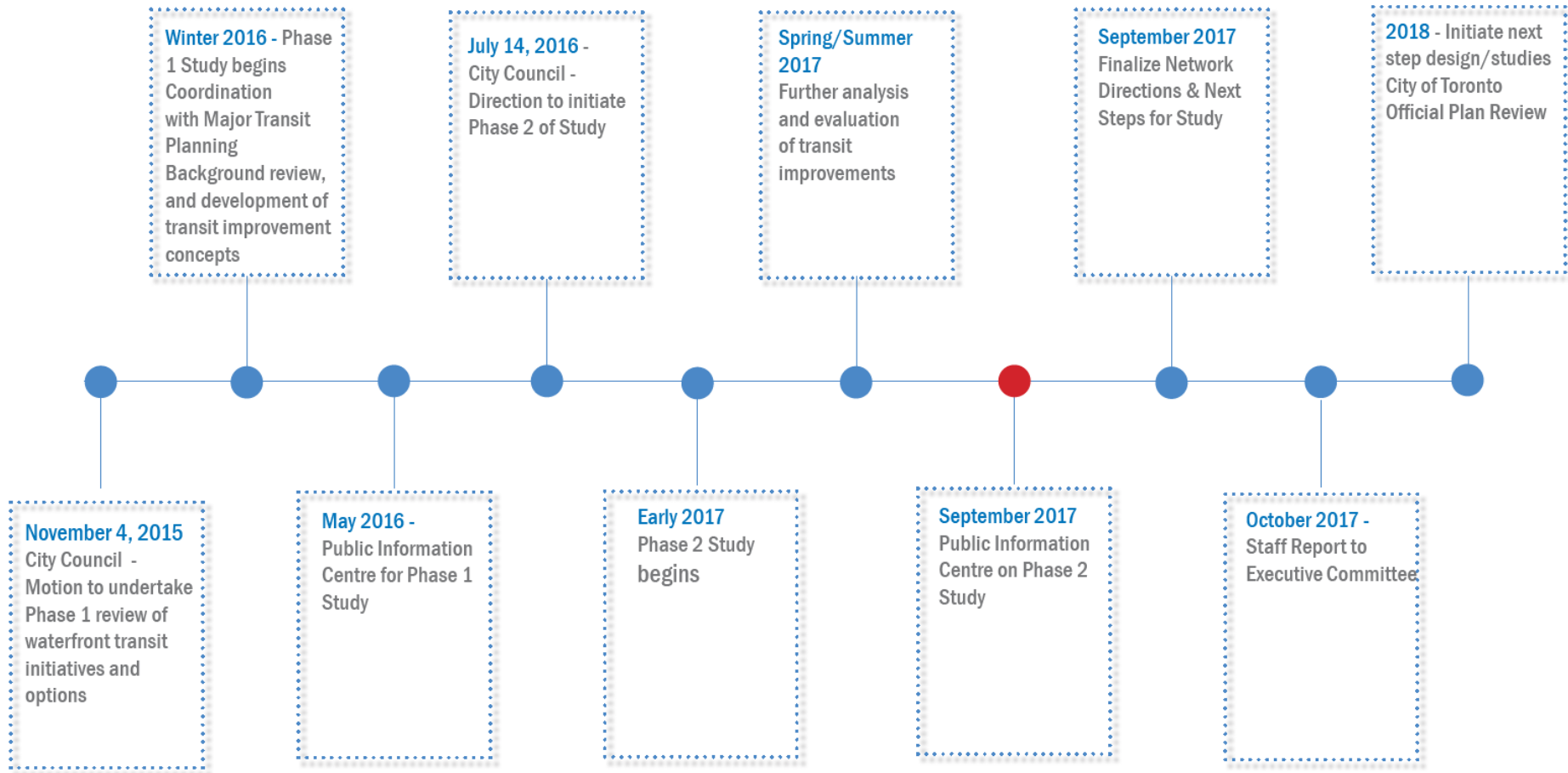
# Summary of Network Directions



# Draft Phase 2 Network Directions – Major Emerging Priorities

- 1. Union - Waterfront Link (and unlocking access to East Bayfront)**
- 2. Dufferin Loop to Exhibition Loop**
  - 30% design underway; significant Metrolinx coordination
  - funding required for detailed design and construction
- 3. Dedicated Lake Shore Boulevard Transit Right-of-Way in Humber Bay Shores**
  - PLLS TMP EA to incorporate direction
  - funding required for design and construction
- 4. Bathurst / Fleet / Lake Shore / Queens Quay Intersection**
  - preliminary preferred concept - Option 3B (intersection re-configuration with transit at-grade / prioritized)
  - EA required for multi-modal improvements and public realm design
- 5. Humber Bay Link**
  - preliminary preferred concept – Option 2E “Colborne Lodge”
  - Preliminary Business Case underway

# Study Timeline & Next Steps





## Discussion Questions?

- Are there any questions of **clarification**?
  - What do you like?
  - What, if anything, concerns you and why?
  - What refinements, if any, would you suggest?
- Up next:
  - A **facilitated open house** to learn more and gather input
  - **Circulate** through the stations, learn more about the overall network direction and design considerations for further study

## Contact Us!

- Submit your feedback at the end of the meeting or by October 3, 2017 via email to:

[nangelis@lura.ca](mailto:nangelis@lura.ca)

- For more information, please visit the project website:

[toronto.ca/waterfronttransitreset](http://toronto.ca/waterfronttransitreset)