

Ontario Line

West Segment

Land acknowledgement

Let us take a moment to acknowledge that we are on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat peoples.

We are all Treaty people. Many of us have come here as settlers and immigrants...in this generation or generations past.

Metrolinx declares its commitment to building meaningful relationships with Indigenous Peoples.

We acknowledge the historic and continued impacts of colonialization and the need to work towards meaningful reconciliation with the original caretakers of this land.

We acknowledge that Metrolinx operates on lands covered by 20 Treaties, and that we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration.

Safety moment

Face coverings and masks remain an important tool for preventing the spread of COVID-19. A reminder of some dos and don'ts for face coverings:

Do:

- wash your hands immediately before putting on and immediately after taking off a face covering or face mask
- practise good hand hygiene while you are wearing the face covering
- make sure the face covering fits well around your nose and mouth
- avoid moving the mask around or adjusting it often
- avoid touching the covering while using it
- change the face covering or face mask when it gets slightly wet or dirty



Don't:

- share face coverings or face masks with others
- place on children under the age of two years or on anyone unable to remove without assistance or who has trouble breathing
- use plastic or other non-breathable materials as a face covering or face mask

Introduction to panel



Richard
Tucker

Ontario Line
Project Director



Malcolm
MacKay

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Project Sponsor



Celia
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Ontario Line
Technical Advisor

Transportation Architecture Principal
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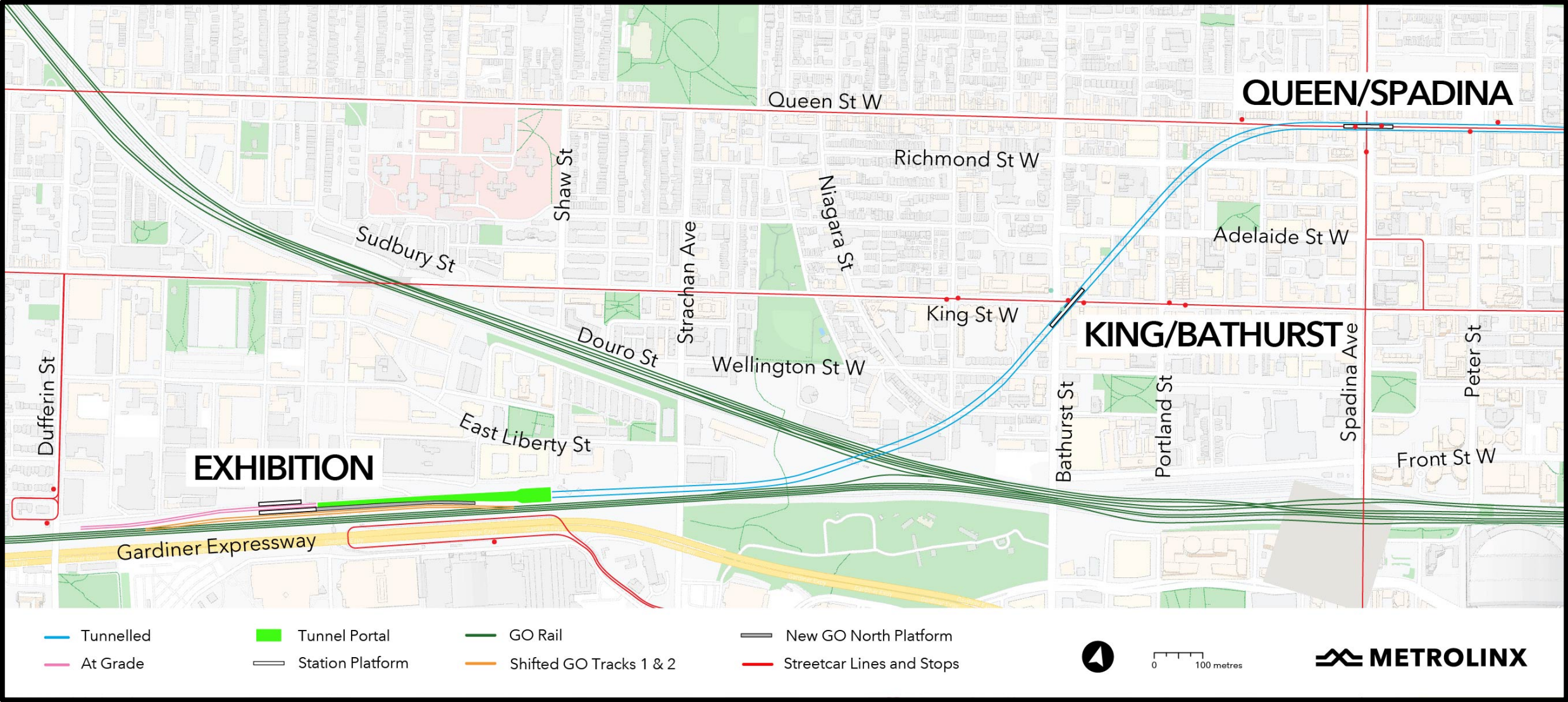
James
Francis

Manager, Environmental
Programs and
Assessment

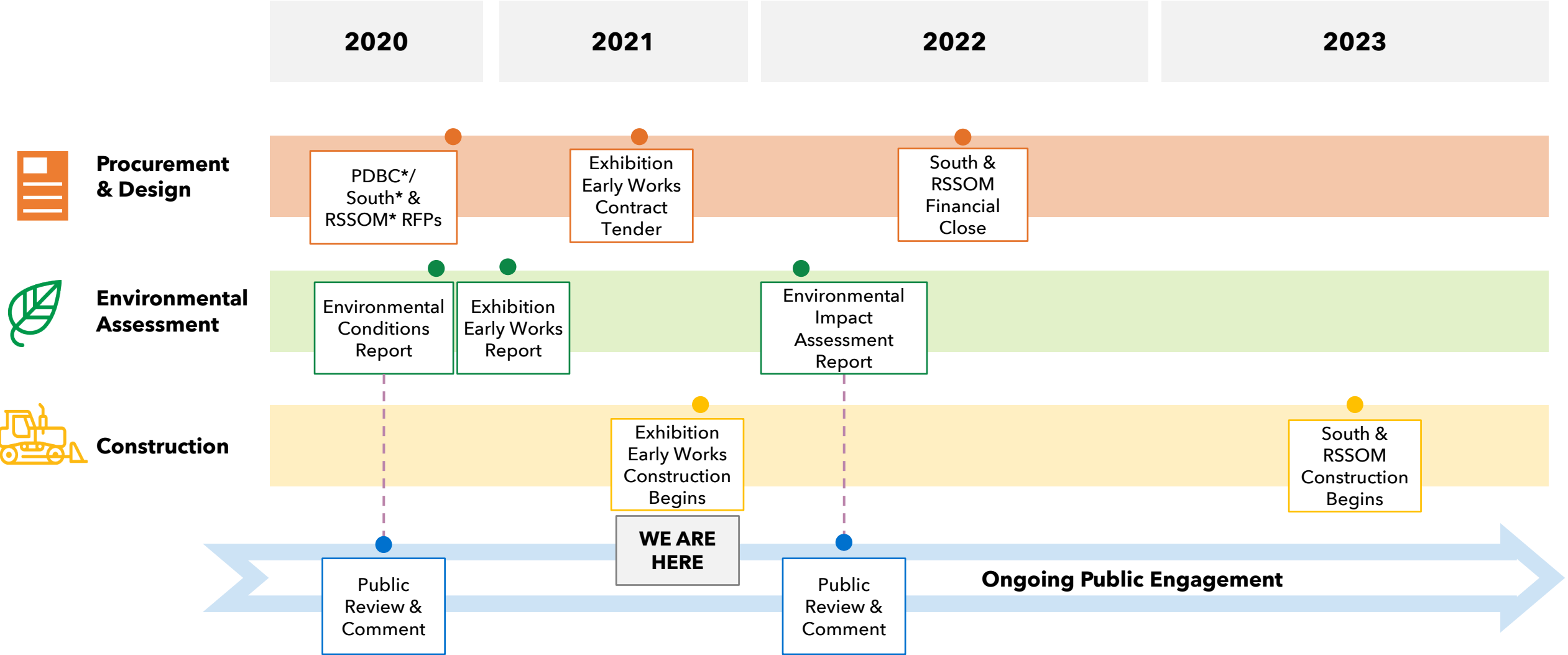
Agenda - Ontario Line West Segment Update

1. Recap
 - Timelines
 - Exhibition Station
 - King-Bathurst Station
 - Queen-Spadina Station
2. Ontario Line Station Design Principles
3. What's Next
4. Q&A

West Segment



Timeline (West Segment)

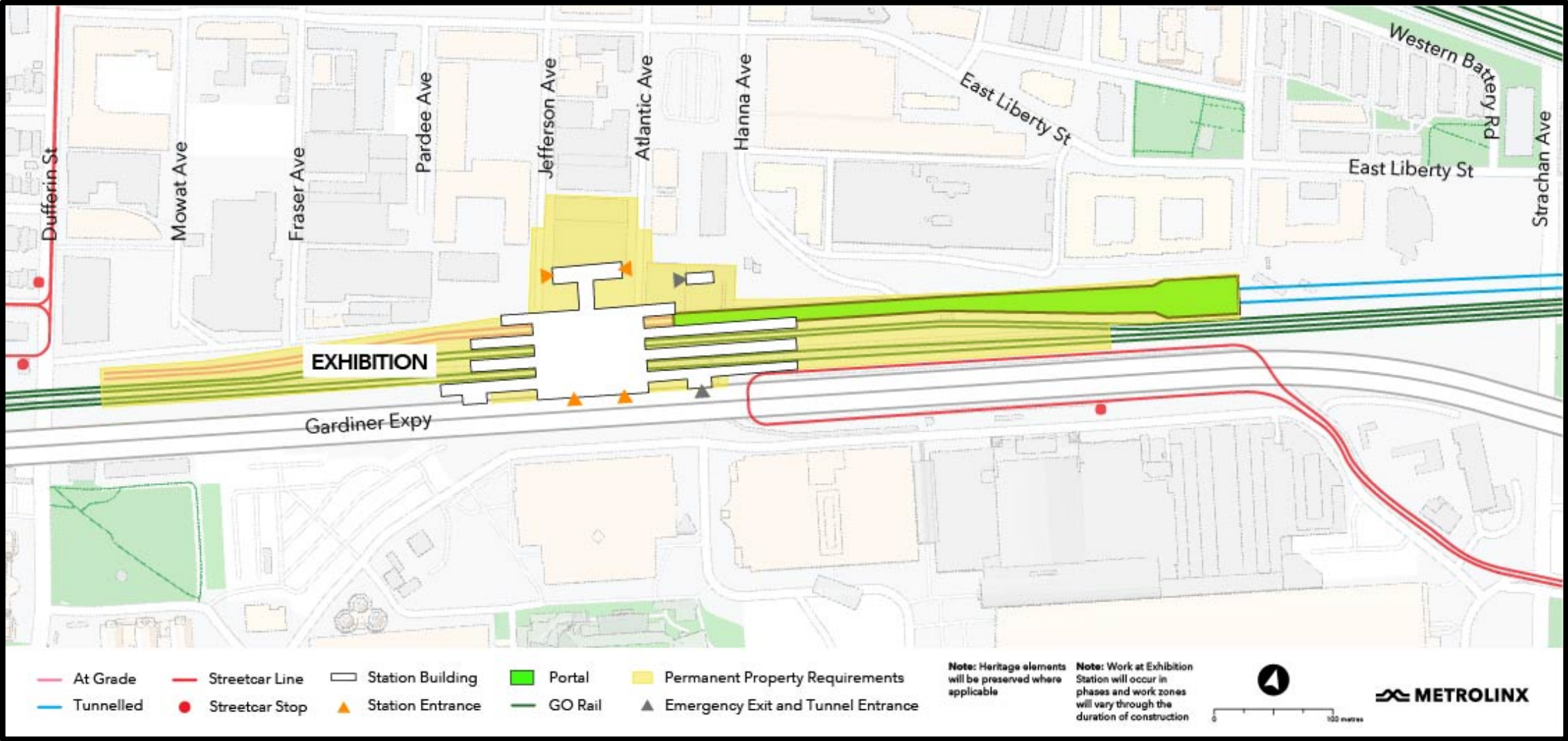


Timelines are subject to change

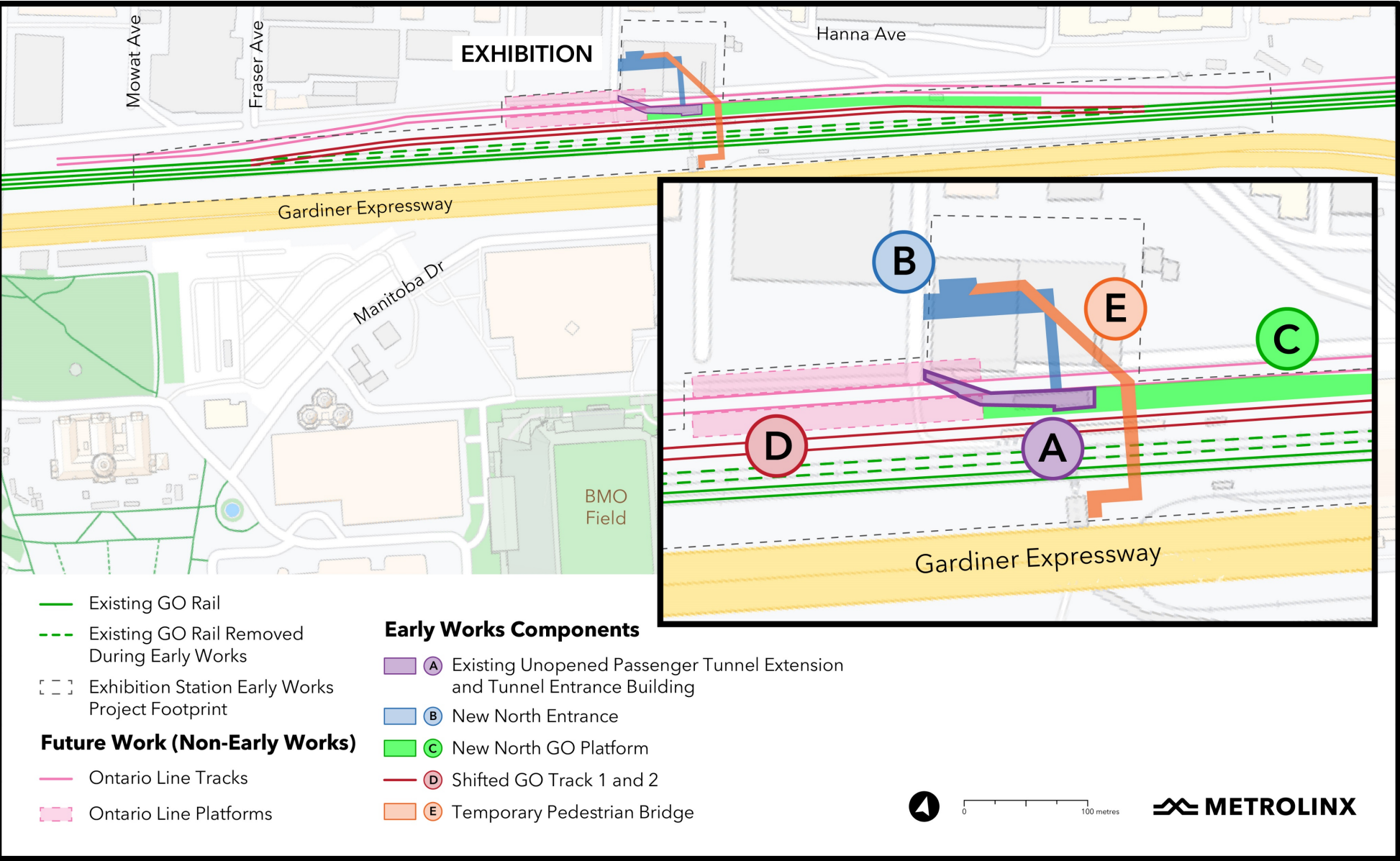
*PDBC: Preliminary Design Business Case
*South: Southern Civil, Stations and Tunnel procurement package
*RSSOM: Rolling Stock, Systems, Operations and Maintenance procurement package

Exhibition Station

Since GO Expansion plans also call for more GO train services at Exhibition Station, Metrolinx is carrying out **early works** construction activities for both projects in this area to ensure they are properly coordinated and completed in a timely manner.



Exhibition Station Early Works



Construction start:
Fall 2021

Description of work:

- New tunnel/entrance building
- New platform
- Shifted GO tracks
- Temporary pedestrian bridge

Status:

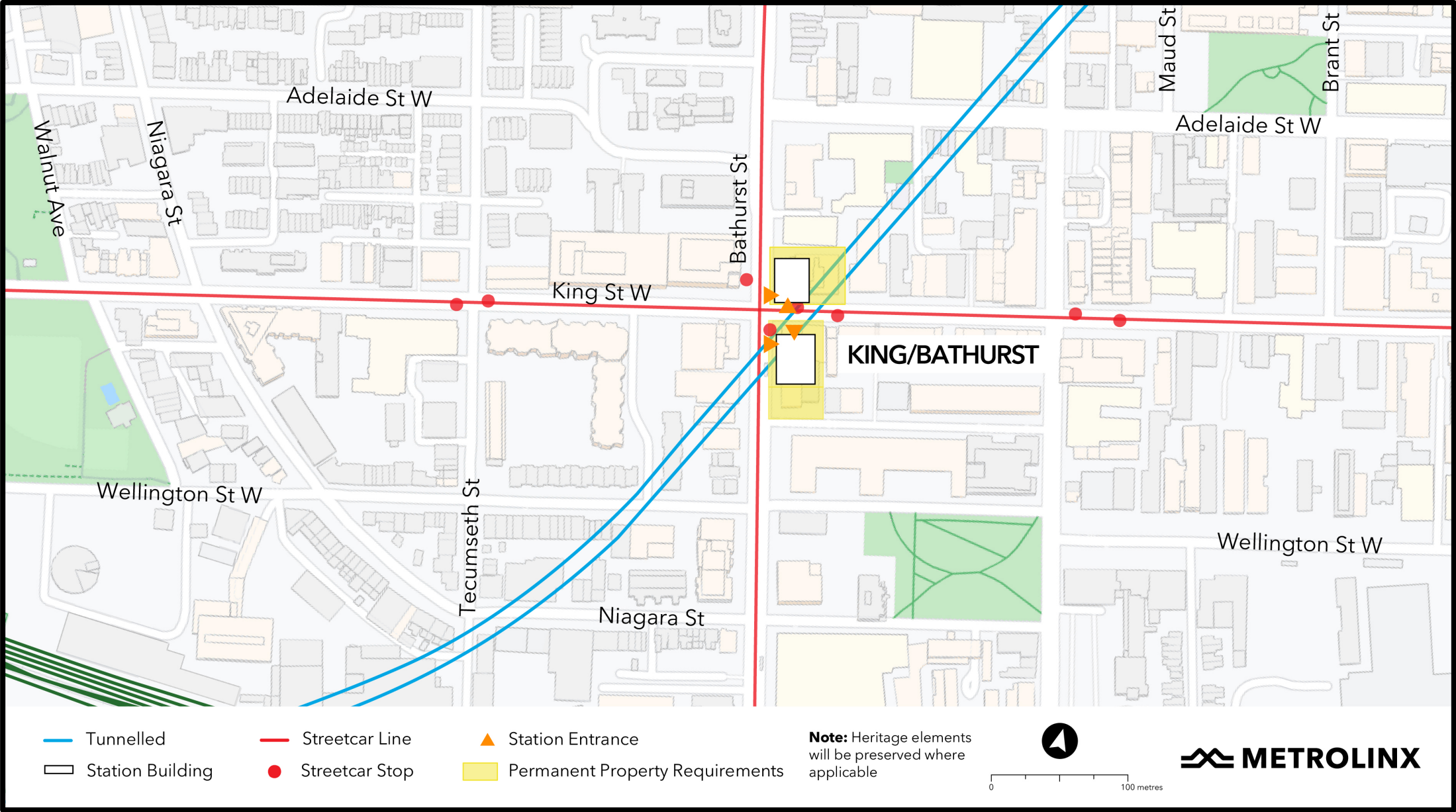
- June 3, 2021: Tender issued
- Feb. 1, 2021: Final Early Works Report issued
- Nov. 30, 2020: Draft Early Works Report issued

Exhibition Station Early Works

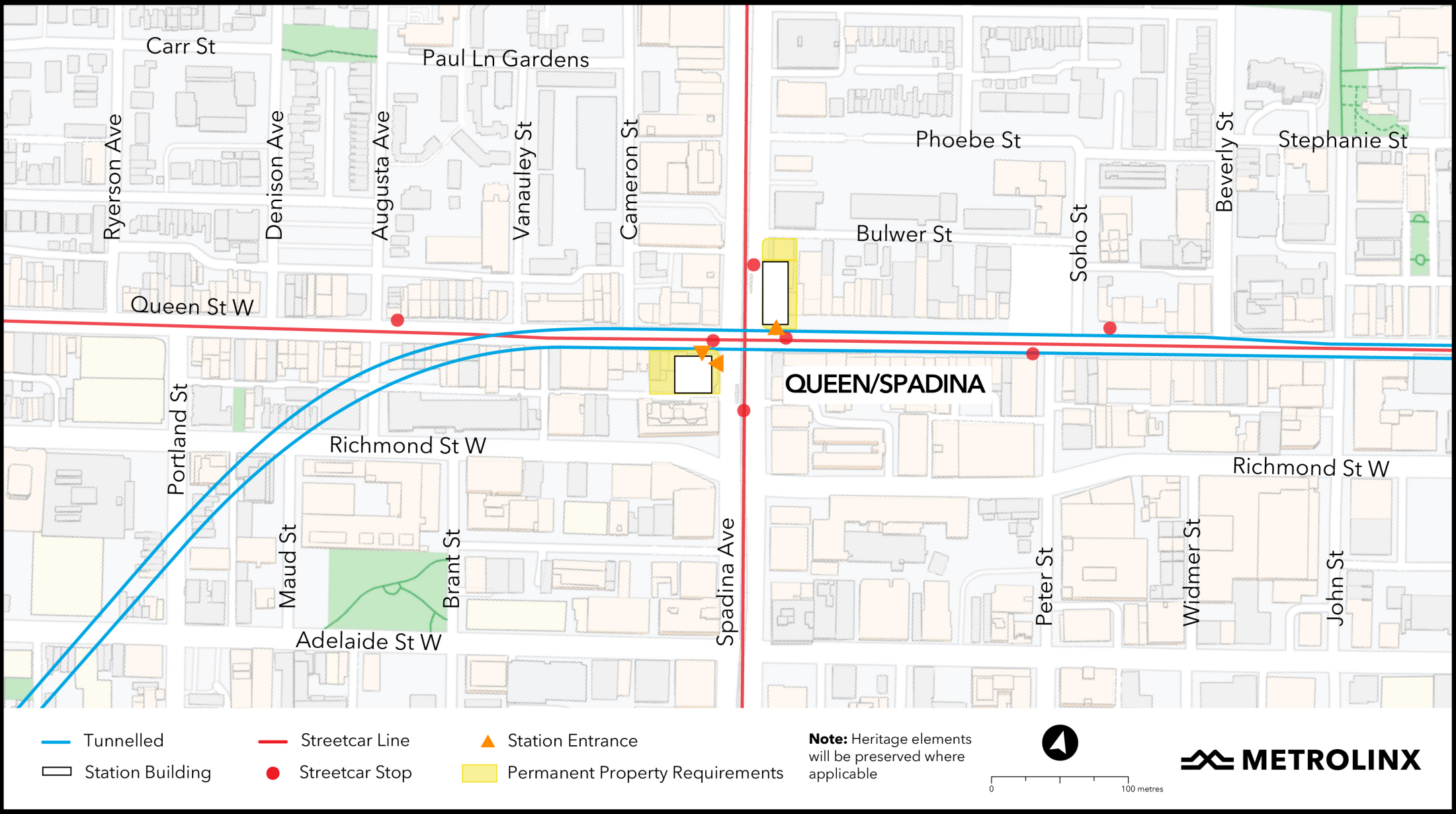
Concept rendering of Exhibition Station during early works construction, including a temporary pedestrian bridge that will give customers another way to reach station platforms and travel across the rail corridor for trips to and from Liberty Village and Exhibition Place.

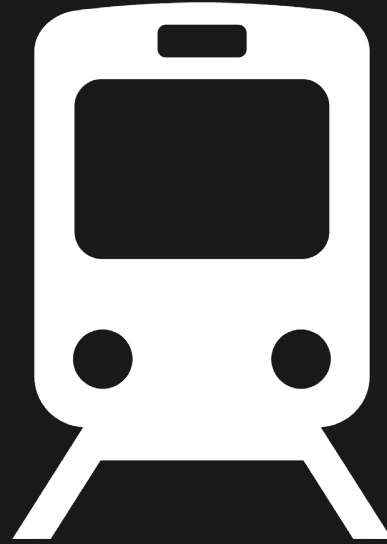


King-Bathurst Station



Queen-Spadina Station





Ontario Line Station Design Principles

Ontario Line Station Design Principles



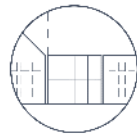
1. System Reliability, Efficiency & Safety: Prioritize operational reliability, efficiency and safety.



2. Passenger-focused Design: Apply a coherent, user-centred design vision for the whole line and its facilities that is accessible and safe for all transit users, regardless of ability.



3. Public Realm Benefits & Place Making: Use of scale, size/massing and materials, informed by community considerations.



4. Context & Integration: Implement architectural solutions that respond to contextual, local and future conditions and integration.



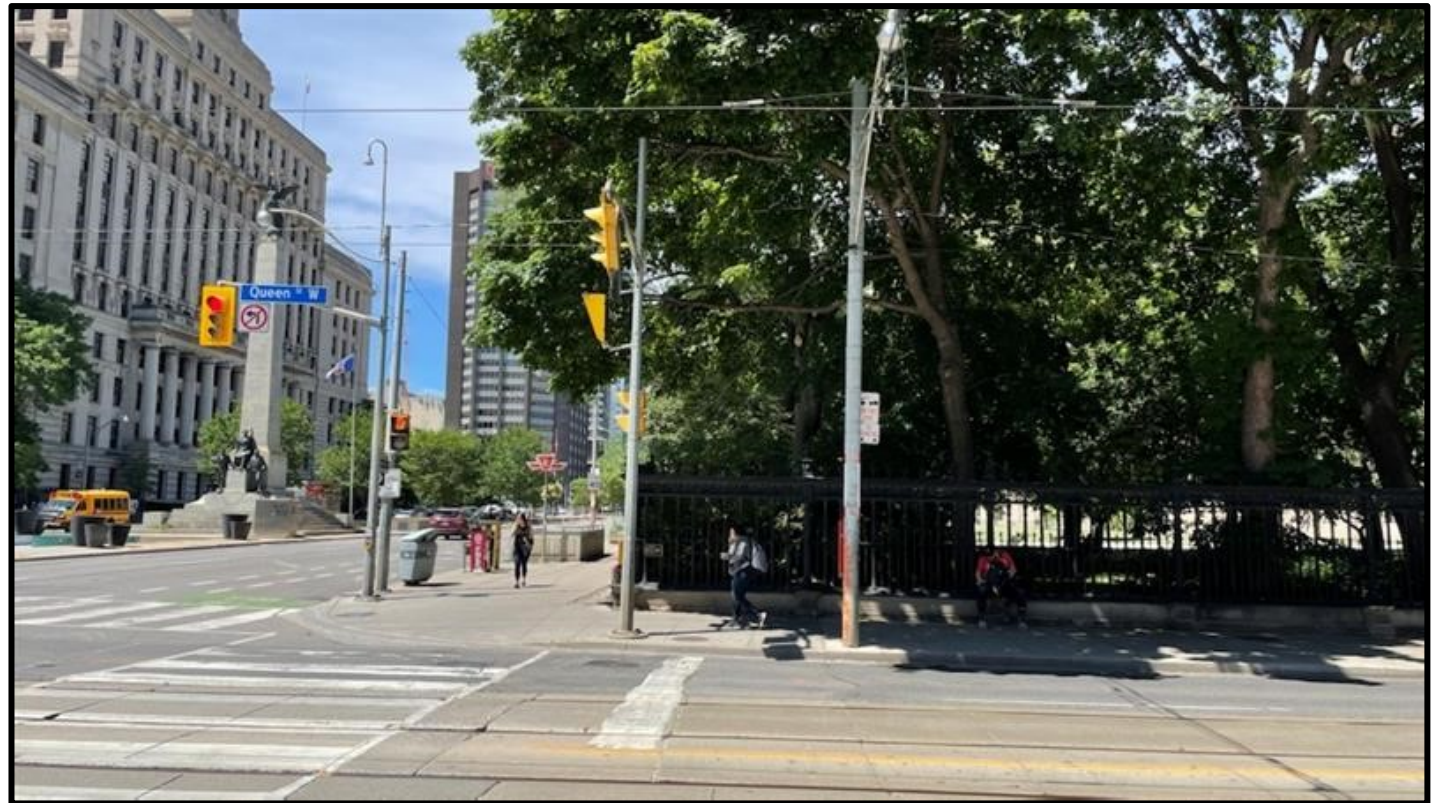
5. Intuitive Wayfinding: Ensure that people can navigate stations intuitively, by using architectural and spatial elements to help guide passengers in addition to applied signage.

Key Considerations: Station types

Three types of stations: **In-line**, **pavilion** and **interchange**:

- **In-line:** Standalone station with standard elements and two entrances/exits.
- **Pavilion:** Standalone station with standard elements, situated adjacent to gardens and/or green space with one entrance/exit.
- **Interchange:** Station where the Ontario Line will connect directly with another transit line(s).

Interchange stations are more complex to build than other stations for many reasons, including because they run below existing subways and cannot impact existing subway stations.



Osgoode Station is an example of a future interchange station where the Ontario Line will connect with TTC's Line 1

Key Considerations: Station elements that influence size and shape



- Elevator
- Barrier-free path of travel
- Point of entry
- Drop-off point
- Service space
- Stairs and escalators
- Existing stairs and escalators
- Circulation/public space
- Passenger path of travel

Copenhagen Metro entrance



1. System Reliability, Efficiency & Safety

Transit infrastructure areas shall be designed to respond to **changes in technology, development, sustainability and the transit network** over time.

- Durable, long-lasting, timeless materials.
- Design to facilitate inter-modal connectivity.
- Future-proof for system growth.
- Identify opportunities and provide for the integration of green infrastructure.
- Design for ease of operation and access for maintenance of systems.



Copenhagen Metro Station



2. Passenger-focused Design

Stations will be **designed to be accessible and safe for all transit users regardless of ability**, applying the highest standards of universal design, including but not limited to:

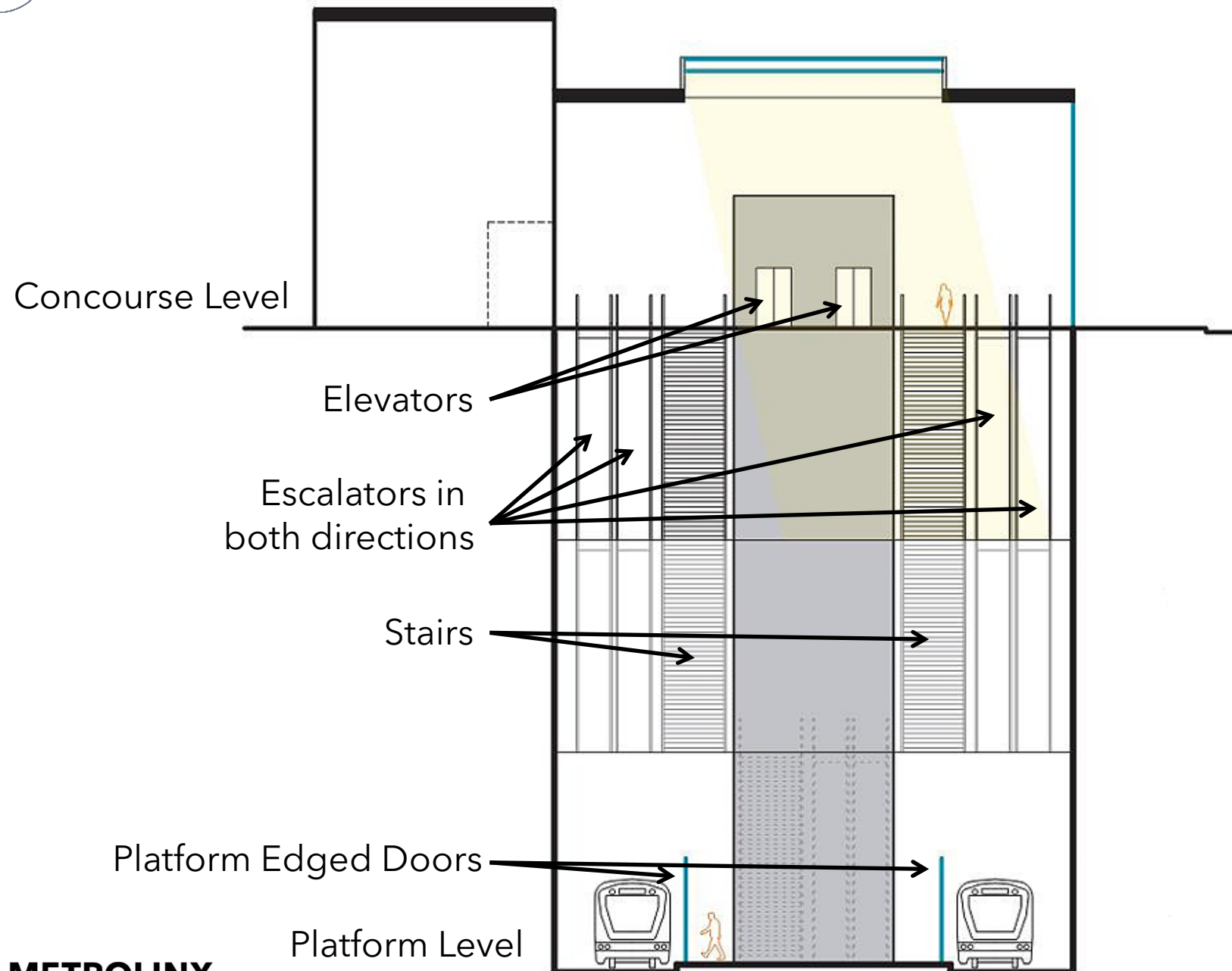
- Providing direct, short, safe and convenient connections to all passengers.
- Providing additional elevators at all stations.
- Minimizing the vertical and horizontal distances between connections.



Saint-Petersburg subway



Passenger-focused Design: User Journey (Underground Station)

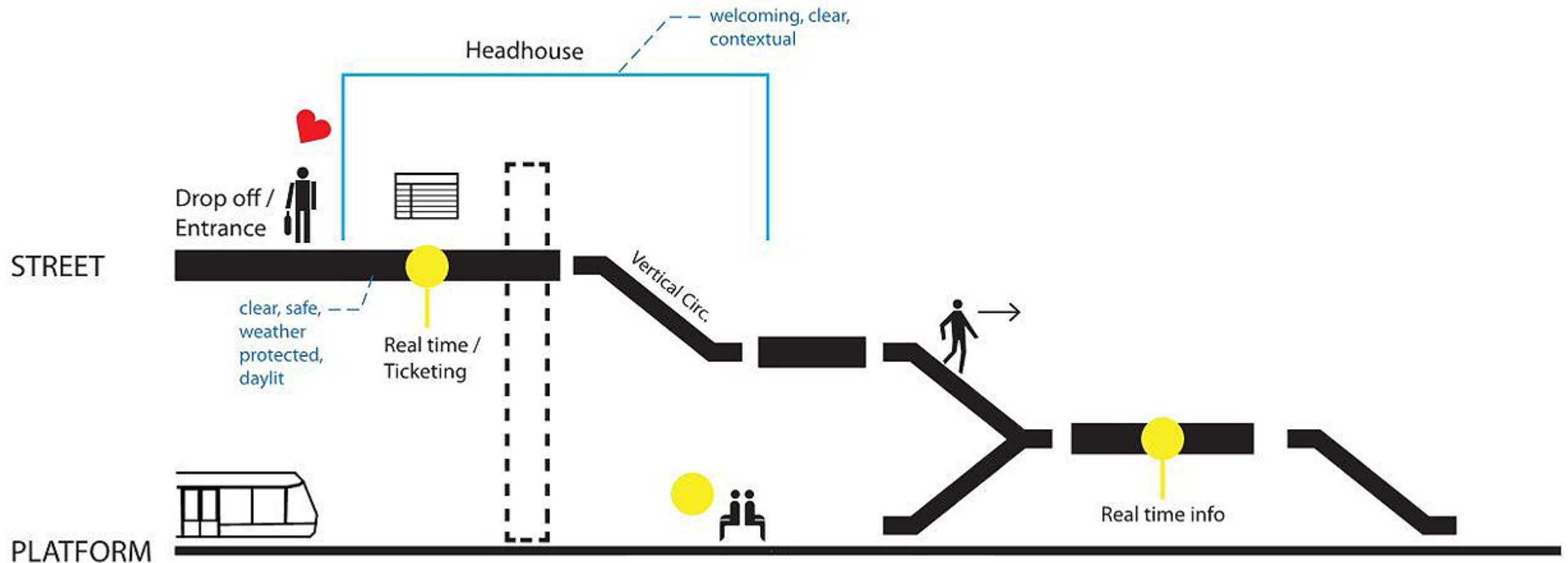


Features:

- Platform edged doors
- Platform level
- Concourse level
- Upper concourse level
- Service rooms
- Emergency exits at both ends of platform
- HVAC/ventilation (air quality)
- Exhaust fans and shafts
- Electrical & communications requirements
- Staff areas
- Service areas
- Public areas

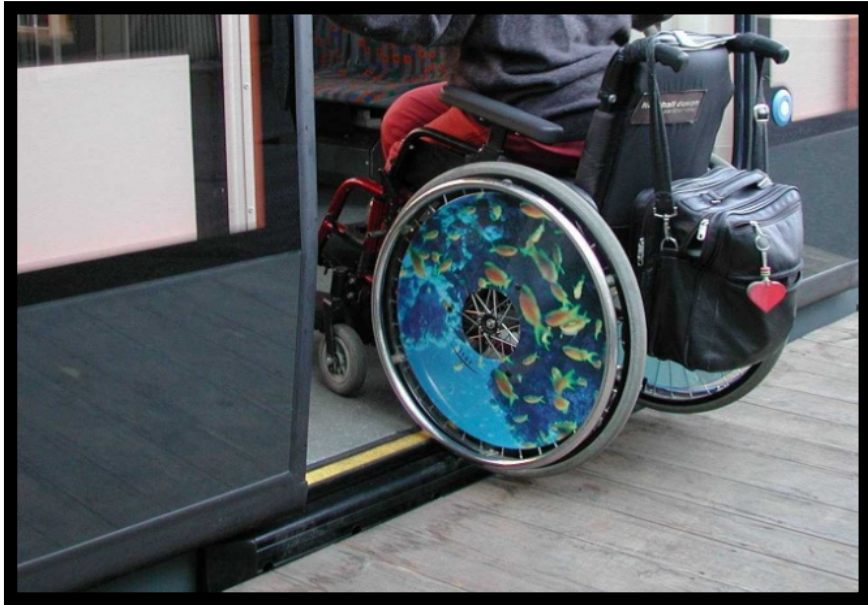
Passenger-focused Design: User Journey (Underground Station)

USER EXPERIENCE





Passenger-focused Design: Safety and Accessibility



Stations will use standard elements to make them familiar to passengers with **accessibility** challenges, including:

- Elevators
- Accessible path from street to platform
- Accessible routes identified
- Signage with accessible features
- Equipment mounted at accessible heights

For **safety**, stations will include elements like:

- Platform edge tactile strips
- Designated waiting areas
- Fully glazed station entrances to maximize light





3. Public Realm Benefits & Place Making

Transit infrastructure is a **key part of the public realm.**

- New stations and transit infrastructure will extend, enhance and support the public realm by creating destinations that will integrate seamlessly into the existing context, promoting high-quality urban design, architecture and landscaping.
- Stations will be designed with the community in mind, using design guidelines that make sure stations are attractive and fit into the areas they will serve.



Copenhagen Metro entrance



4. Context & Integration

- Public-facing elements of the transit infrastructure will be designed to fit into the existing and planned urban context and will be **integrated into complete communities**.
- A range of conservation options for impacted **heritage** properties will be explored. Options include retention of façades while stations are built and the careful dismantling of exteriors into panels which can be stored and then reassembled as part of the stations.



Two Queen East is a great example of a site where heritage façades have been conserved, attached to a newer, larger structure, with TTC subway entrances.



5. Intuitive Wayfinding

- Using **simple and consistent** design of stations and infrastructure to make it easier for passengers to navigate, including the use of:
 - transparent, street-facing façades wherever possible;
 - landscaping;
 - street furniture;
 - canopies; and
 - signage and information
- Balancing between common and context-specific language, look and feel at station entrances, and public realm.



Example of using natural light as a wayfinding device

Ontario Line Station Design: Exterior Materials

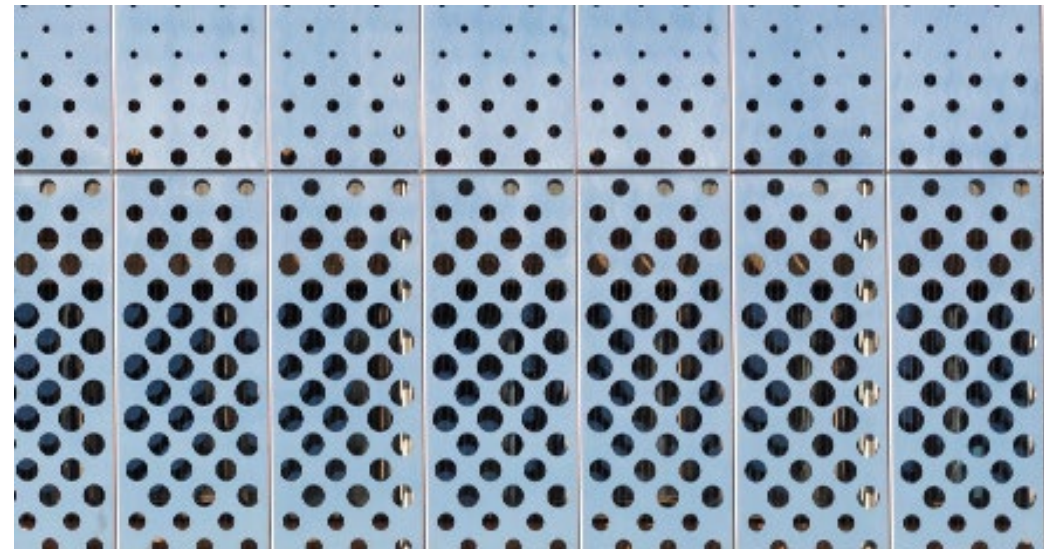
- Use of a limited materials palette that is of **high quality, durable, sustainable, and recyclable**, formatted and scaled to fit the context.
- Finishes and materials must be **resistant to vandalism** through the provision of tamper-proof design, graffiti-proof treatments and coatings and easy-to-clean surfaces.



Glazed terracotta panels



Stainless steel panels



Reflective glazing interlayer

Ontario Line Station Design: Interior Materials

- **Consistent use of materials for familiarity**, with opportunities for variability in strategic locations to **allow for differentiation across stations**.
- Materiality strategy shall be modular, adaptable, and repeatable following a **"kit of parts" (common details and assembly of components)** approach with practical installation and demounting methodologies.



Porcelain enamel panels



Wood baffles ceiling

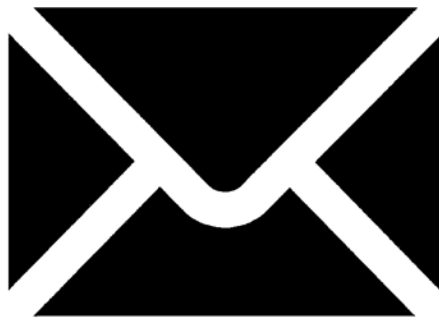
What's next?

- Regular updates, more virtual events and opportunities to provide feedback and ask questions
- Safe in-person meetings and events with public health precautions in place
- Exhibition Early Works construction begins in fall 2021
- Environmental Impact Assessment Report
 - January 2022: Draft report and opportunity for public feedback
 - April 2022: Final report with feedback incorporated

Contact us

Your feedback is vital in helping us to move the Ontario Line forward in a way that strengthens the community. We are grateful for your input.

To stay up to date on upcoming virtual events and the latest Ontario Line news, sign up for our e-newsletter at [Metrolinx.com/OntarioLine](https://metrolinx.com/OntarioLine).



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