

CONNECT 6IX

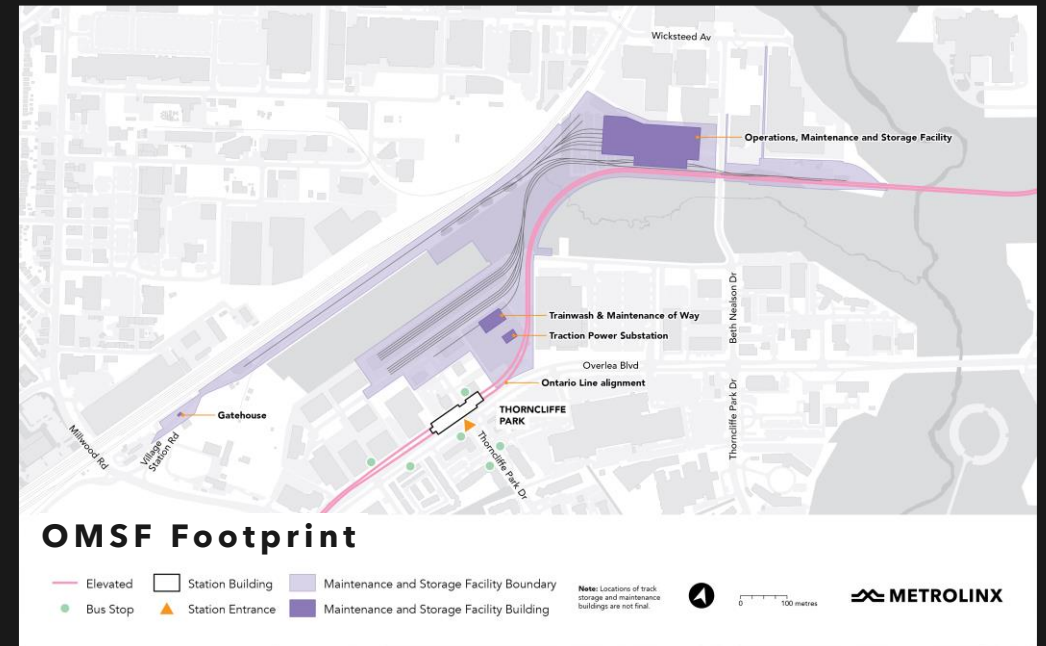
Connect 6ix is a team made up of Plenary Americas, Hitachi Rail, Webuild, NGE and Transdev.

Connect 6ix have been contracted by Metrolinx and Infrastructure Ontario to design, build and finance key parts of the Ontario Line, as well as to operate and maintain the Ontario Line fully automated subway system for 30 years.

In addition, Connect 6ix is responsible for constructing the operations, maintenance and storage facility (OMSF) in Thorncliffe Park.



OMSF Rendering (subject to change)



Ontario Line by the numbers



15.6
kilometres
long



15
new
stations



388,000
daily boardings



40+
connections
to other
transit
options



227,500
More people
within walking
distance to transit



Trains every
90 seconds
during rush hour



Access to up to **47,000**
more jobs accessible in
45 minutes or less, on
average



28,000
cars off the
road every day



OMSF rendering (subject to change)

The Trains

The Ontario Line will feature four-car trains that will be electric and driverless. In operation, the train will travel up to 80 kilometres per hour.

Each four-car train can accommodate 661 passengers. The trains, similar to the vehicles already running on Milan Metro Lines 1, 2 and 3 and Rome Metro Line C, will run as frequently as every 90 seconds.

On-board features will include Wi-Fi, double wheelchair areas and spots for bicycles.

To create the safest experience possible for Ontario Line riders, each station will include full platform edge screens and doors to prevent transit riders and debris from entering the track area when the train is not in the station.



 METROLINX

The OMSF

The Ontario Line operations, maintenance and storage facility (OMSF) will be the central hub for the Ontario Line – where trains will be stored, cleaned and maintained for daily service.

The site includes three main buildings:

- A main building for train maintenance, offices and daily operations
- A traction power substation to keep the line powered
- A maintenance building for train washing and repairs

On this 175,000 m² site, staff will work around the clock to oversee train operations, track and signal maintenance, system safety, and overall performance – making sure every ride on the Ontario Line is safe and reliable.



OMSF interior rendering (subject to change)

Main Maintenance Building

Size: 17,200 m²

Function: The central hub for the Ontario Line, this facility will oversee day-to-day network operations and ensure trains are maintained for safe, reliable performance.



Maintenance of Way Building

Size: 1,400 m²

Function: Where Ontario Line trains will be cleaned and where essential equipment will be stored.



Traction Power Substation

Size: 400 m²

Function: The building that will provide power supply to Ontario Line trains and the overall operation of the entire OMSF site.



WHAT HAPPENS INSIDE THE OMSF



Central Command

Real-time monitoring of train movement, signals, schedules and safety.



End of the day

Trains return to the OMSF after their last trip.



Cleaning & maintenance

Every train is cleaned, inspected and serviced.



Overnight storage

Trains are parked safely at the OMSF.



Ready by sunrise

Fresh, reliable trains roll out for a new day of service.



OMSF rendering (subject to change)

OMSF SITE – Current & Future State



- LEGEND**
- 1. TPSS
 - 2. Train wash & MOW
 - 3. Test tracks
 - 4. Main building



Preparing the OMSF Site

New culvert installation: Before building the OMSF, we had to prepare the site by replacing an old culvert – an underground tunnel that carries water beneath roads or railways.

The new culvert, 12 metres deep and 100 metres long, will improve water flow and protect the site for decades.

Enhanced stormwater management: We're also adding an underground chamber to collect and filter rainwater before safely releasing it into Walmsley Brook.

This will reduce flooding risks in the OMSF and the surrounding Toronto neighbourhoods, prevent erosion, and help protect the local environment.



Tunnel boring machine used to dig new culvert

Preparing the OMSF Site

Underground utilities upgrade: A new duct bank has been installed to move telecom and power lines underground, improving reliability and reducing visual clutter, while making room for the main building.

Slope reinforcement: We strengthened the slope beside the brook to prevent erosion and protect the area's long-term environmental health.

Hydro tower relocation: We have relocated several hydro towers on site to make room for the Ontario Line's overhead power system. This ensures there's safe and efficient clearance for the new transit infrastructure.



An excavator near the site of the OMSF

HOW WE DESIGNED THE OMSF

The OMSF will be LEED Silver certified, meeting high standards for sustainability and efficiency.

Our goal in the design was to create something distinctive, sustainable and respectful of the Thorncliffe Park community.

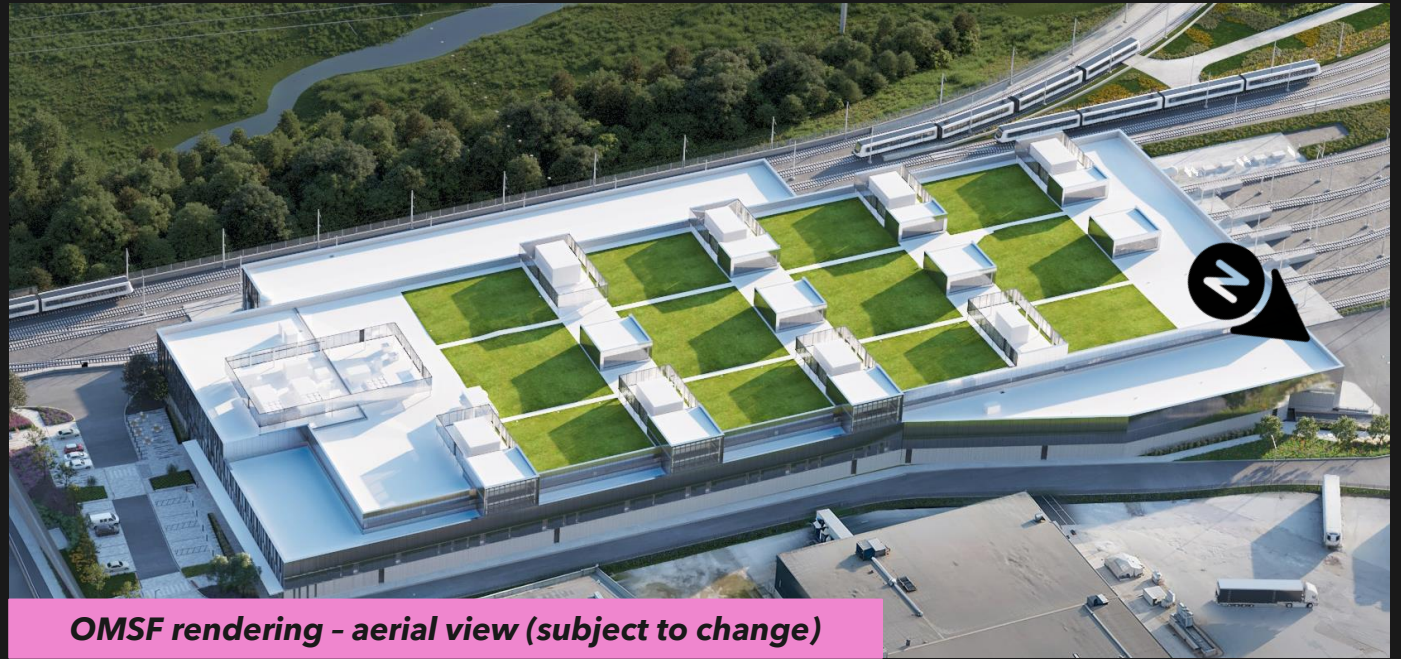
This includes:

Green roof: Captures rain, cools the building, cleans the air, and supports pollinators.

Skylights: Adds natural light, reducing the need for artificial lighting.

Energy-efficient systems: Lower environmental impact while keeping operations smooth.

Modern façade: Reflects the sky and surroundings to blend with the neighbourhood.



THORNCLIFFE PARK STATION

In Thorncliffe Park, the Ontario Line will cross Millwood Road and run along Overlea Boulevard on an elevated guideway (raised tracks).

Thorncliffe Park Station will be located on the north side of Overlea Boulevard at Thorncliffe Park Drive.

To facilitate construction, a work site is being set up on the north side of Overlea Boulevard between Millwood Road and Thorncliffe Park Drive.



Thorncliffe Park Station Renderings

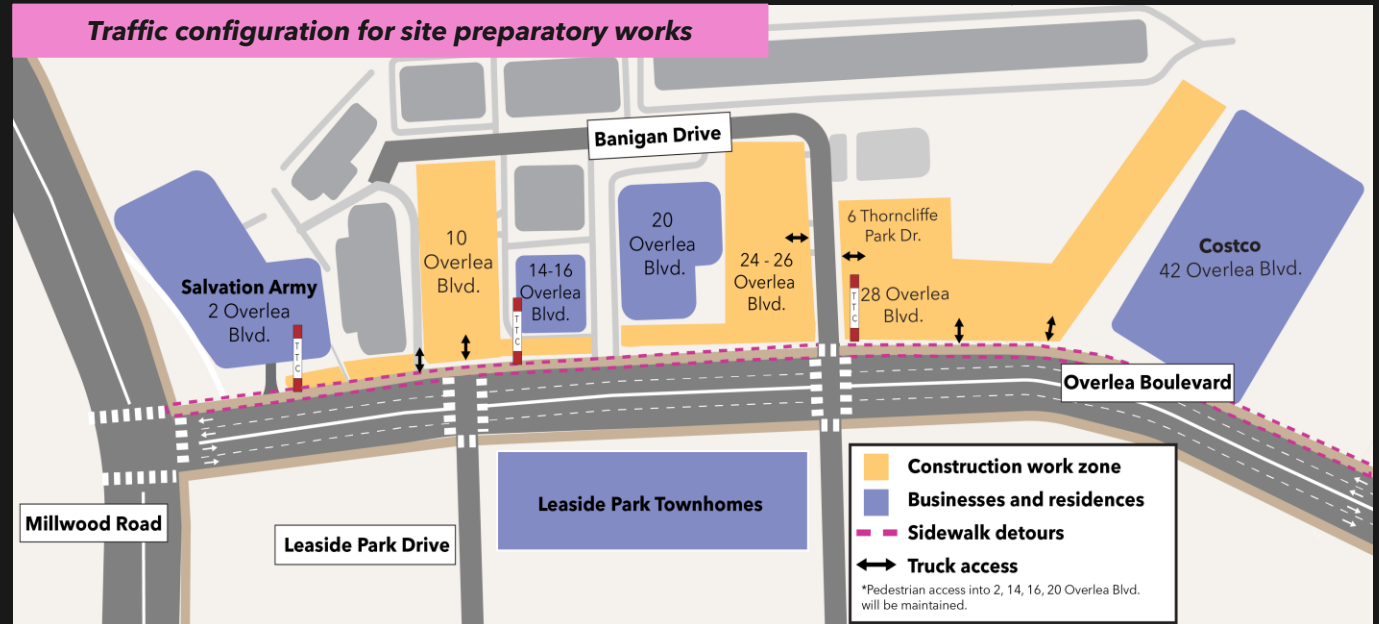


THORNCLIFFE PARK STATION

Before we can build the new Ontario Line station at Thorncliffe Park, we need to prepare the site for construction.

This work includes:

- Clearing the site and removing abandoned utilities.
- Placing fencing and hoarding along the site boundaries to secure the work zones.
- Removing trees and vegetation.
- Installing geotechnical instrumentation & monitoring plan equipment (GIMP).



GIMP equipment



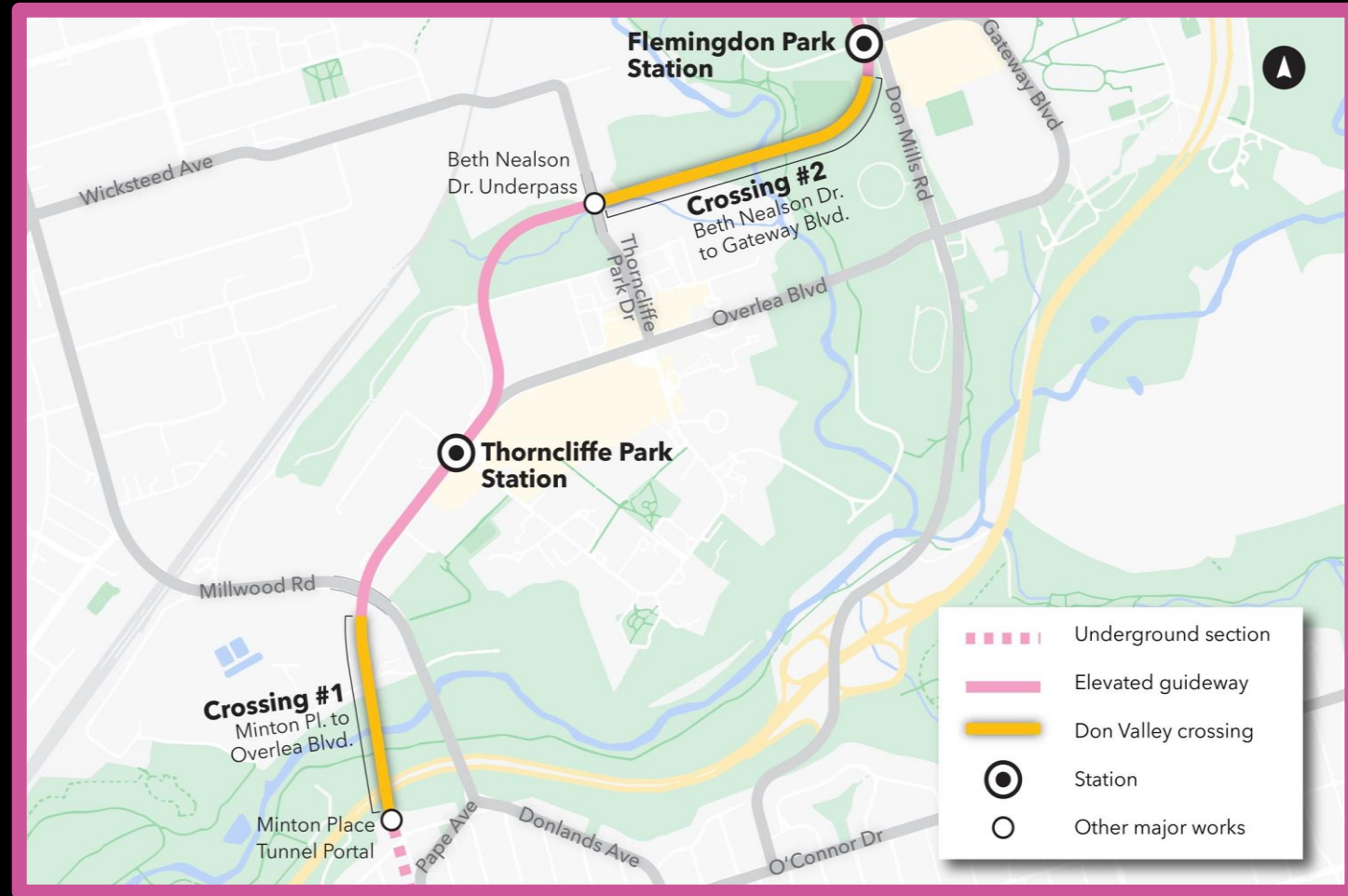
Crews installing hoarding

Ontario Line – Don Valley Crossings

Two new bridges will carry Ontario Line trains across the Don Valley into and from Thorncliffe Park.

The Don Valley Crossing – the first crossing – will connect Minton Place to Thorncliffe Park.

The second crossing – the West Don Crossing – will go from Beth Neelson Drive to Flemingdon Park Station.



Don Valley Crossing

The Ontario Line will emerge from the ground at the eastern embankment of the Don Valley using a tunnel portal structure at Minton Place, south of the Leaside Bridge.

The line will then travel over the valley on the Don Valley Crossing bridge, connecting to an elevated guideway through Thorncliffe Park.

Work is ongoing to build the foundations for new bridge. In early 2026, work will start to build the permanent bridge piers. Construction of the Don Valley Crossing will continue until 2027.

Rendering of the future
Don Valley Crossing bridge



Bridge pier foundation
- September 2025

West Don Crossing

The West Don Crossing begins just east of Beth Neilson Drive, north of Overlea Boulevard. It will span over the valley and connect with the elevated guideway at Don Mills Road and Gateway Boulevard (Flemingdon Park Station).

Rebar installations and concrete pours are underway to build the new piers for the crossing. Work is also ongoing to stabilize the slope west of the Don River.

Construction of the West Don Crossing began in September 2024 and is expected to continue through to the end of 2027.

Future pier for the West Don bridge
- September 2025



Slope stabilization west of the Don River
- September 2025

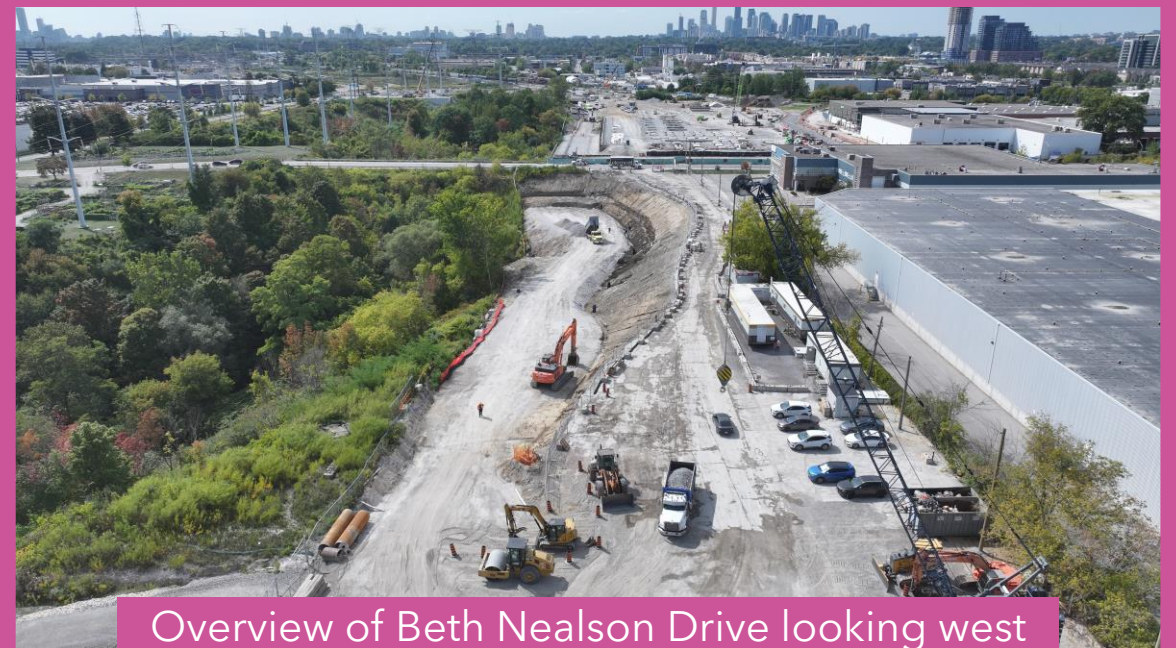
Beth Nealson Underpass

Beth Nealson is being reconfigured to pass under the future Ontario Line tracks between Thorncliffe Park and Flemington Park Stations.

The Beth Nealson Underpass and Grade Separation involves the construction of a concrete underpass structure. To do so, Beth Nealson Drive will be lowered by eight meters to pass beneath the tracks.

Excavation is ongoing around Beth Nealson to build a retaining wall that will support the tracks as they approach the West Don Crossing. Construction will continue until late 2027.

Rendering of the
Beth Nealson Underpass



Overview of Beth Nealson Drive looking west
- September 2025