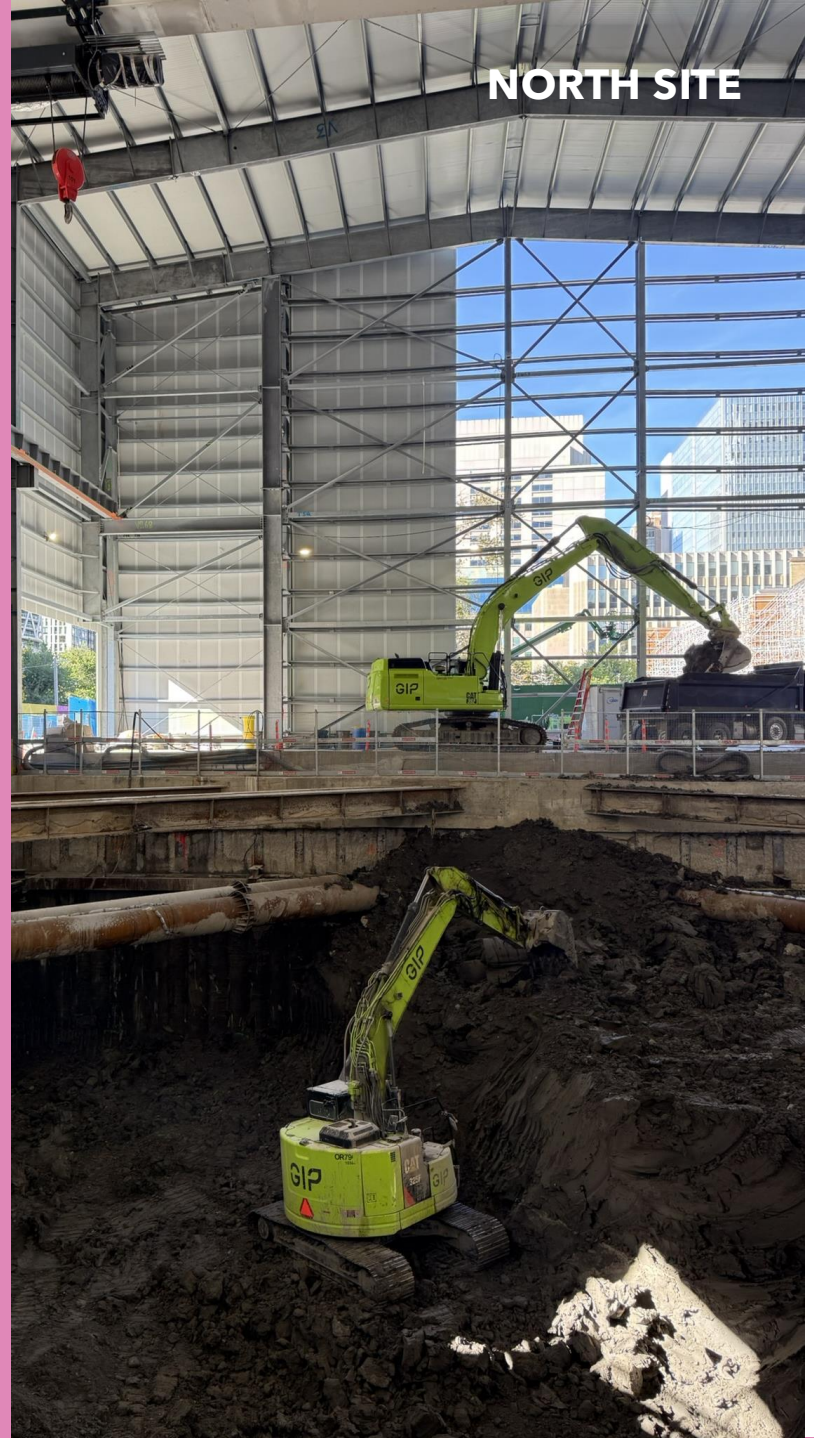
Ontario Line

Osgoode Station Open House

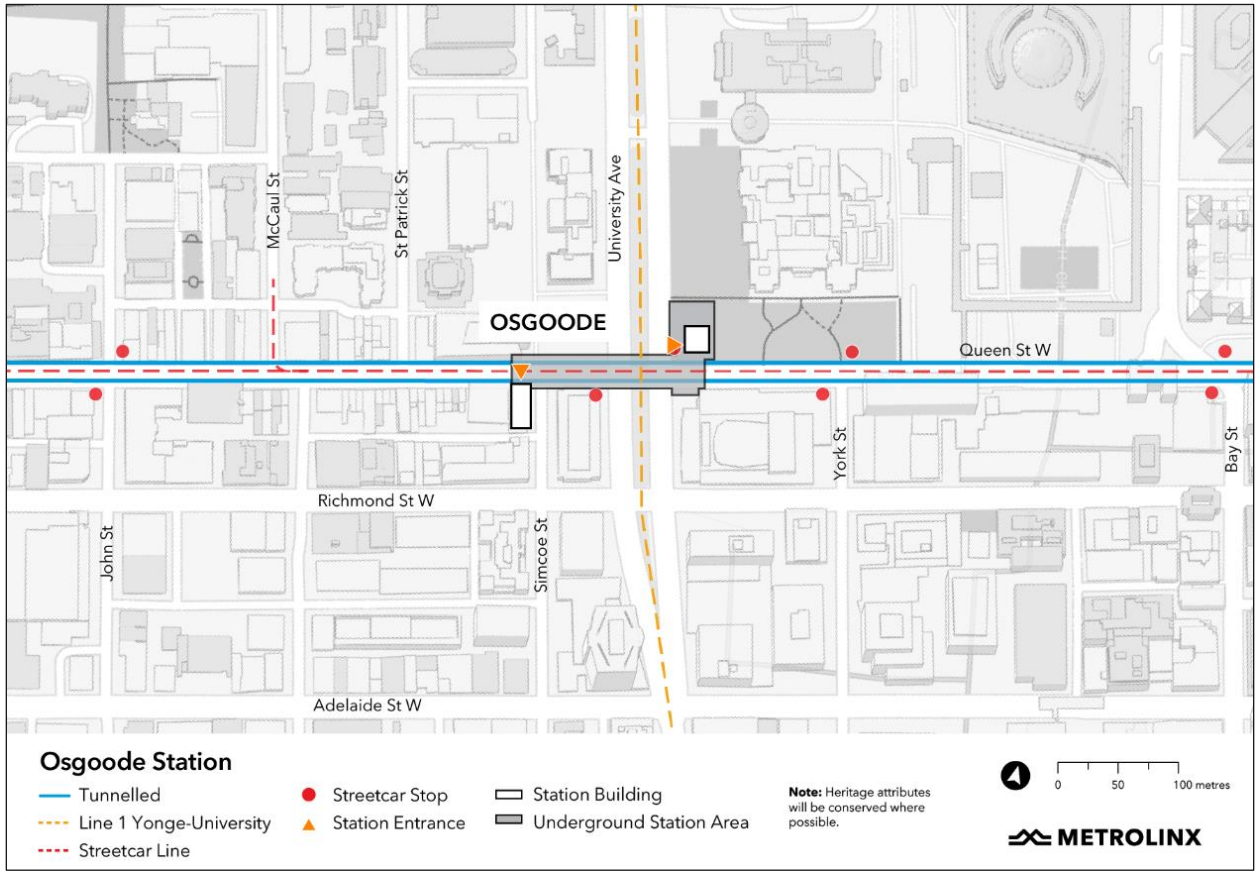
METROLINX



A NEW SUBWAY LINE & STATION SERVING QUEEN STREET & UNIVERSITY AVENUE

- **Faster, more frequent and reliable access** to transit, with reduction in daily travel time with new route, connections.
- **Transit-oriented and pedestrian-friendly** street design improvements, creating street-level buildings, including transit entrances, residential lobbies and small-scale retail spaces.
- **16,500** people within walking distance to station
- **12,000** customers will use the station during the busiest travel hour (3,000 getting on and 9,000 getting off the Ontario Line)
- **5,700 Line 1 transfers** during the busiest travel hour and 1,000 surface transfers during the busiest travel hour
- **110,500** jobs in the area
- Alternative transportation options to support a **reduction in traffic congestion,** greenhouse gas and fuel consumption.

Forecast for the year 2041



OSGOODE NORTH SHAFT EXCAVATION OF SOIL AND STRUT AND WALER INSTALLATION

CURRENT WORKS: OSGOODE NORTH SITE

- Excavation works are ongoing with phase 1 of the **soft soil removal** underway, as well as struts and walers for structural support.
- Acoustic shelter cladding (soundproof panels) installation as well as overhead crane installation and commissioning is nearing completion.
- Crews are installing a temporary power substation on Queen Street West.
- Addition of new site entrance for construction vehicles underway on Queen Street West.

*Work is underway on 24-hour shifts, seven days a week (Monday through Sunday).

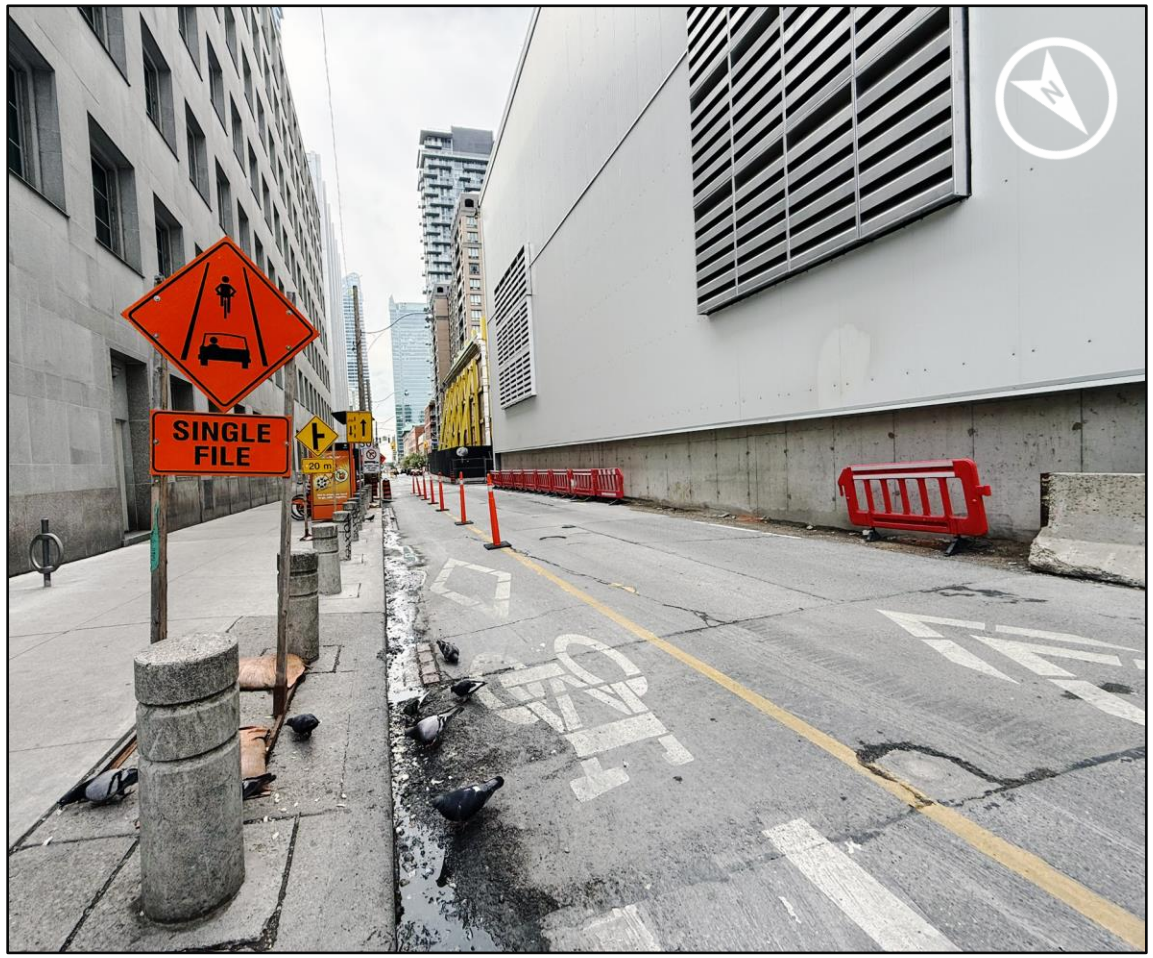
Shaft excavation inside the north acoustic shelter

CURRENT WORKS: PARTIAL SIMCOE STREET CLOSURE

To **safely support** construction of the future Osgoode Station, a temporary **partial closure** of Simcoe Street between Queen Street West and the laneway south of the site is required.

- The closure will provide space for equipment, materials, and truck access during the excavation and structural phases of station construction.
- Once the closure is in place, this will allow for the **reopening of the eastbound curb lane on Queen Street West for better traffic flow of a major arterial roadway.**
- The partial closure will ensure a **safer environment for pedestrians** accessing the east sidewalk of Simcoe Street.
- Options for the bike path, bike rings, bike share, are under review by the City. More information will be shared once confirmed.

Hours of closure: 24 hours a day, Monday to Sunday
Expected duration: 11 months



Simcoe Street at Queen Street West looking north

CURRENT WORKS: CURRENT CLOSURES

Northbound University Avenue (north and south of Queen Street West)

➡ Acoustic shelter installation

- Fridays 9 p.m. to Mondays 5 a.m.: Intermittent closures of the pedestrian path, bike lane, and centre lane for acoustic shelter and crane installation.
- Monday to Friday nights, 9 p.m. to 5 a.m.: Closure of the pedestrian path, bike lane, and right lane north of Queen Street West.

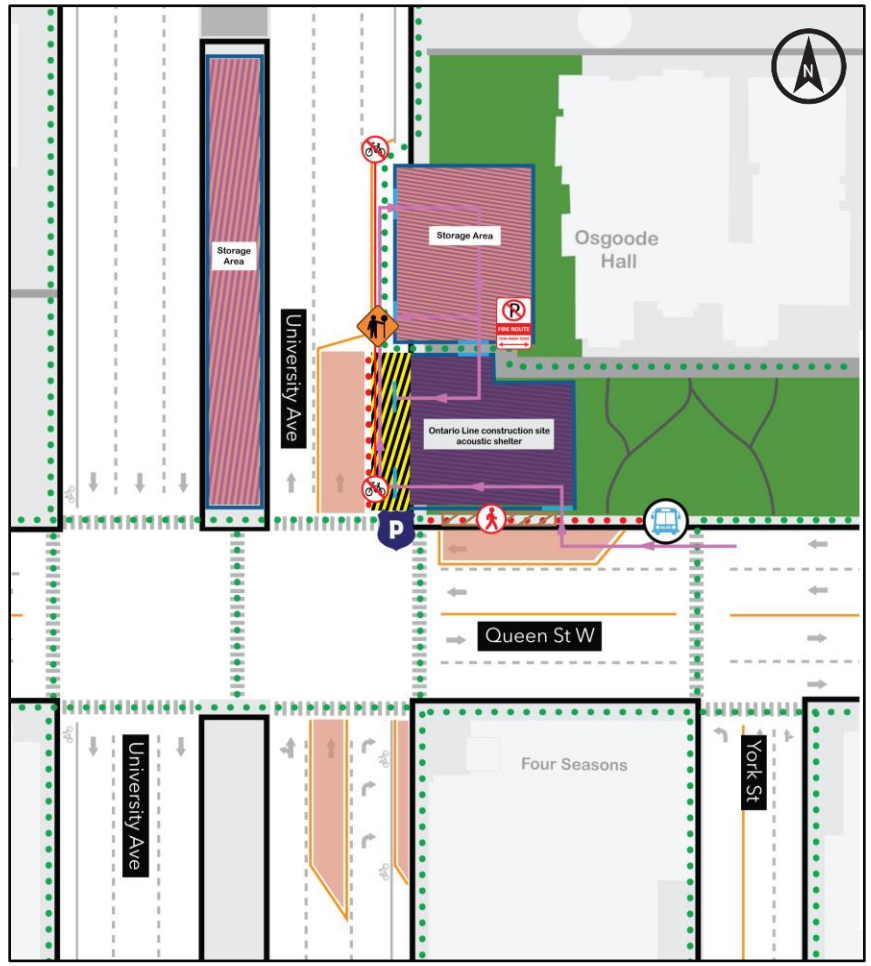
Traffic changes: South of Queen Street West, cyclists and vehicles will share the right lane for right turns. The left lane remains open for through or left-turn movements.

Westbound Queen Street West (between York Street & University Avenue)

➡ New site entrance gate and TTC curb rehabilitation.

- Monday 9 p.m. to Friday 5 a.m.: Temporary closure of the westbound curb lane and north sidewalk, including the pedestrian tunnel, for gate installation and curb rehabilitation.

Traffic changes: Pedestrians will be detoured via York Street to the south sidewalk. Westbound traffic will merge into the centre lane or turn right onto University Avenue.

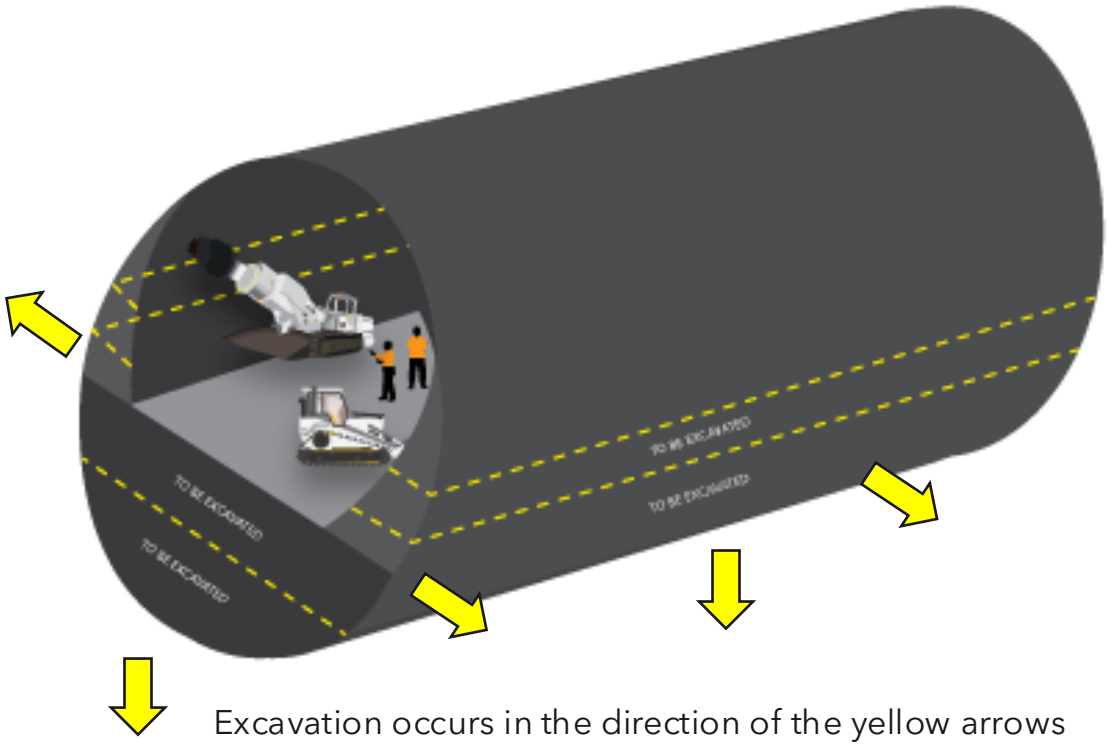


All traffic, cycling, and pedestrian routes are expected to be fully reinstated by December 1, 2025

OSGOODE SOUTH CAVERN EXCAVATION IN PROGRESS MOVING FROM WEST TO EAST

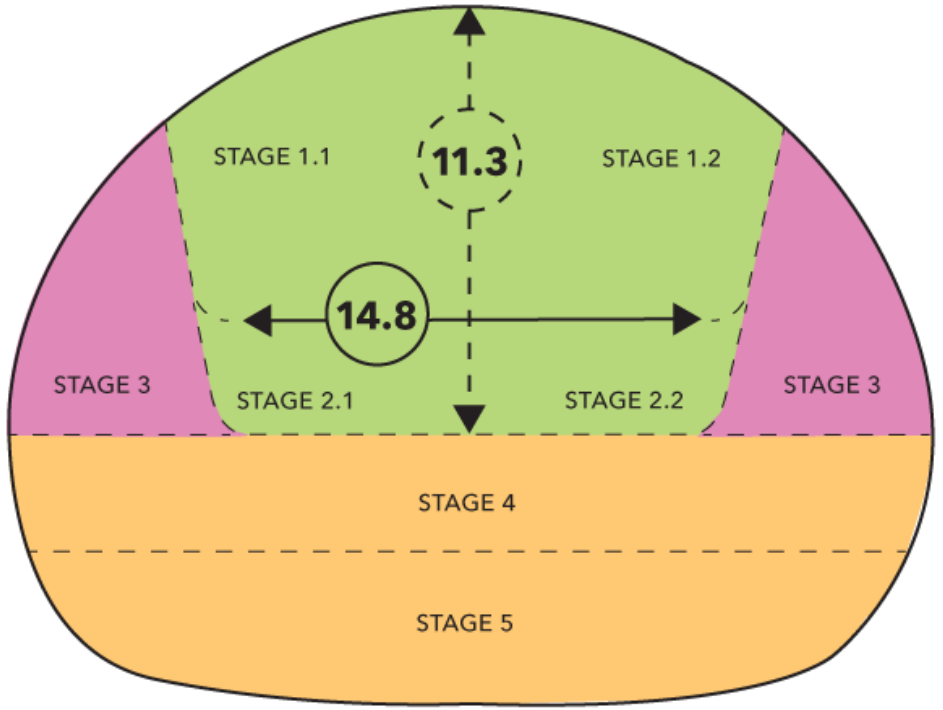
CURRENT WORKS: CAVERN EXCAVATION – SOUTH SITE

- As illustrated below, crews are sequentially widening and deepening the cavern.
- Work operates continuously, 24 hours a day, 7 days a week.
- Expected completion date: Spring 2026.



Excavation occurs in the direction of the yellow arrows

Stage 2.1 and 2.2 currently underway

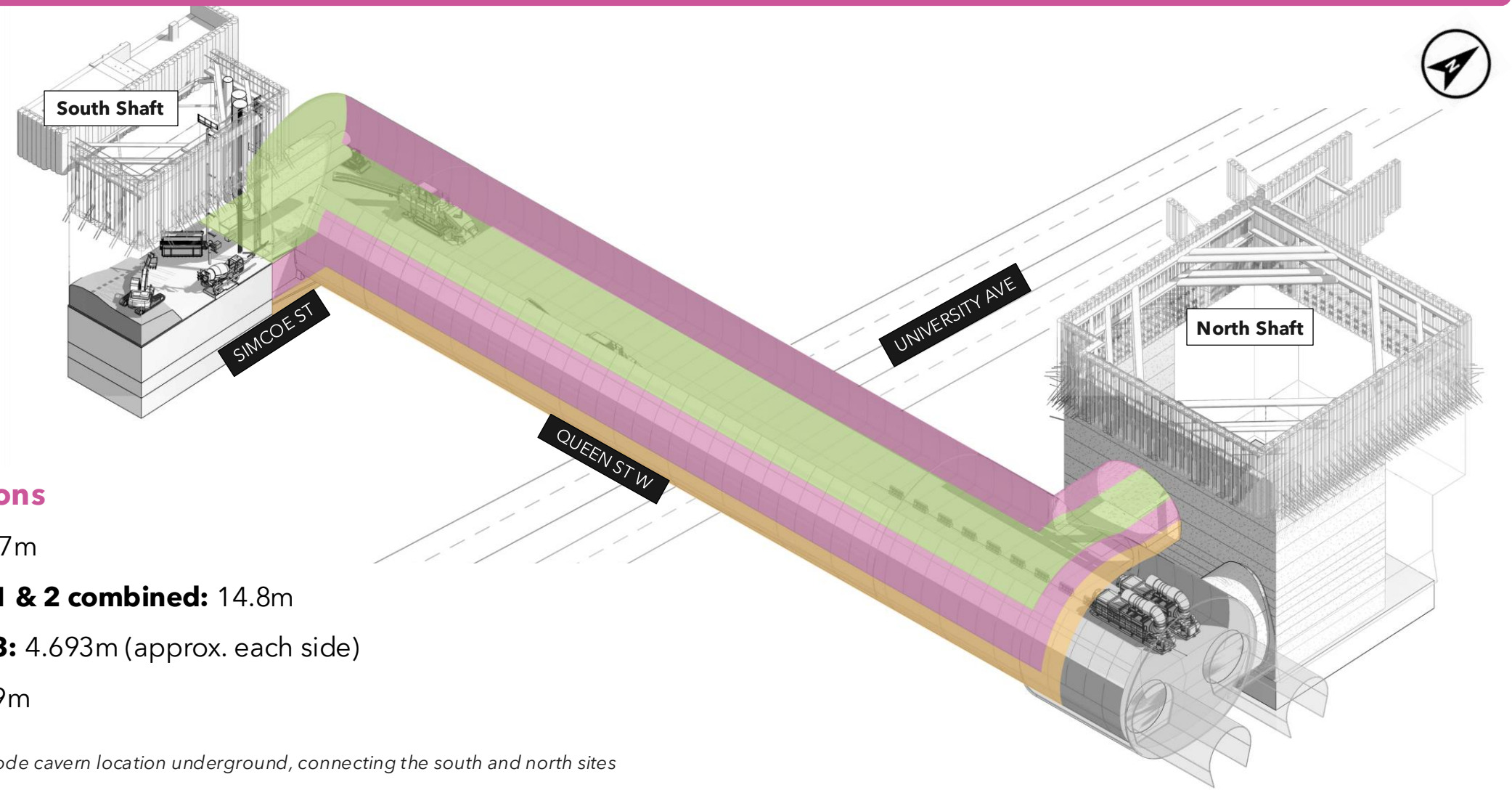


Green = completed or ongoing excavation

Pink = next stage of excavation

Orange = final stages

CURRENT WORKS: OSGOODE CAVERN EXCAVATION PROGRESS



Cavern Dimensions

Total length: 147.47m

Total width Stage 1 & 2 combined: 14.8m

Total width Stage 3: 4.693m (approx. each side)

Total depth: 17.929m

Diagram of the future Osgoode cavern location underground, connecting the south and north sites

OSGOODE CONSTRUCTION LOOK-AHEAD:

Activity	Location	Expected Start	Expected Duration
1. Phase 1 Excavation: soft soil removal, and hauling **2. Struts and walers installation**	**North site** within acoustic shelter	Ongoing	Approx. three months remaining (December 2025)
Temporary deck construction			
1. Phase 2 Excavation: rock removal **2. Rock bolt installation** **3. Shotcrete application**		December 2025	Approx. six months (May 2026)
Stage 2 and 3 of cavern excavation and hauling	**South site** within acoustic shelter	Ongoing	Approx. four months remaining (March 2026)

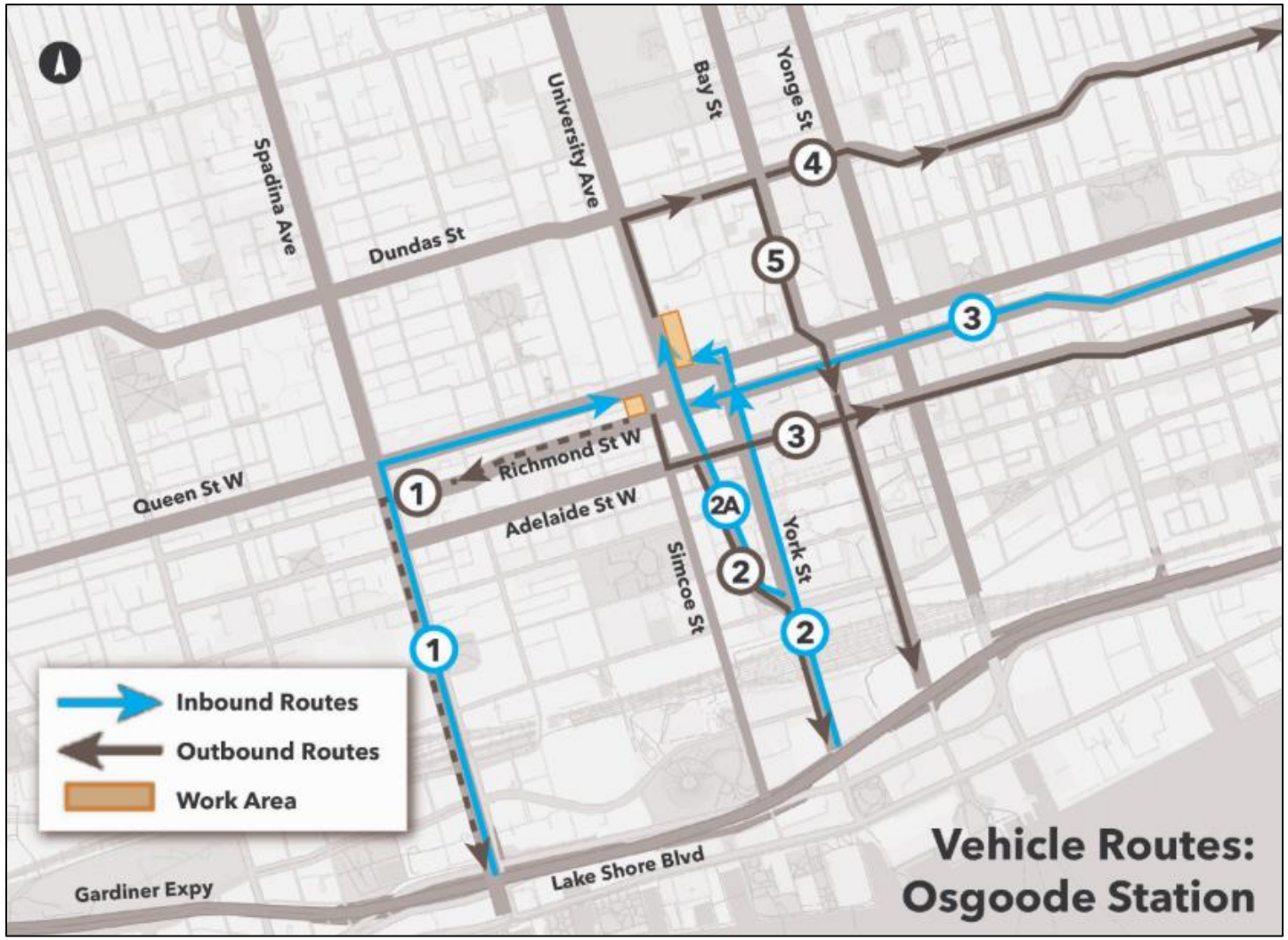
All dates approximate; expected dates and duration subject to change due to unforeseen circumstances.

Osgoode Station Truck Routes

Please note that the truck routes and volumes outlined are subject to change.

1. Lake Shore/Gardiner to Spadina, north to Queen, east to site
2. Lake Shore/Gardiner to York St, north to Queen, west to site
2A. Lake Shore/Gardiner north to York St, west onto University, north to site
3. DVP to Richmond St, west to York or Bay, north to site

1. Exit site west on Richmond to Spadina, south to Gardiner/Lake Shore (only used during DVP on-ramp closure)
2. Exit site south on Simcoe to Adelaide, east to University, south to York, south to Gardiner/Lakeshore
3. Exit site south on Simcoe to Adelaide, east to DVP
4. Exit site north on University to Dundas, east to DVP
5. Exit site north on University to Dundas, east to Bay, south to Lake Shore/Gardiner



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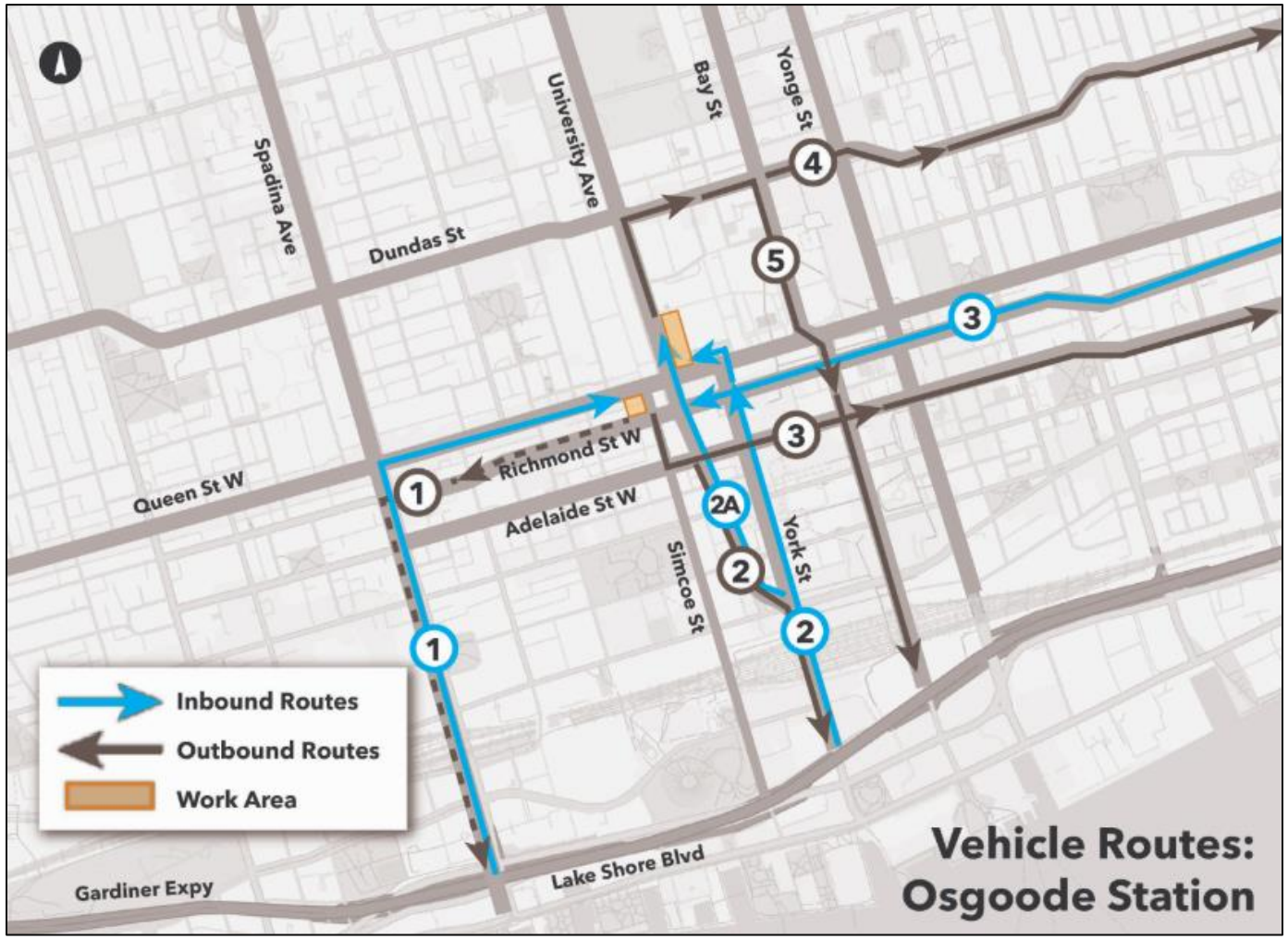


Peak Average Daily Truck Count: 48

LAND ACKNOWLEDGEMENT

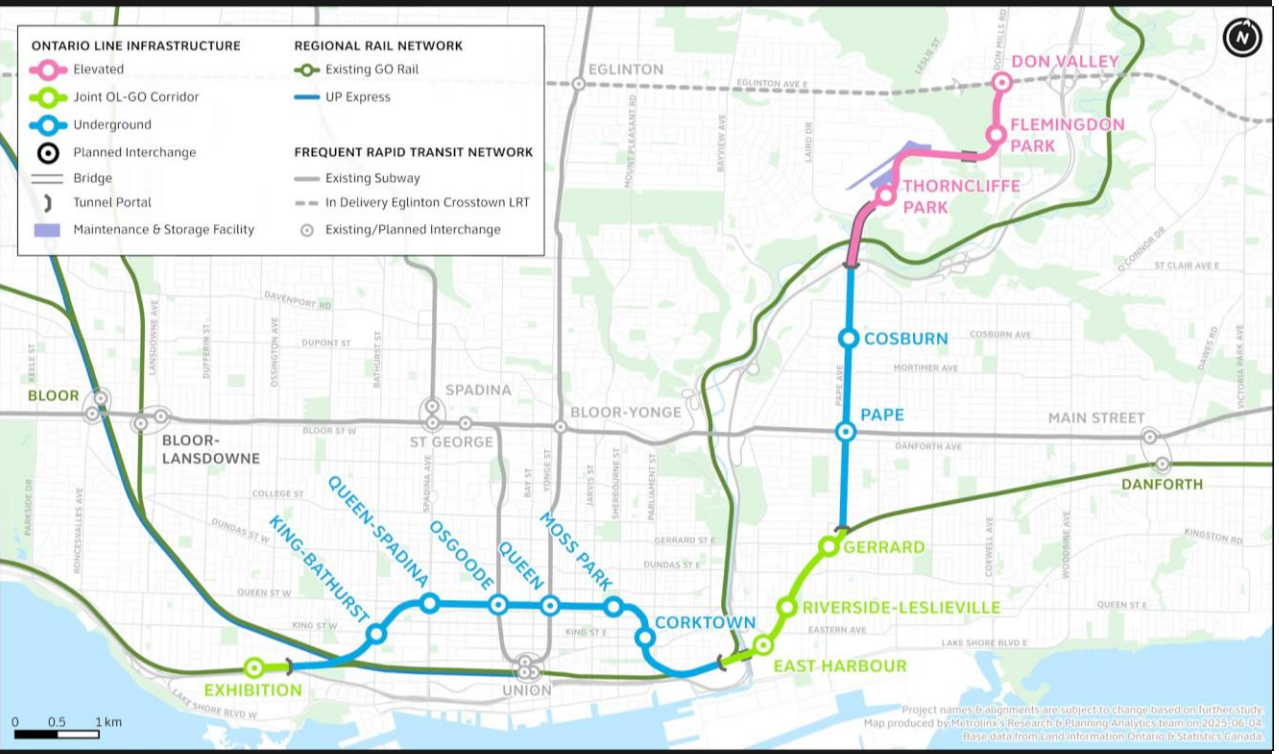
Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Wendat peoples, for whom these lands continue to have great importance.

Treaties between First Nations and governments cover these lands, and the promises contained in these Treaties remain relevant to this day.

Metrolinx and its employees are committed to understanding the history of these lands and the continued impacts of colonization and take responsibility for actions to advance reconciliation.

Metrolinx will continue to seek the knowledge, expertise and experience of Indigenous partners and commits to doing business in a manner that is built on a foundation of trust, respect, and collaboration.

ONTARIO LINE SUBWAY



15.6 kilometres long

15 stations

As frequent as every 90 seconds during rush hour

227,500 more people within walking distance to transit

388,000 daily boardings

40+ connections to other transit options

Up to 47,000 more jobs accessible in 45 minutes or less, on average

28,000 fewer car trips off the road each day

METROLINX

WHAT IS A TUNNEL BORING MACHINE (TBM)?

- A tunnel boring machine (TBM) **cuts through soil and rock** to create tunnels.
- It uses a **rotating cutterhead** to excavate material and a conveyor system to remove debris. As it moves, concrete tunnel segments are installed to form the tunnel lining.
- Two TBMs, named **Libby** and **Corkie**, will launch from Exhibition at the portal site and tunnel east, towards Corktown.
- Tunnelling is expected to start in 2026.

Cutterhead on one of two tunnel boring machines for use on the Ontario Line.