

Ontario Line

Queen Station Open House





LAND ACKNOWLEDGEMENT

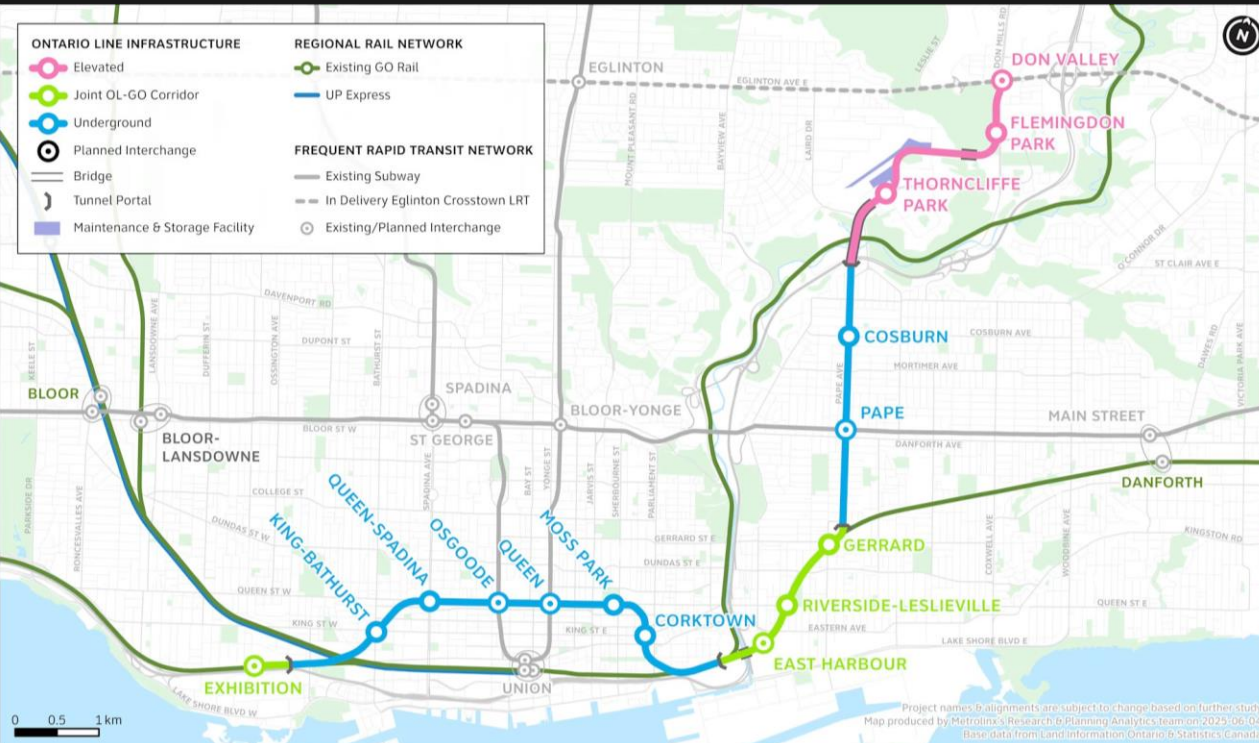
Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Wendat peoples, for whom these lands continue to have great importance.

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

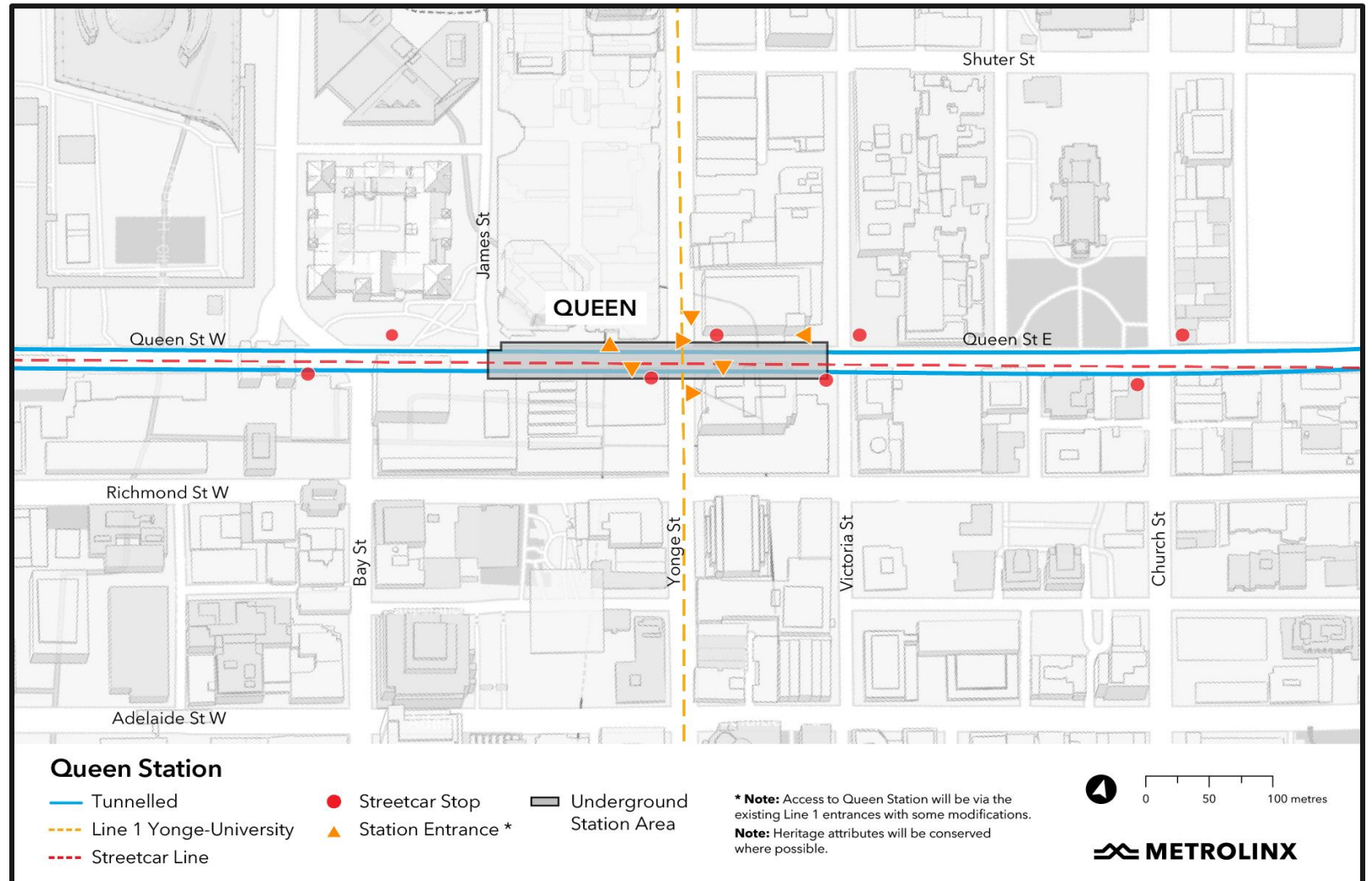


28,000 fewer car trips off the road each day

A NEW SUBWAY LINE & STATION SERVING QUEEN STREET

- Queen Station will deliver **new rapid transit to the neighbourhood** and connect to **the 501 and 510 TTC** streetcars.
- Future vital transfer point with Line 1 at Queen Station.
- Queen Station is in proximity to **18,400* residents, within walking distance.**
- **16,600 customers** will use the station during the busiest travel hour

Forecast for the year 2041



WORK PROGRESS - FUTURE QUEEN STATION

Excavation work is currently in progress at the future Queen Station sites, with cavern construction scheduled to begin in early 2026 and expected to continue through early summer 2026.

Work is expected to take place on 24-hour work shifts, up to six days a week (Saturdays as required).

Crews are digging down to the base slab—almost 40 meters below street level.

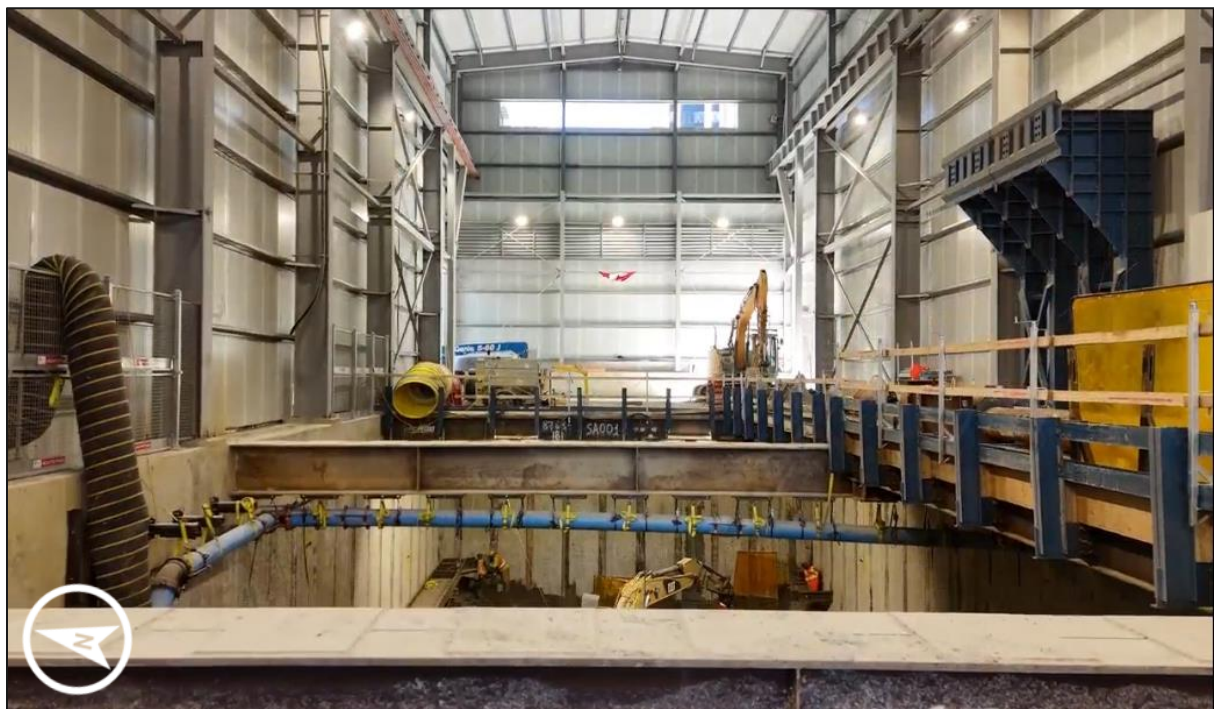
Once excavation is complete, the next phase will involve tunnelling and further station construction.



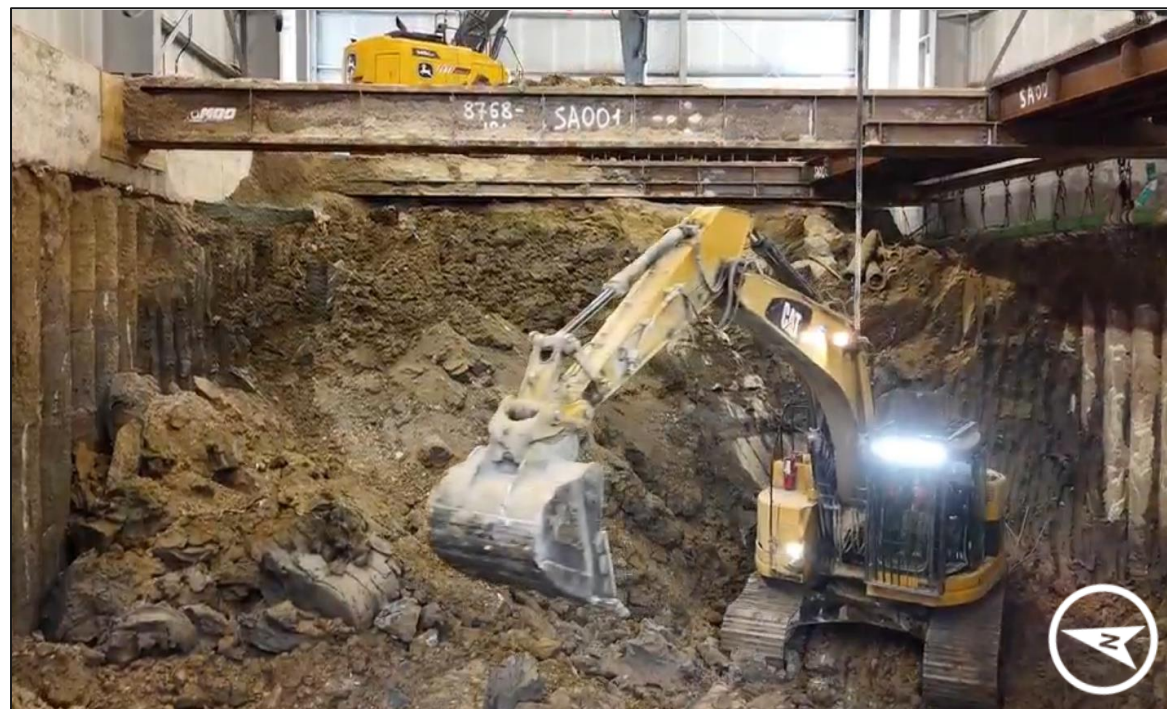
Aerial view of the acoustic shelter on the east site facing to the north direction

CURRENT WORK - QUEEN EAST STATION

On the east site (Yonge Street to Victoria Street), excavation of soil is ongoing. This phase of work is expected to continue through early 2026. Current excavation work, involves digging and removing soil, followed by the progressive installation of wall support structures at each level. Additional activities, such as installation of a working platform deck and utility relocation work, are also ongoing.



Under the acoustic shelter on the east site facing to the East direction.



Under the acoustic shelter on the east site facing to the east direction

QUEEN WEST SITE

EQUIPMENT REFERENCE:
EQ MAIN 001 000 001 100 100 001 001 001
EQ AUXILIARY 0 100 001 100 100 001 001 001
VOLTAGE: 500V - 50 Hz - 3 Phase
P.V. 0000000000 - YEAR 2020
MANUFACTURER: IMOCOM

35t (50t)/10t
M7 (M4) M6

IMOCOM

Gantry Crane

Elevated Structure



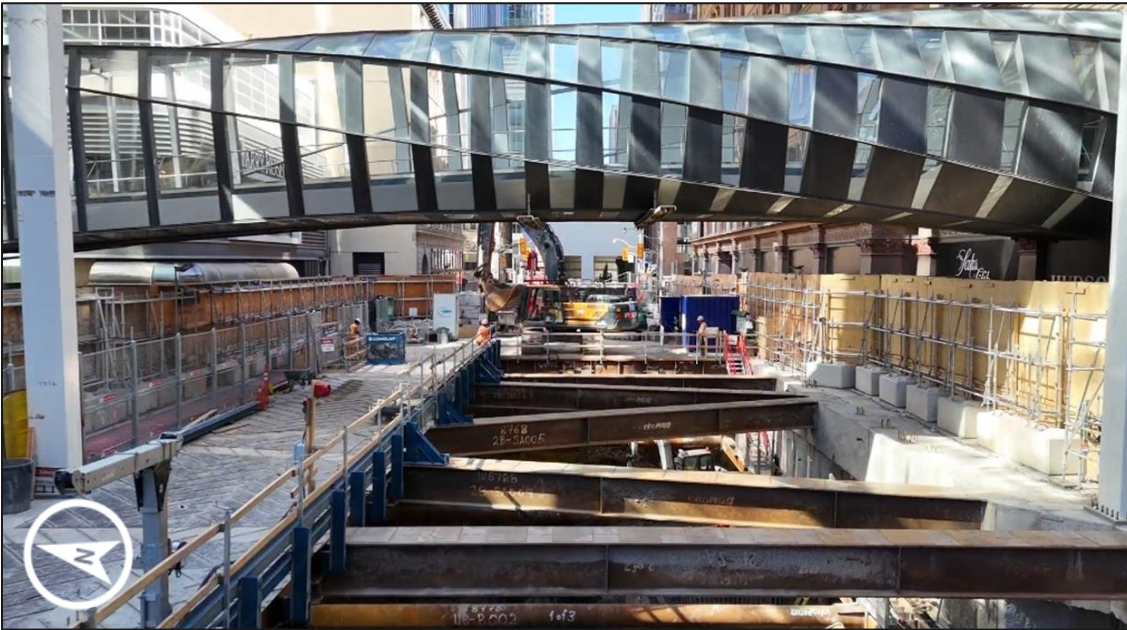
EXCAVATION PROGRESS: QUEEN WEST SITE

Progress continues at the West site.

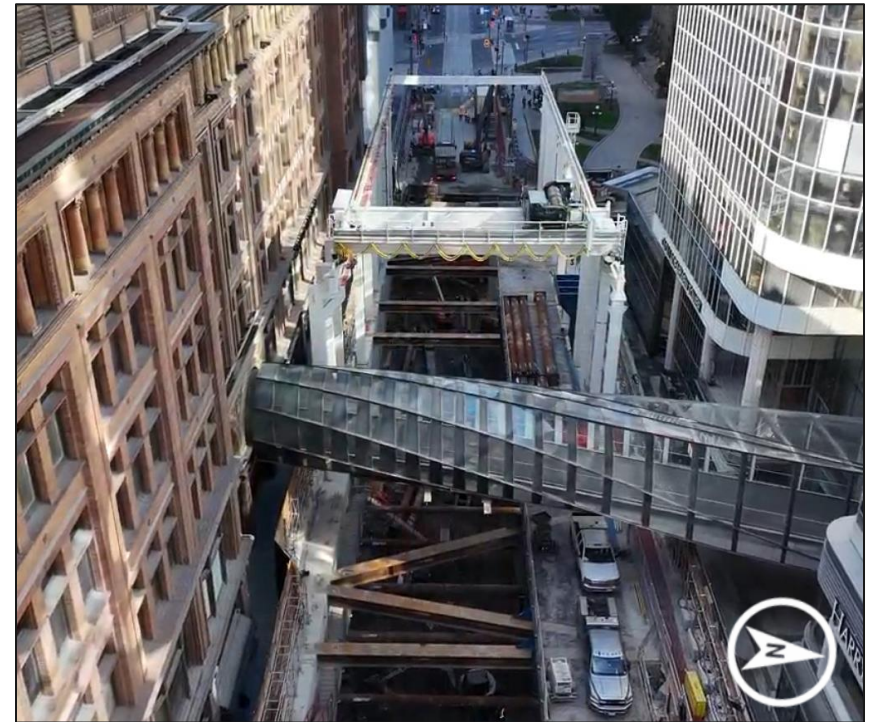
Crews continue **excavation**. Crews are digging down to where the future Ontario Line Queen Station will exist.

Excavation is expected to be ongoing as up mid-2026.

Large metal beams called **struts and walers** are installed across the site perimeter to add support during excavation.



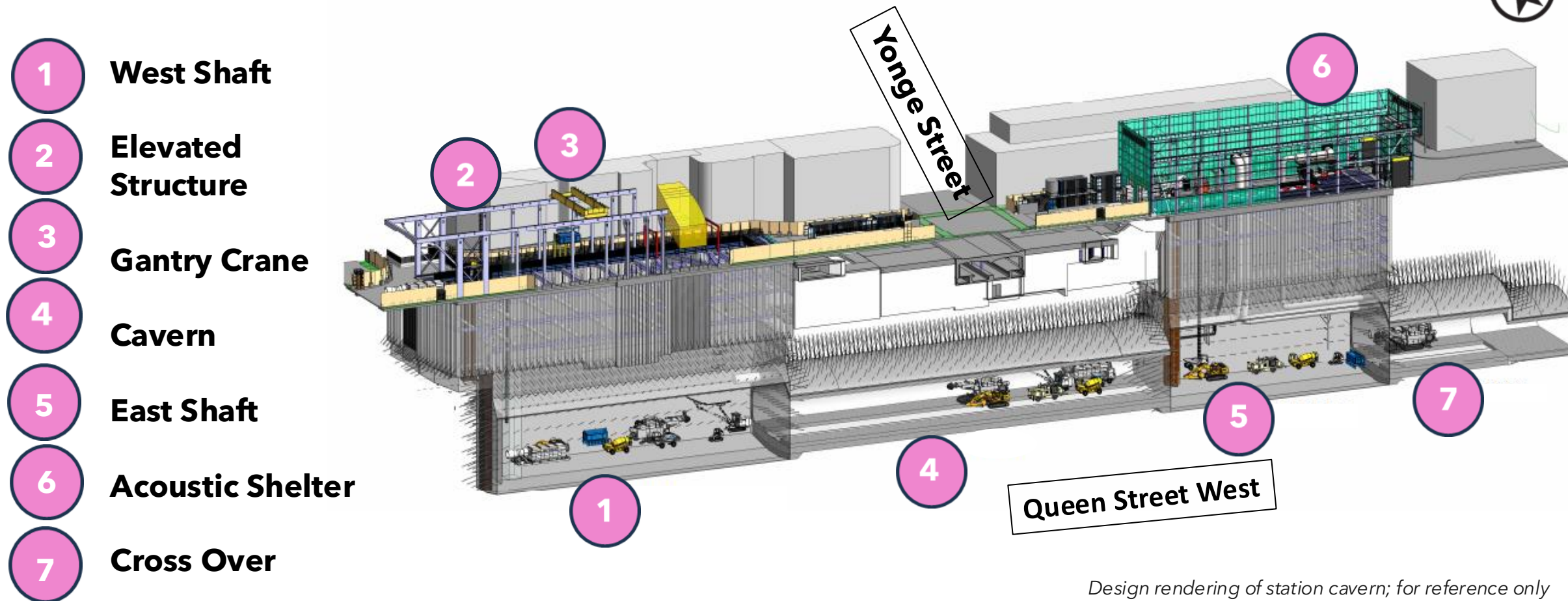
View of the west site excavation in progress, from above facing East direction



View of the west site excavation in progress, from above facing West direction

UPCOMING WORK - STATION CAVERN

In 2026, excavation of the station cavern and crossover will begin. This work will prepare the site for the future station platform. It is also where the Tunnel Boring Machines (TBMs) will pass.



Design rendering of station cavern; for reference only

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.

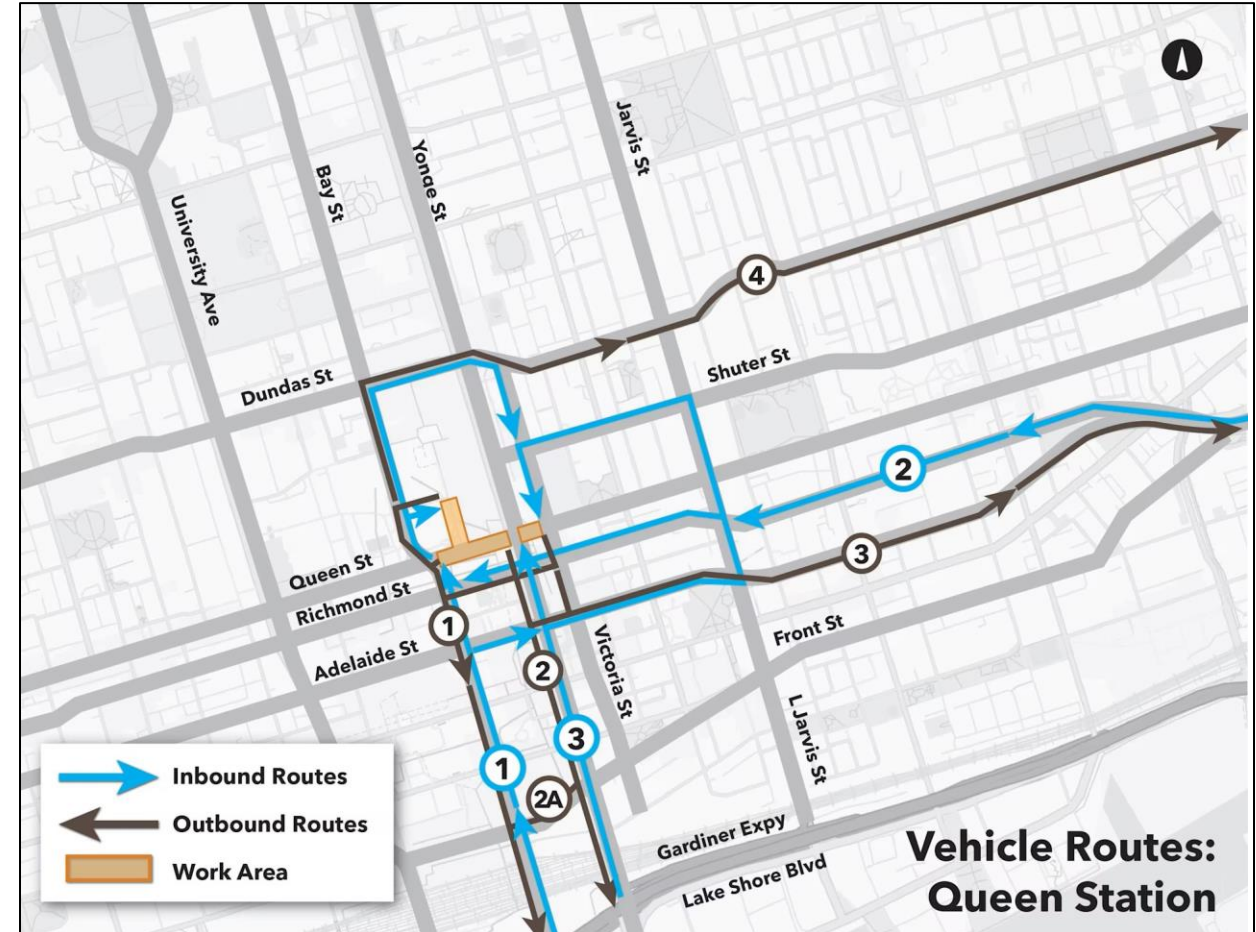
Tunnelling is expected to start in 2026.



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

CURRENT ACCESS POINTS

- ① Gardiner/Lake Shore to Bay St, north to Adelaide;
approach site using options of:
 - Bay (west and northwest gates)
 - Adelaide, Jarvis, Shuter, & Victoria (east gate)
 - Bay, Dundas, & Victoria or Shuter & Yonge (north gate)
 - ② DVP to Richmond, west to Jarvis and options in 1
 - ③ Gardiner/Lake Shore to, Yonge, north to option 1
-
- ① South via Bay to Lake Shore/Gardiner
 - ② South via Yonge to lake Shore/Gardiner
 - ②A Divert west to Bay via Front
 - ③ East via Adelaide to DVP
 - ④ East via Bay/Dundas to DVP



Peak Average Daily Truck Count: 70

FOUR WEEK LOOK-AHEAD - QUEEN: November to December 2025

#	Activity	Expected Start	Location	Expected Duration	Impact	Hours of Work	Mitigations
1	Excavation, (soft soil), support work	Ongoing	East site	Entire look-ahead period	Vibration, noise, air quality	24 hours a day, Monday to Friday, some Saturdays	Hoarding as noise mitigation. Dust mitigation includes misting, sweeping. Erosion and sediment control.
2	Excavation (soft soil), support work	Ongoing	West site	Entire look-ahead period	Vibration, noise, air quality	24 hours a day, Monday to Friday, some Saturdays	Hoarding as noise mitigation. Dust mitigation includes misting, sweeping. Erosion and sediment control.
3	Watermain work	Ongoing	East and West	Entire look-ahead period	Vibration, noise, traffic impact	24 hours a day, seven days a week	Hoarding as noise mitigation. Dust mitigation includes misting, sweeping. Erosion and sediment control. Traffic control
4	Signs Installation	November 12	East and West	Up to 3 shifts	Pedestrian detour	Up to 3 nights from 9 p.m. to 6 a.m.	Hoarding as noise mitigation. Flagg person and traffic control

*Note: All dates and times are subject to change as construction planning progresses.