

Ontario Line

King-Bathurst Station

Open House





LAND ACKNOWLEDGEMENT

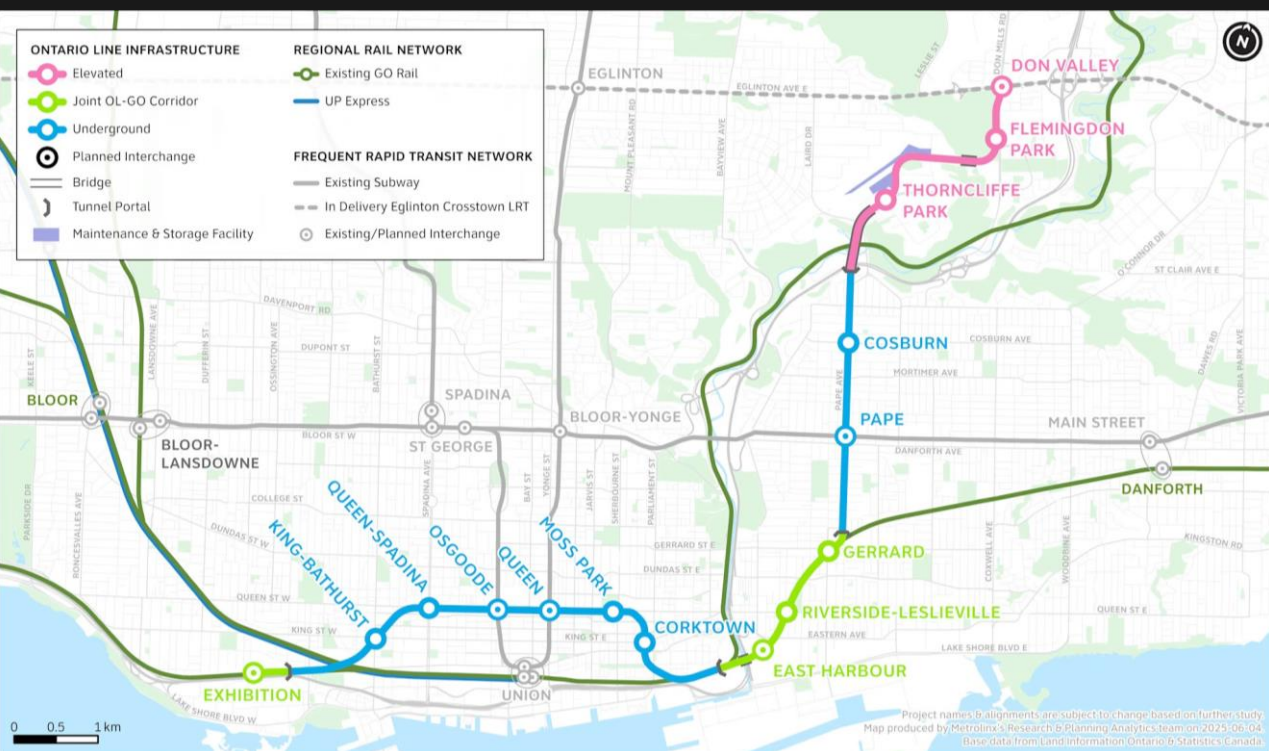
Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Wendat peoples, for whom these lands continue to have great importance.

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



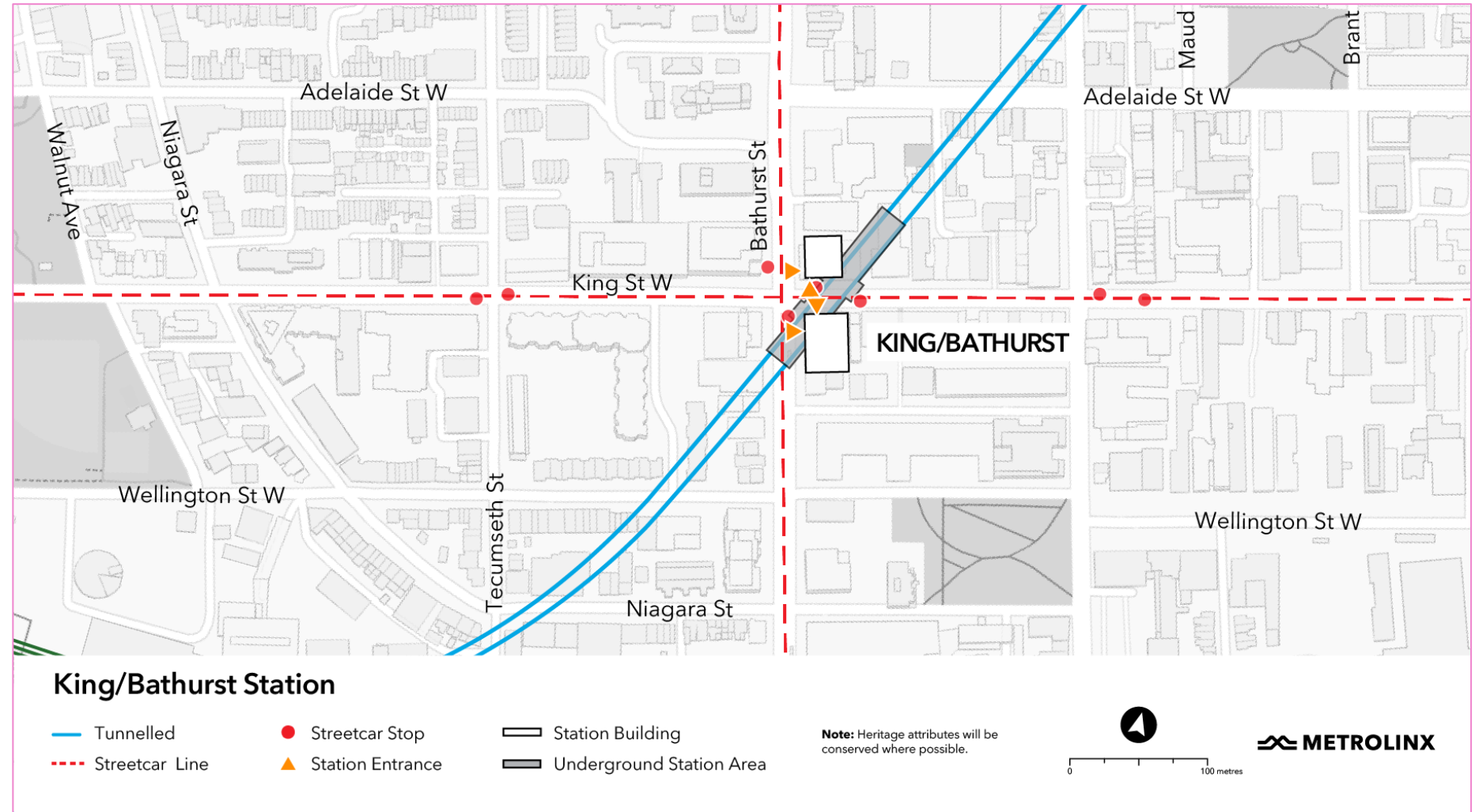
Up to 47,000 more jobs
accessible in 45 minutes or
less, on average



28,000 fewer car
trips off the road
each day

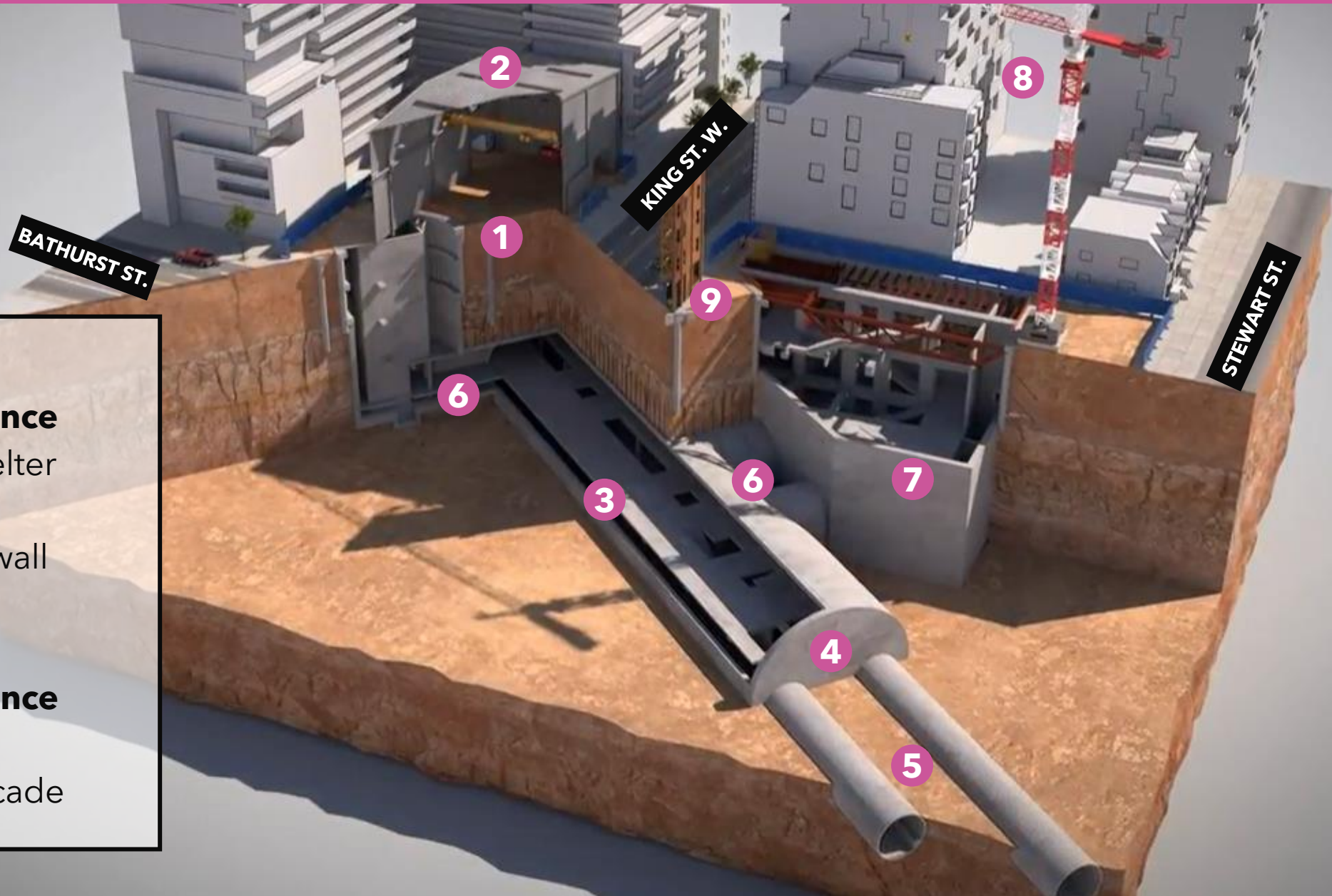
A NEW SUBWAY LINE & STATION SERVING KING STREET WEST & BATHURST STREET

- King-Bathurst station will deliver new rapid transit to the neighbourhood and connect to the 504 King and the 511 Bathurst streetcar routes.
- King-Bathurst station is in proximity to 27,000 residents, within walking distance.*
- 5,100 customers will use the station during the busiest travel hour.*



*Forecast for the year 2041

KING-BATHURST STATION UNDERGROUND LAYOUT



LEGEND

- 1 **North entrance**
- 2 Acoustic shelter
- 3 Cavern
- 4 South headwall
- 5 Tunnels
- 6 Adits
- 7 **South entrance**
- 8 Tower crane
- 9 Heritage Facade



AN AERIAL VIEW OF THE NORTH SHAFT



CURRENT WORKS: KING-BATHURST NORTH SITE

The underground cavern continues to be widened and deepened.



In the northeast part of the cavern, crews have completed excavation and started waterproofing and pouring concrete to create the permanent structure.



Crews have excavated the adits (on the left side of the picture), completing the connections between the cavern and the south site.

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.



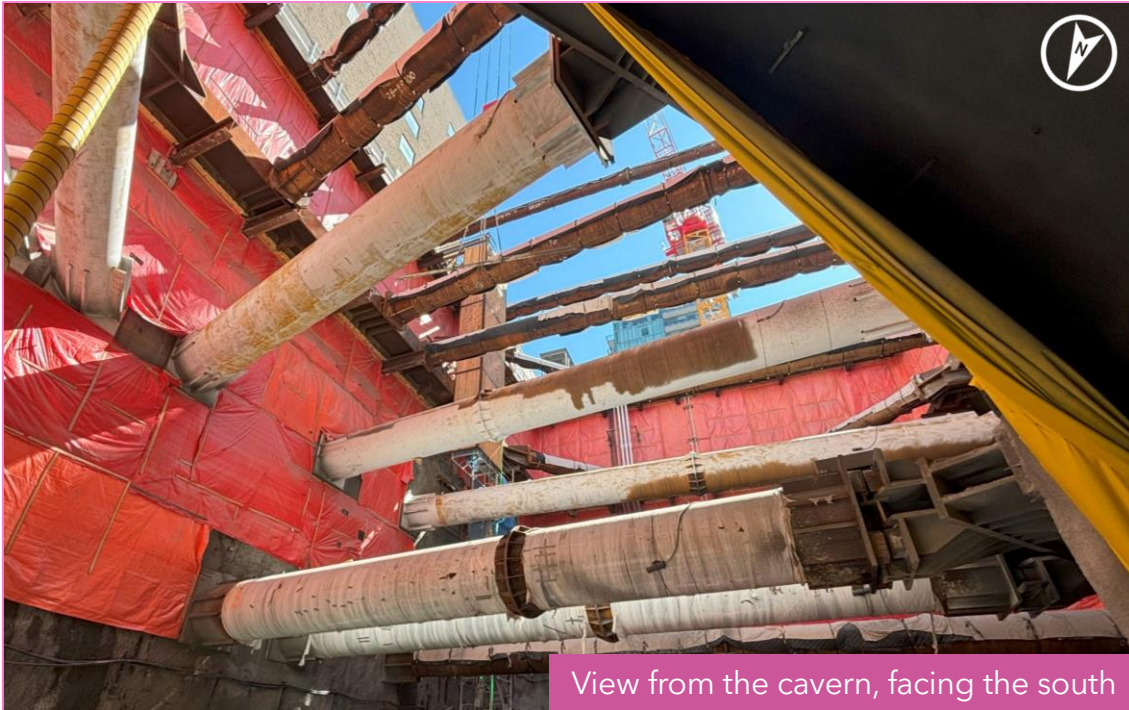
Cutterhead on one of two tunnel boring machines for use on the Ontario Line.

AN AERIAL VIEW OF THE SOUTH SHAFT



CURRENT WORKS: KING-BATHURST SOUTH SITE

The future station is now connected to the cavern, through two adits (connection tunnels).



Work is completed in cycles, with coordinated phases of rock breaking followed by installing structural reinforcements, called struts and walers.



Rock breaking is currently underway and will continue until crews reach the bottom of the future station site. The last level of struts and walers was installed in September.

King-Bathurst Station Truck Routes

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

