# How to Keep 100% of Osgoode Hall's Green Space & Kickstart University Park

A design response to the Parsons Report, with commentary by Steve Munro and Liz Driver Presentation to Subcommittee on Metrolinx's Ontario Line Construction

Toronto-East York Community Council, March 22, 2023

## The Problem

Metrolinx plans to dig a deep "keyhole" in the southwest corner of the Osgoode Garden, down to the Ontario Line tunnel, and to fill it with elevators, escalators and stairs, topped by a station entrance.

The Ontario Line

#### Current Plan: How design constraints informed the entrance location



- Keyhole dimension (34 x 40 m) is relatively fixed by construction access requirements and ultimate fitout spacing (for escalators, elevators, fire ventilation, firefighter access, traction power, etc.)
- Keyhole offset 6-7 m from the existing Osgoode Station structure to reduce risk of compromising the structure during construction of the keyhole
- Ontario Line headhouse location does not preclude future plans for University Park Avenue

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**SOURCE:** All images in this presentation are from the Metrolinx slide deck, Osgoode Station, Community Meeting #2, July 25, 2022, unless otherwise noted.

# The Parsons Report

- Original discussions about changing the design focused on tree preservation. This required an all-or-nothing shift of the keyhole and entrance away from the Osgoode Garden.
- This is now a moot point because Metrolinx has removed the trees.
- Parsons
  - $\odot$  Site A reviews the Metrolinx plan.
  - Site C reviews a plan with the entrance in the "east boulevard," outside of Osgoode Garden.
  - $\circ$  Site I reviews the TOCore plan with the entrance in University Park.
  - $\odot$  Site J, Osgoode Plaza, is similar.
- The Parsons Report finds that Site A is the only "workable design" for both the keyhole and vertical circulation (p 34). All alternatives to Site A fail in the Parsons Report because of technical constraints and the inability to preserve the Osgoode trees.
- The tree removal creates the possibility of a new "split level" plan for the entrance.

# The Solution

Is there a way to modify the design to minimize the long-term impact at street level and improve the public realm in the process?



Move the station entrance into University Park/Osgoode Plaza as in Site C.

Connect the entrance below grade to the vertical circulation in the Osgoode Garden keyhole as in Site A.

## Metrolinx's Current Plan

The main station building is in the SW corner of the Osgoode Garden





SOURCE: Rendering of station building from Metrolinx website.

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## How to Revise the Design to Minimize Impacts: Shift Station Entrance to the West

The entrance has two segments:

Upper segment from street level to the existing Osgoode Station concourse (red)

Lower segment from concourse level down to the Ontario Line (orange)

- Build elevators, escalators, and stairs in the keyhole, but only up to concourse level. Cap the keyhole at concourse level.
- Shift the upper segment of the new entrance to the west (green), outside the Osgoode fence (future University Park/Osgoode Plaza).
- Keep the elevators, escalators and stairs as far west as possible in the keyhole to limit the eastern reach of the concourse and the area of shallow soil under Osgoode Garden.



## Diagram of Entrance Shift (profile looking north)

- The Entrance Building moves west (green) including elevators, escalators and stairs down to the concourse from the surface.
- Ontario Line elevators, escalators and stairs are within the western portion of the keyhole shaft (orange).
- The concourse (purple) extends east but only to the extent needed to access the Ontario Line.
- Excavation immediately beside the existing station is limited to the concourse level as already planned by Metrolinx.



#### **BENEFITS:**

- 1. No above-ground structure in Osgoode Garden.
- 2. Reduces penetration of the concourse level under the Osgoode Garden; may increase area for new trees.
- 3. For Metrolinx: Maintains size and location of keyhole (Parsons Report Site A).

Metrolinx Keyhole Already Extends Outside of Osgoode Hall Lands

- In the Metrolinx design, the location of the vertical access to the Ontario Line was dictated by the location of the Entrance Building within the Osgoode Garden.
- Metrolinx already plans to dig part of the keyhole west of the Osgoode fence.
- If the vertical access to the Ontario Line shifts west within the keyhole, this will reduce the concourse penetration into the Osgoode Garden.



## Restoring the Osgoode Garden

The following information would assist in planning for the restored Garden: From Metrolinx:

- How far west can the Ontario Line vertical circulation shift within the planned keyhole?
  - Can the concourse level structure be reduced within the Osgoode Garden?

### From Arborist:

- How close to the concourse structure can large trees be planted?
  - How much space is needed horizontally and vertically for the root system of a mature tree?

# In Conclusion

- The revised design proposal splits the new station entrance into two segments:
  - The upper portion, at the street-level University Park/Osgoode Plaza, connects to the existing Osgoode Station concourse.
  - The lower portion, within the western part of the Metrolinx keyhole, connects the concourse to the Ontario Line.
- The Metrolinx "keyhole" construction can proceed as planned.
- Improving the public realm is a key goal.
  - Planning and preliminary work on University Park/Osgoode Plaza can proceed during station construction.
  - Metrolinx can re-construct the South African War Memorial in a location determined by the design for University Park.
  - The integrity of the Osgoode fence and 100% of the green space within the Osgoode Garden is retained.
  - The area for replanting trees may increase.

### **APPENDIX A**

In Spring 2021 Metrolinx considered a similar design for relocating the entrance, but in the context of moving the entire keyhole. This created structural issues adjacent to the existing Line 1.

Shifting only the segment down to concourse level will minimize construction adjacent to the existing subway structure and is similar to the Metrolinx proposed connection.



#### **APPENDIX B**

This rendering was presented to the May 31, 2022 Planning and Housing Committee meeting.

The annotations have been revised to show only the Osgoode Plaza location for the station entrance.

Please also note that Metrolinx removed the trees at the SW corner of the Osgoode Garden in February 2023.



To accommodate Ontario Line infrastructure in University Park/Osgoode Plaza

**SOURCE:** Liz Driver