



# ONTARIO LINE OSGODE STATION

**Station Headhouse Location Review** 

CLC Meeting Presentation 1 February 2023

### PURPOSE OF THE REVIEW

In October 2022, the City of Toronto asked Parsons Corporation to perform a high-end due diligence review of the ten proposed locations for the headhouse for the Ontario Line at Osgoode Station.

This review was conducted to examine the need to utilize existing Osgoode Hall property located at the northeast corner of the intersection as the preferred headhouse location, with further considerations of the proposed keyhole excavation method, which will allow construction of a mined cavern to accommodate the concourse and platform levels for the new Ontario Line. This excavation will also create vertical circulation space connection grade level with the new Ontario Line concourse level, including stairs, escalators, and elevators.

Parsons was also asked to investigate the feasibility of alternative headhouse locations as proposed by Metrolinx and others as identified through previous investigations.

Parsons was provided with a substantial amount of information documenting the Ontario Line in general and the location of the headhouse structure at the northeast corner of the intersection as proposed by Metrolinx. Information on the remaining alternate locations was generally limited to the graphics already shown by Metrolinx at public meetings, however both Metrolinx and their technical advisors have been forthcoming with additional information as requested in a series of technical workshops.

### PURPOSE OF THE REVIEW

Parsons utilized a variety of subject experts to analyze each proposed location for the headhouse including:

- transportation planning review of current state of transportation and designing for future transportation needs
- ridership goals ensuring maximum projected ridership is served
- passenger access ensuring efficient and comfortable access to passengers
- constructability issues review of construction methodologies, including use of alternate methods to mitigate risk
- built and natural heritage review of impacts to heritage properties and natural environments
- operational impacts impacts on neighbouring properties, either during construction or permanent
- temporary and permanent traffic closures review of lane closures or traffic rerouting during construction or permanent
- long term transit integration and passenger flow requirements review of passenger flow metrics, including queue lengths, dwell times, etc.
- utilities relocations review of all existing under and above-ground utilities and requirements for rerouting same
- project cost and schedule implications rough cost estimates and construction schedule reviews

The stated objective of the review was to identify critical considerations for siting the keyhole excavation and headhouse structure at this intersection, through the development of a 'checklist' against which all proposed alternative options were evaluated; thereby allowing us to identify where key design and technical considerations can or cannot be met.

This completed review now provides an objective third-party response to the current proposed locations for the Ontario Line headhouse location at Osgoode Station and serves to inform the City of Toronto's view as a key Stakeholder on the Ontario Line project.

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### TEN ALTERNATE LOCATIONS FOR THE HEADHOUSE AT OSGOODE **STATION**

LOCATION B **Campbell House** 

LOCATION I T.O. Core LOCATION J Osgoode Plaza LOCATION C **University Avenue** East Boulevard LOCATION A **Osgoode Hall** LOCATION D **University** Avenue

University Avenue

Street We Queen LOCATION Four Season

OCATION Simcoe Street Only Building

ON F of Canada

Median

Location J -	CATEGORY	ASSESSMENT	IMPACTS
Osgoode Plaza Proposal	Transportation planning, including short term operational – traffic & transit impacts	Substantial temporary and permanent impacts to University Avenue related to a proposed redevelopment of a broad east sidewalk replacing the existing centre median boulevard space. No studies regarding potential impacts of construction to vehicular, streetcar or pedestrian traffic as related to the proposed reduction of traffic lanes on University Avenue have been completed at this time.	X
Example 1 Action 1 Ac	Ridership	The two proposed major entrances are aligned with the major sources of ridership as located in the southwest and northeast quadrants. Although not shown, it is assumed that the secondary entrance structure located on Simcoe Street is included in the plan).	
This option was described in a proposal not provided by Metrolinx,	Passenger access	With a newly-created east boulevard space available for the headhouse structure; together with a possible second entrance located to the north at the northeast corner of the intersection, there should be no issues with passenger at grade level. Spatial issues on the concourse level will likely still be an issue; especially with an intermodal station.	
instead it is a community proposal that describes the station headhouse structure located on an expanded boulevard sidewalk located on the east side of University Avenue north of Queen Street West, as part of a larger plan to relocate the existing northbound vehicle lanes and cycle	Constructability/ construction methods & laydown requirements	A temporary construction laydown area could be located on the new east boulevard located directly north of the proposed headhouse. There are structural concerns and risks related to the proximity of proposed new excavation and construction located directly adjacent to the existing Line 1 station tunnel. There are no studies related to possible impacts and construction risks related to the existing Line 1 tunnel and the need for the relocation of the ventilation system which is currently located beneath the centre median. Substantial budget and schedule issues are anticipated related to the scope of the work, as it appears to extend for blocks north and south of Queen Street West on University Avenue. It should be noted that the T.O. Core alternative shows a keyhole excavation site partially located on Osgoode Hall property.	X
to the area currently occupied by the existing median boulevard located at the centre of University Avenue both north and south of its intersection with Queen Street	Built heritage	There would be no physical impact to Osgoode Hall, assuming laydown area and keyhole can be located within the proposed boulevard space itself. There has been no design or subsequent studies to evaluate whether this is possible. The war memorial located on the centre median and the bank building located at 205 Queen St W are partially or fully dismantled and reinstated.	X
west. Traffic on University Avenue would be reduced from 6 lanes to 4 lanes to accommodate this proposed change.	Natural heritage	New trees would be planted as part of the new east boulevard on University Avenue, replacing the limited landscape features currently located in the centre median. The Osgoode Hall property; including all landscaped areas, would remain largely untouched.	

Location J -	CATEGORY	ASSESSMENT	IMPACT
Osgoode Plaza Proposal	Operational Impacts to Neighbouring Properties	There would be limited impacts during construction to courtroom operations and judicial chambers located along the West Elevation of Osgoode Hall, as all construction and excavation activities would be located directly adjacent to the Osgoode Hall property and not on it.	X
This option was described in a	Temporary lane restrictions /Permanent lane closures	Substantial lane closures for both northbound and southbound traffic would be required for the removal of the existing median boulevard space; together with changes required to the existing ventilation shafts serving the Line 1 tunnel below grade. There would also be lane restrictions required on Queen Street west; however vehicular, cyclist and streetcar traffic can be maintained throughout construction.	X
proposal not provided by Metrolinx, instead it is a community proposal that describes the station headhouse structure located on an expanded boulevard sidewalk	Long term operational/ transit integration & passenger flow	There are no known transit studies related to the development of a new park as described in this proposal. No long term operational or transit integration studies have been completed.	X
University Avenue north of Queen Street West, as part of a larger	Pedestrian flow impacts at grade	There is no design showing the proposed headhouse location or size. No pedestrian flow impact studies have been performed to test the proposed location as shown.	X
plan to relocate the existing northbound vehicle lanes and cycle lane located on University Avenue to the area currently occupied by the existing median boulevard	Wet & dry utilities design & relocation requirements	Requires relocation of the existing combined sanitary sewer, watermains and gas main in the east boulevard and northbound curb lane of the University Avenue.	
located at the centre of University Avenue both north and south of its intersection with Queen Street West. Traffic on University Avenue would be reduced from 6 lanes to 4 lanes to accommodate this proposed change.	Costs, schedule, and contractual implications	There would be substantial budget and schedule issues related to the planning and construction of a new park and the proposed realignment of University Avenue. The proposed changes would have a severe impact on current active transit planning activities. Construction risks related to the relocation of the keyhole excavation site directly adjacent to the existing Line 1 tunnel have not yet been established.	X

Location	-
T.O. Core	Site



This option utilizes a proposal for the future redevelopment of University Avenue which eliminate the existing median boulevard an relocates the existing northbound lanes in its place; thereby providi space for a broad landscaped are that runs the full length of University Avenue. The current 6lane configuration of University Avenue would be reduced to 4 lanes of traffic. The proposed headhouse structure would be located onto this wide east sidewalk directly north of Queen Street West. A keyhole excavation needed for vertical circulation to t Ontario Line would be located on the Southwest corner of the Osgoode Hall property; together with a temporary construction are located on the west lawn of Osgoode Hall. The Simcoe Street entrance would serve as a secondary entrance to the Ontari Parsons Corporation Line.

	CATEGORY	ASSESSMENT	IMPACT
and the second se	Transportation planning; including short term operational – traffic & transit impacts	Substantial temporary and permanent impacts to University Avenue related to a proposed redevelopment of a broad east sidewalk replacing the existing centre median boulevard space. The T.O. Core study was originally completed for the City of Toronto as part of a larger study related to the enhancement of various public realms located in downtown Toronto. This is a City of Toronto-led initiative currently in the conceptual stages of development; where planning and approvals timelines are not currently aligned with the construction schedule of the Ontario Line project. The proposed location of the headhouse within the boulevard may not meet the City's vision for the T.O. Core project.	X
	Ridership	The two proposed major entrances are aligned with the major sources of ridership as located in the southwest and northeast quadrants.	
es d ng ea	Passenger access	With a newly-created east boulevard space available for the headhouse structure; together with a possible second entrance located to the north at the northeast corner of the intersection, there should be no issues with passenger at grade level. Spatial issues on the concourse level will likely still be an issue; especially with an intermodal station.	
	Constructability/ construction methods & laydown requirements	The proposed keyhole excavation is shown partially located on the southwest corner of the Osgoode Hall Property. A temporary construction laydown area would be located on the west lawn of Osgoode Hall. There are potential structural concerns and risks with the proximity of the proposed vertical circulation excavation and construction located directly adjacent to the existing Line 1 station tunnel.	X
n he	Built heritage	The construction impact to Osgoode Hall property is incrementally reduced with fence and boundary line being temporarily dismantled and reinstated in current location. The existing war memorial located on the centre median and the bank building located at 205 Queen St W are partially or fully dismantled and reinstated.	X
a t	Natural heritage	While the footprint of the keyhole excavation is reduced, there remains a direct adverse impact to the existing landscaped area located at the southwest corner of the Osgoode Hall property; together with direct physical impacts to the existing landscape and features of Osgoode Hall property; including the loss of mature trees located directly above the proposed keyhole excavation site.	X
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Location I	-
T.O. Core	Site



This option utilizes a proposal for the future redevelopment of University Avenue which eliminates the existing median boulevard and relocates the existing northbound lanes in its place; thereby providing space for a broad landscaped area that runs the full length of University Avenue. The current 6lane configuration of University Avenue would be reduced to 4 lanes of traffic. The proposed headhouse structure would be located onto this wide east sidewalk directly north of Queen Street West. A keyhole excavation needed for vertical circulation to the Ontario Line would be located on the Southwest corner of the Osgoode Hall property; together with a temporary construction area located on the west lawn of **Osgoode Hall.** The Simcoe Street entrance would serve as a secondary entrance to the Ontario Parsons Corporation Line.

CATEGORY	ASSESSMENT	IMPACT
Operational Impacts to Neighbouring Properties	There would be substantial impacts during construction to courtroom and judicial chambers located along the West Elevation of Osgoode Hall, which will likely impact their operations during the period of construction.	X
Temporary lane restrictions /Permanent lane closures	Substantial lane closures for both northbound and southbound traffic on University Avenue would be required for the removal of the existing median boulevard space; together with changes to the existing ventilation shafts serving Line 1 below.	X
Long term operational/ transit integration & passenger flow	There are no known transit studies related to the development of a new park as described in this proposal. The reduction of an existing 6-lane boulevard on University Avenue to a 4-lane street will likely create a congestion point for vehicles in the future.	X
Pedestrian flow impacts at grade	The proposed reduction of traffic lanes on University Avenue from 6 lanes to a permanent 4-lane configuration will create a congestion point for vehicles in combination with an abnormal street alignment. High levels of driver frustration combined with an irregular configuration and high volumes of pedestrian flow is not considered desirable and presents a safety concern for both passengers and pedestrians.	X
Wet & dry utilities design & relocation requirements	Requires relocation of the existing combined sanitary sewer, watermains and gas main in the east boulevard and northbound curb lane of the University Avenue.	
Costs, schedule, and contractual implications	There would be substantial budget and schedule issues related to the planning and construction of a new park and the realignment of University Avenue to accommodate the construction of a headhouse in this location. The proposed changes would have a severe impact on current active transit planning activities. Construction risks related to the relocation of the keyhole excavation site directly adjacent to the existing Line 1 tunnel have not yet been established.	X
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#### Location H -Canada Life Building Site



This option describes the location of the proposed station headhouse within an existing office building located at 180 Queen Street West, on the site located directly west of the existing Simcoe Street pedestrian walkway; utilizing existing lobby areas at grade and existing parking, storage and service areas located below grade. There are unknown impacts to spatial and structural demands within the existing building. If a keyhole excavation is to be located on this site; it is likely more costeffective to demolish the existing office building and develop a new mixed-use building that integrates the transit excavation and construction directly. No graphic material for this option has been provided by Metrolinx.

CATEGORY	ASSESSMENT	IMPACT
Transportation planning, including short term operational – traffic & transit impacts	There would be substantial impacts to Queen Street West vehicular, cyclist and streetcar traffic during construction; together with issues for pedestrians on the north side of the right-of-way. University Avenue itself would not be impacted.	X
Ridership	Both major entrances to the station (the headhouse and the Simcoe Street entrance) would be located west of Simcoe Street and will not capture major station ridership anticipated at the northeast corner. The horizontal distance between Line 1 and Ontario Line concourses and platforms within this intermodal station would be excessive.	X
Passenger access	Northwest passenger access and vertical circulation would likely be insufficient to meet projected ridership demand. Passenger congestion on-street and at the concourse level is likely.	X
Constructability/ construction methods & laydown requirements	There are substantial technical issues with the proposed construction of vertical circulation in an existing occupied privately-owned building. Temporary construction laydown space may be accommodated on either the Campbell House site adjacent or the Osgoode Hall property; but no accommodation for the possible location of laydown space has been provided.	X
Built heritage	No impact to Osgoode Hall, but only if the construction laydown area can be accommodated elsewhere The existing war memorial located on the centre median of University Avenue and the bank building located at 205 Queen St W would be partially or fully dismantled and reinstated after the completion of construction.	X
Natural heritage	Other than the possibility of requirements for temporary construction laydown spaces on either the Campbell House or Osgoode Hall sites; neither site would be impacted.	X
Operational Impacts to Neighbouring Properties	Substantial operational impacts during construction to the existing office building, should further study confirm that this property is suitable for construction of a headhouse. Neighbouring properties, such as Campbell House, would also be impacted.	X
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#### Location H -Canada Life Building Site



This option describes the location of the proposed station headhous within an existing office building located at 180 Queen Street West on the site located directly west of the existing Simcoe Street pedestrian walkway; utilizing existing lobby areas at grade and existing parking, storage and service areas located below grade There are unknown impacts to spatial and structural demands within the existing building. If a keyhole excavation is to be located on this site; it is likely more costeffective to demolish the existing office building and develop a new mixed-use building that integrates the transit excavation and construction directly. No graphic material for this option has been provided by Metrolinx.

	CATEGORY	ASSESSMENT	IMPACT
	Temporary lane restrictions /Permanent lane closures	A westbound streetcar stop on Queen street West connecting to a station entrance in this location would cause a permanent reduction of traffic on Queen Street West itself. The westbound streetcar stop would require a permanent reduction to vehicular and streetcar traffic connecting the two station entrances. A traffic light or level crossing in this area would likely further impede local vehicular traffic.	X
e	Long term operational/ transit integration & passenger flow	There are operational issues for a westbound streetcar stop located west of Simcoe Street. Increased passenger flow anticipated at the northeast corner may not be accommodated by one or more new or expanded entrances.	X
,	Pedestrian flow impacts at grade	Mid-block location of westbound streetcar stop will require additional light or level crossing to connect to station entrances at north and south side of Queen Street West.	X
<b>)</b> .	Wet & dry utilities design & relocation requirements	Minimal utility impact is expected, even with a Line 1 concourse level connection connecting both station entrances below Queen Street West.	
d	Costs, schedule, and contractual implications	Major impacts to an existing privately-owned mid-rise office building would be required, including but not limited to its closure and partial or total demolition, with unknown technical issues as related to the proposed vertical circulation and/or keyhole excavation, etc.	X
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Location G -	CATEGORY	ASSESSMENT	IMPAC
Simcoe Street Only Site	Transportation planning, including short term operational – traffic & transit impacts	There would be temporary impacts to pedestrian and vehicular traffic on Queen Street West and at the southbound lanes of University Avenue during construction and shorter-term duration impacts for shallow excavations related to the construction of Line 1 concourse level passageways.	
Gene Forese der generation Gene Forese der Generation Gene Forese der Generation Generatione der Generation Generatione der Generatione d	Ridership	The proposed northeast entrance structures are likely too small to sufficiently capture the major source of ridership from the northeast quadrant. The Simcoe Street entrance would capture the major source of ridership from the southwest quadrant.	X
	Passenger access	Proposed vertical circulation at the northeast quadrant is likely insufficient to meet projected ridership demands. Passenger congestion on-street and at the concourse level is likely.	X
This option involves a shallow excavation located below the east sidewalk of University Avenue for a new Line 1	Constructability/ construction methods & laydown requirements	No temporary construction laydown site is shown in this option. This is likely an error, as the Osgoode Hall site would likely be utilized for this purpose. If a separate laydown space has been proposed for a site elsewhere; it has not been documented by Metrolinx or its consultants.	X
concourse level connection to two new entrance structures to be located on the northeast corner o the intersection. Access to Optario Line would be	Built heritage	Impact to Osgoode Hall is reduced with fence and boundary line being temporarily dismantled and reinstated in current location. War memorial and 205 Queen St W are partially or fully dismantled and reinstated.	X
accommodated via passenger circulation areas connected to	Natural heritage	No impacts to Osgoode Hall or Campbell House sites as shown, as neither of these properties appears to be utilized for excavation or construction	
the Simcoe Street entrance structure. Additional new or expanded passageways would connect the Simcoe Street entrance to Line 1 subway at	Operational Impacts to Neighbouring Properties	There will be temporary operational impacts during excavation and construction of the spaces within Osgoode Hall that face the west lawn, as shallow excavations for both the relocation of existing underground services and the northern extension of the concourse level entrances.	
concourse level.	Temporary lane restrictions /Permanent lane closures	Requires lane closures at both University Avenue and Queen Street West during construction but roadways remain open at reduced capacity. New work located beneath Queen Street will negatively impact vehicular and streetcar traffic during construction.	

New

Location G -	CATEGORY	ASSESSMENT	IMPACT
Simcoe Street Only Site	Long term operational/ transit integration & passenger flow	Limited availability of public space at the sidewalk at the northeast corner will likely cause long term operational issues with this configuration, and others of its ilk. With ridership projected to expand in the coming years on the Westbound 501 streetcar line, there may well be serious issues with the connections for intermodal connections at both grade and concourse levels at this corner.	X
This option involves a shallow	Pedestrian flow impacts at grade	The proposed station entrance structures located on the east side of University Avenue will likely not have sufficient vertical circulation capacity. On street pedestrian congestion is likely to occur on the northeast corner of the intersection, both for transit users and pedestrians waiting to cross either University Avenue or Queen Street West from the northeast corner o the intersection.	X
excavation located below the east sidewalk of University Avenue for a new Line 1 concourse level connection to two new entrance structures to be located on the northeast corner o the intersection. Access to Ontario Line would be accommodated via passenger	Wet & dry utilities design & relocation requirements	Requires relocation of the existing watermains and gas main in the east boulevard and northbound curb lane of the University Avenue. Requires relocation of the existing watermain and gas main along the south side of the Queen Street. Requires relocation of the existing combined sanitary sewers on both sides of the University Avenue. Depending on the size of expanded concourse-level passageway, relocation of the existing combined sanitary sewers needs to be coordinated to fit in the public ROW.	
circulation areas connected to the Simcoe Street entrance structure. Additional new or expanded passageways would connect the Simcoe Street entrance to Line 1 subway at concourse level.	Costs, schedule, and contractual implications	There would be substantial issues related to the development of the extensions to the existing concourse level as shown here; especially as related to the phased excavation and construction required to maintain the station throughout all stages of construction. There may be further issues related to the future development of the Bank of Canada building and its proximity to the shallow concourse-level excavation for additional pedestrian circulation to connect the new Simcoe Street entrance and the main station concourse space.	X

#### Location F -**Bank of Canada Building Site**



This option involves the integration of a new headhouse entrance into an existing 8storey heritage building (Bank of Canada Building) located at the southwest corner of the intersection. The owners of this building have made a development application for the construction of a 54-storey mixed-use building above the existing structure. Once the original building is removed, the keyhole excavation for the Ontario Line station and temporary construction laydown space would be located on this site. Existing Line 1 subway concourse-level passageways would be widened to meet increased passenger flow and exiting requirements; together with an expansion of the Line 1 concourse north to connect to a new northeast entrance structure. The Simcoe Street entrance structure is shown located adjacent to the proposed Ontario Line vertical circulation connection; which are redundant.

	CATEGORY	ASSESSMENT	IMPAC
	Transportation planning, including short term operational – traffic & transit impacts	There will be construction-related impacts to traffic on Queen Street West and the southbound lanes on University Avenue, with likely shorter-term duration traffic impacts at the shallow Line 1 concourse-level excavation located within the intersection.	
	Ridership	Proposed northeast entrance structures will likely be too small to sufficiently capture anticipated ridership from northeast quadrant. The two entrances located within the southwest quadrant are capturing the same source of ridership.	X
	Passenger access	Proposed vertical circulation at the northeast quadrant is likely insufficient to meet projected ridership demands. Passenger congestion on-street and at the concourse level is likely.	X
-	Constructability/ construction methods & laydown requirements	Demolition of the existing 8-storey heritage building will provide adjacent temporary construction laydown area onsite. Protected heritage facades and possible interior spaces will need to be panelized and removed from the site, before being integrated into the new development on the site.	
	Built heritage	Significant impact to the Bank of Canada building, with the requirement to remove and reinstate existing heritage elevations at all four main elevations; together with the removal and subsequent recreation of the original lobby space. Impact to Osgoode Hall is reduced with fence and boundary line being temporarily dismantled and reinstated in current location. War memorial and 205 Queen St W will be partially or fully dismantled and reinstated	X
	Natural heritage	No direct impact to Osgoode Hall or Campbell House sites.	
	Operational Impacts to Neighbouring Properties	Substantial operational impacts during construction to the existing bank of Canada building and the proposed mixed-use redevelopment of the site. There will be limited operational impacts to the judicial spaces located on the west elevation of Osgoode Hall, as the shallow excavation and construction required due to the relocation of existing underground services and the northern extension of the existing concourse level pedestrian connection during the period of station construction.	X
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#### Location F -Bank of Canada Building Site



This option involves the integration of a new headhouse entrance into an existing 8storey heritage building (Bank of Canada Building) located at the southwest corner the intersection. The owners of this building have made a development application for the construction of a 54-storey mixed-use building above the existing structure. Once the original building is removed, the keyhol excavation for the Ontario Line station and temporary construction laydown space would be located on this site. Existing Line 1 subway concourse-level passageways would be widened to meet increased passenger flow and exiting requirements; together with an expansion of the Line 1 concourse north to connect to a new northeast entrance structure. The Simcoe Street entrance structure is shown located adjacent to the proposed Ontario Line vertical circulation connection; which are redundant.

	CATEGORY	ASSESSMENT	IMPAC
	Temporary lane restrictions /Permanent lane closures	Requires lane closures at both University Avenue and Queen Street West during construction but roadways remain open at reduced capacity. New work located beneath Queen Street will negatively impact vehicular and streetcar traffic during construction.	
	Long term operational/ transit integration & passenger flow	Limited availability of public space at the sidewalk at the northeast corner will likely cause long term operational issues with this configuration, and others of its ilk. With ridership projected to expand in the coming years on the Westbound 501 streetcar line, there may well be serious issues with the connections for intermodal connections at both grade and concourse levels at this corner.	X
∧ of J	Pedestrian flow impacts at grade	Proposed station entrance structures located on the east side of University Avenue will likely not have sufficient vertical circulation capacity, causing on-street pedestrian congestion. Configuration of two main station buildings within same southwest quadrant is redundant and captures the same group of passengers. The Simcoe Street entrance will be underutilized due to lack of direct access to the Line 1 concourse level.	X
е	Wet & dry utilities design & relocation requirements	Requires relocation of the existing watermains and gas main in the east boulevard and northbound curb lane of the University Avenue. Requires relocation of the existing combined sanitary sewers on both sides of the University Avenue. Depending on the size of the concourse-level passageway expansion, relocation of the existing combined sanitary sewers needs to be coordinated to fit in the public ROW.	
	Costs, schedule, and contractual implications	Substantial impact to budget and schedule of planned renovation and addition of a 54- storey mixed-use development currently being planned for the existing Bank of Canada building. With a keyhole excavation and subsequent station construction likely to cause havoc with the proposed budget and schedule of the proposed privately-owned mixed-use building, Minimal implications to the Osgoode Hall and Campbell House sites, beyond some temporary operations impacts during construction.	X

Location E –	CATEGORY	ASSESSMENT	IMPACT
Four Seasons Centre Site	Transportation planning including short term operational – traffic & transit impacts	Reduces/limits disruption to pedestrians, cyclists and transit (allows streetcar service to remain). Requires closure of traffic lanes on Queen and University during construction but roadways remain open at reduced capacity. There would be increased impacts to Queen Street during construction, including streetcar service, due to the expansion of the existing north/south pedestrian connection at the east side of the intersection. It should be noted that this relatively shallow concourse-level connection may serve as a means of relieving passenger pressure on the busy northeast corner in any scenario where the station entrances are limited to the use of public space on the east sidewalk of University located north of Queen Street West.	
This option would involve expansion of the existing transit	Ridership	The proposed northeast entrance structure is likely too small to sufficiently capture ridership from northeast. Simcoe St entrance would capture major source of ridership from southwest corner. Southeast quadrant provides the smallest anticipated ridership volume. Access locations do not align with ridership demand.	X
entrance located at the Four Seasons Centre on the southeast corner of the intersection. Modifications to the existing Line 1 subway concourse would be required to expand passenger capacity and connect to the Ontario Line vertical circulation located below grade on Osgoode Hall property. The existing stairwell entrance	Passenger access	Proposed vertical circulation at the northeast quadrant is likely insufficient to meet projected ridership demands. Passenger congestion on-street and at the concourse level is likely. The addition al capacity of a widened pedestrian concourse located beneath Queen Street West on the east side of its intersection with University Avenue may be found to increase ridership at the existing station entrance located within the Four Seasons Centre. The development of a future pedestrian corridor located beneath the south sidewalk of Queen Street West adjacent to the existing performing arts building could also serve to make a connection to the existing Toronto PATH system, currently located in the Sheraton Centre Hotel as located on the south side of Queen Street West directly east of York Street.	
corner of the intersection at the east sidewalk of University Avenue would be replaced by	Constructability/ construction methods & laydown requirements	Keyhole excavation located on southwest corner of Osgoode Hall Property. Laydown area located on Osgoode Hall Property directly north of excavation site.	X
new entrance structures to meet increased passenger capacity and accessibility requirements. The Simcoe Street entrance	Built heritage	Impact to Osgoode Hall is reduced with fence and boundary line being temporarily dismantled and reinstated in current location. War memorial and 205 Queen St W are partially or fully dismantled and reinstated	X
structure would provide a west		15	

Location E –	CATEGORY	ASSESSMENT	ΙΜΡΑCΊ
Four Seasons Centre Site	Natural heritage	There will be a direct adverse impact to the existing landscaped area located at the southwest corner of the Osgoode Hall property; together with direct physical impacts to the existing landscape and features of Osgoode Hall property; including the loss of mature trees.	X
Open Entrance during construction Closed Entrance Oktion (The Concurse) Oktion (Davis Une Station Caver) New/Spanded Entrance Oktion New/Spanded Entrance Oktion	Operational Impacts to Neighbouring Properties	Substantial operational impacts during construction to courtroom operations and judicial chambers located along the West Elevation of Osgoode Hall; together with operational impacts to some functions of the performing arts centre.	X
This option would involve expansion of the existing transit	Temporary lane restrictions /Permanent lane closures	Requires lane closures at both University Avenue and Queen Street West during construction but roadways remain open at reduced capacity. New work located beneath Queen Street will negatively impact vehicular and streetcar traffic during construction.	
entrance located at the Four Seasons Centre on the southeast corner of the intersection. Modifications to the existing Line 1 subway concourse would be required to expand passenger capacity and	Long term operational/ transit integration & passenger flow	Limited availability of public space at the sidewalk at the northeast corner will likely cause long term operational issues with this configuration, and others of its ilk. With ridership projected to expand in the coming years on the Westbound 501 streetcar line, there may well be serious issues with the connections for intermodal connections at both grade and concourse levels at this corner.	X
connect to the Ontario Line vertical circulation located below	Pedestrian flow impacts at grade	The proposed station access on the east side of University Avenue will likely not have sufficient vertical circulation capacity, causing on-street pedestrian congestion.	X
The existing stairwell entrance currently located near northeast corner of the intersection at the	Wet & dry utilities design & relocation requirements	Requires relocation of the existing combined sanitary sewer, watermains and gas main in the east boulevard and northbound curb lane of the University Avenue.	
east sidewalk of University Avenue would be replaced by new entrance structures to meet increased passenger capacity and accessibility requirements. The Simcoe Street entrance	Costs, schedule, and contractual implications	Substantial impacts to Osgoode Hall property during construction. No permanent structures would be located at grade, the heritage fence and the landscape would be restored, but with the lost of mature trees to be replaced by new trees of limited size.	X
structure would provide a west		16	

#### Location D – University Avenue Median Site



This proposal shows the keyhole excavation located at the southwest corner of the Osgoode Hall property; together with construction laydown space located temporarily on the west lawn of Osgoode Hall. The existing stairway entrance located on the east sidewalk of University Avenue north of Queen Street West would be replaced with an accessible entrance structure located to the north. The station headhouse structure would be located on the existing landscaped median strip located in the centre of University Avenue, leading into an expanded Line 1 concourse space and connecting to the vertical circulation connection leading to the Ontario Line concourse as located on restored green space located below Osgoode Hall property. The Simcoe Street entrance would serve as the western entrance to the Ontario Line concourse level.

	CATEGORY	ASSESSMENT	IMPAC
	Transportation planning, including short term operational – traffic & transit impacts	This location option is likely to result in significant pedestrian congestion at the University Avenue median, as there will be issues with passenger connections between both eastbound and westbound streetcar stops and both Line 1 and Ontario Line. Any proposed widening of the median to provide additional space for pedestrian refuge/stacking during emergencies or other incidents may impact the number of traffic lanes available on University Avenue.	
	Ridership	Station access located on the University Avenue median does not offer optimal capture of a major source of ridership from the northeast quadrant. The Simcoe Street entrance will capture ridership from the southwest quadrant.	X
	Passenger access	Median does not provide sufficient space for anticipated passenger crowding volumes while waiting for crossing signals or a safe path of travel away from the station in an emergency. Passengers must wait for traffic signal and safe crossing for every access or egress from the station, adding substantial time (2-min lights?) to their journey.	X
	Constructability/ construction methods & laydown requirements	The keyhole excavation site is located on the southwest corner of Osgoode Hall property, with the temporary construction laydown area located on the west lawn of Osgoode Hall. Major constructability regarding the construction of a new headhouse structure on top of an operating subway line.	
	Built heritage	Significant impact to the war memorial with the dismantle and relocation of the memorial. And the new headhouse blocking the view from the south. Impact to Osgoode Hall is reduced with fence and boundary line being temporarily dismantled and reinstated in current location. 205 Queen St W are partially dismantled and reinstated.	X
ł	Natural heritage	There will be a direct adverse impact to the existing landscaped area located at the southwest corner of the Osgoode Hall property; together with direct physical impacts to the existing landscape and features of Osgoode Hall property; including the loss of mature trees, at both the keyhold excavation site and the proposed temporary construction laydown site as shown.	X
	Operational Impacts to Neighbouring Properties	Substantial operational impacts during construction to courtroom operations and judicial chambers located along the West Elevation of Osgoode Hall; which could be mitigated by temporary removal of courthouse functions to another site.	X
		47	

#### Location D – University Avenue Median Site



This proposal shows the keyhole excavation located at the southwest corner of the Osgoode Hall property; together with construction laydown space located temporarily on the west lawn of Osgoode Hall. The existing stairway entrance located on the east sidewalk of University Avenue north of Queen Street West would be replaced with an accessible entrance structure located to the north. The station headhouse structure would be located on the existing landscaped median strip located in the centre of University Avenue, leading into an expanded Line 1 concourse space and connecting to the vertical circulation connection leading to the Ontario Line concourse as located on restored green space located below Osgoode Hall property. The Simcoe Street entrance would serve as the western entrance to the Ontario Line concourse level.

	CATEGORY	ASSESSMENT	
	Temporary lane restrictions /Permanent lane closures	Requires lane closures at both University Avenue and Queen Street during construction but roadways remain open at reduced capacity.	
	Long term operational/ transit integration & passenger flow	Ig term operational/ Isit integration assenger flow The proposed location of a major station entrance located on the existing median will likely cause ongoing transit connection and safety issues with passenger connections to the westbound streetcar stop. If passengers leaving the Westbound 501 streetcar must cross to a new station entrance located on the centre median on University Avenue directly north of Queen street West, there will be substantial numbers of pedestrians, both transit users and passersby, waiting on the public sidewalks on the intersection. This increase in pedestrian traffic will likely have a knock-on effect with cyclist and vehicular traffic at both University Avenue and Queen Street West.	
Pedestrian flow impacts at grade		The requirement to cross into the center boulevard of a busy street to enter and exit the main station building will cause severe pedestrian and traffic congestion on both University Avenue and Queen Street West. This would be considered a potential safety issue during peak periods of travel or emergency incidents, with significant platooning and/or crowding likely. There is insufficient on-street capacity to accommodate pedestrians waiting to cross the street; together with safety concerns at street level for passengers trying to access the main station building. Emergency egress onto median area of a major street is considered a significant safety risk.	X
	Wet & dry utilities design & relocation requirements	Requires relocation of existing combined sanitary sewer, watermains and gas main in the east boulevard and northbound curb lane of the University Avenue.	
	Costs, schedule, and contractual implications	There would be substantial impacts to the Osgoode Hall property during construction, which may impact project cost and schedule; together with some construction challenges related to building the headhouse on the centre median boulevard itself. There would be operational impacts to Line 1 operations related to construction of the headhouse over the existing structure.	
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#### Location C – University Avenue East Boulevard Site



Originally developed as part of the modified Relief Line 15% design, this proposal includes two new accessible entrances located on the east sidewalk of University Avenue directly north of Queen Street West, which could avoid permanent surface land requirements on Osgoode Hall property, although the keyhole excavation remains on Osgoode Hall property. Modification to the existing Line 1 concourse level would be required to expand passenger capacity and allow connections to Ontario Line vertical circulation located below grade on Osgoode Hall property, as would the construction laydown space. The impact of construction would be similar to the option at Location A - Osgoode Hall Site. The The heritage fence could be restored to its original location as would the landscaped areas on Osgoode Hall property, albeit with new trees replacing the originals.

CATEGORY	ASSESSMENT	
Transportation planning, including short term operational – traffic & transit impacts	This option may have negative impacts to existing public sidewalks and cycling lanes located at the northeast corner on both University Avenue and Queen Street West, together with road-space available for northbound traffic on University Avenue due to limited space available in the public right-of-way.	
Ridership	Major sources of ridership in the northeast quadrant will overutilize the proposed northern-most entrance and underutilize the southern-most entrance, as located on the northeast side of university. Limitations on the area available for these entrances will limit passenger capacity. The Simcoe Street entrance structure also captures a major source of ridership from the southwest quadrant of the intersection, and on- street congestion is likely to occur.	X
Passenger access	The passenger connection from Westbound 501 streetcars to the two or more proposed station entrances to be located on the public sidewalk on the east side of University Avenue north of Queen Street West may not be accommodated by structures of limited footprint as shown.	
Constructability/ construction methods & laydown requirements	The keyhole excavation site is located, in part, on the southwest corner of Osgoode Hall Property, as is the proposed construction laydown area to the north.	X
Built heritage	Impact to Osgoode Hall is reduced with the fence and boundary line being temporarily dismantled and reinstated in current location. The War Memorial currently located on the centre median of University Avenue and 205 Queen St W are partially or fully dismantled and reinstated.	X
Natural heritage	There will be a direct adverse impact to the existing landscaped area located at the southwest corner of the Osgoode Hall property; together with direct physical impacts to the existing landscape and features of Osgoode Hall property; including the loss of mature trees which cannot be replaced within the footprint of the keyhole excavation site due to the minimal vertical dimension allowed for the planting of replacement trees.	X

#### Location C – University Avenue East Boulevard Site



Originally developed as part of the modified Relief Line 15% design, this proposal includes two new accessible entrances located on the east sidewalk of University Avenue directly north of Queer Street West, which could avoid permaner surface land requirements on Osgoode Hall property, although the keyhole excavation remains on Osgoode Hall property. Modification to the existing Line concourse level would be required to expand passenger capacity and allow connections to Ontario Line vertical circulation located below grade on Osgoode Hall property, as would the construction laydown space. The impact construction would be similar to the option at Location A - Osgoode Hall Site. The The heritage fence could be restored to i original location as would the landscaped areas on Osgoode Hall property, albeit with new trees replacing the originals.

	CATEGORY	ASSESSMENT	IMPAC
	Operational Impacts to Neighbouring Properties	Substantial operational impacts during construction to courtroom operations and judicial chambers located along the West Elevation of Osgoode Hall.	X
	Temporary lane restrictions /Permanent lane closures	Requires lane closures at both University Avenue and Queen Street during construction but roadways remain open at reduced capacity.	
	Long term operational/ transit integration & passenger flow	With connections to the existing open stairwells located on the southwest corner of the intersection shown as unchanged, there will be long term impacts to passenger flow in this quadrant of the intersection until such time as they are replaced by an accessible entrance with increased passenger capacity as part of the private development located within the proposed Bank of Canada development.	X
f n nt	Pedestrian flow impacts at grade	The two proposed narrow entrance structures located on the east sidewalk at University Avenue will likely not provide sufficient vertical circulation capacity to the mezzanine. These narrow entrance structures will also impact the available street circulation space on the east sidewalk of University Avenue, causing pedestrian congestion.	X
1	Wet & dry utilities design & relocation requirements	Requires relocation of the existing combined sanitary sewer, watermains and gas main in the east boulevard and northbound curb lane of the University Avenue.	
of n :s	Costs, schedule, and contractual implications	There would be substantial impacts to the Osgoode Hall property during construction. While no permanent structures would be located above grade on the Osgoode Hall property itself, the heritage fence and the enclosed landscape would be restored, but with the lost of mature trees to be replaced by new trees of limited size. The proposed temporary construction space would also have temporary operational impacts to the judicial chambers and offices located at the west elevation of Osgoode Hall.	X
		20	

#### Location B -Campbell House Site

Shallow Everynation Area	1 1 1 1	
Deep Excavation Area ("keyhole")		
Surface Laydown and Staging		
Open Entrance during construction	1	
Closed Entrance		
Existing TTC Concourse	107 139	
Ontario Line Station Cavern		Degoode Hall
New/Expanded Entrance	No.	
QUEEN STREET W.		a support of
	SELTY AVE. N	Four Seasons Conter for the Performing Arts
MCO MCO	IN BUILD	

Unlike the Mx diagram shown here, the keyhole excavation could possibly be accommodated o the Campbell House site If the museum buildin is temporarily removed and returned to the site replaced by a private development. The public pedestrian thoroughfare located directly west o the site may also need to be utilized for the excavation. An entrance on this corner could be located west of the museum building or integra into a future development. The secondary OL entrance building on Simcoe Street would rema as shown, the two existing stairwells on the southwest corner of the intersection would eventually be replaced by a new Line 1 entrance located within the renovated Bank of Canada development, the existing stairwell entrance at northeast corner would be replaced by a new L 1 entrance structure located on the east sidewa at University Avenue. Additional capacity for pedestrian flow on the east side could be improved by an expansion of the existing concourse level passageway located beneath Queen street West as located east of University Avenue Parsons Corporation

	CATEGORY	ASSESSMENT
	Transportation planning, including short term operational – traffic & transit impacts	Reduces/limits disruption to pedestrians, cyclists and transit. Requires closure of traffic lanes on Queen and University during construction but roadways remain open at reduced capacity. Temporary impacts to University Avenue southbound lanes and west sidewalk at University Avenue. Replacement of existing stairwell entrance at northeast corner of intersection with station entrance structure will reduce clear space on the east sidewalk of University Avenue and the north sidewalk at Queen Street West will remain unchanged, with the existing westbound streetcar shelter likely remaining in place. Passenger flow and exiting requirements for the Ontario Line will need to be reviewed should the vertical circulation be located in the northwest quadrant as shown.
e n g or f	Ridership	Available footprint for northeast entrance structure may not be sufficient to capture anticipated ridership from northeast corner; but widening the existing concourse level connection could allow additional passenger flow at the existing southeast entrance located within the Four Seasons Centre. The northwest corner of the intersection is not projected to be a major source of ridership. The Simcoe Street secondary entrance and the future renovations to the Line 1 entrance located within the Bank of Canada development would capture a major source of ridership from the southwest.
ted ain ce the	Passenger access	Passenger access is distributed across all four quadrants of the site. Passenger connections from the westbound Queen streetcar would use the new station entrance located on the northeast corner. Passenger connections from the eastbound Queen streetcar would utilize the Simcoe Street entrance for OL connections and the existing stairwells at the southwest corner of the intersection (and eventually the new station entrance located within the proposed Bank of Canada Development).
ine alk	Constructability/ construction methods & laydown requirements	Keyhole excavations would be required at both northwest and northeast corners of intersection. The Campbell House site excavation is required to accommodate projected ridership volumes; while the main keyhole excavation on the Osgoode Hall property would be required to accommodate vertical access to the Ontario Line itself and to proposed temporary laydown space on adjacent Osgoode Hall lands.
v		21

IMPACT

X

#### Location B -Campbell House Site



Unlike the Mx diagram shown here, the keyhole excavation could possibly be accommodated on the Campbell House site If the museum building is temporarily removed and returned to the site or replaced by a private development. The public pedestrian thoroughfare located directly west of the site may also need to be utilized for the excavation. An entrance on this corner could be located west of the museum building or integrated into a future development. The secondary OL entrance building on Simcoe Street would remain as shown, the two existing stairwells on the southwest corner of the intersection would eventually be replaced by a new Line 1 entrance located within the renovated Bank of Canada development, the existing stairwell entrance at the northeast corner would be replaced by a new Line 1 entrance structure located on the east sidewalk at University Avenue. Additional capacity for pedestrian flow on the east side could be improved by an expansion of the existing concourse level passageway located beneath Queen street West as located east of University Avenue Parsons Corporation

CATEGORY	ASSESSMENT	IMPACT
Built heritage	Significant impacts to Campbell House with a temporary move and reinstatement of the museum property or a permanent removal of the heritage building and the subsequent development of a new mixed-use project on the site. The loss of the existing front yard and fence could be reinstated once the heritage building is returned. Views to the original house could also be reinstated. No permanent physical impact to Osgoode Hall is mature tree canopy can be reinstated above the main keyhole excavation and the heritage fence is reinstated in situ. War memorial and 205 Queen St W are partially or fully dismantled and reinstated	
Natural heritage	Adverse impact to existing landscaped area at Campbell House property, which may not be able to be returned to their original condition due to at-grade passenger movements. Neither the fence or the existing gardens are heritage protected, as is the building exterior itself and all of its interior spaces; including the basement-level kitchens.	X
Operational Impacts to Neighbouring Properties	Substantial operational impacts during construction to courtroom operations and judicial chambers located along the West Elevation of Osgoode Hall, but only if the keyhole excavation and or temporary construction laydown space must remain on the Osgoode Hall site.	
Temporary lane restrictions /Permanent lane closures	Requires lane closures at southbound lanes of University Avenue (both southbound and at Queen Street West (on both sides of intersection) during construction but both roadways remain open in both directions at reduced capacity.	

#### Location B -Campbell House Site



Unlike the Mx diagram shown here, the keyhole excavation could possibly be accommodated on the Campbell House site If the museum building is temporarily removed and returned to the site or replaced by a private development. The public pedestrian thoroughfare located directly west of the site may also need to be utilized for the excavation. An entrance on this corner could be located west of the museum building or integrated into a future development. The secondary OL entrance building on Simcoe Street would remain as shown, the two existing stairwells on the southwest corner of the intersection would eventually be replaced by a new Line 1 entrance located within the renovated Bank of Canada development, the existing stairwell entrance at the northeast corner would be replaced by a new Line 1 entrance structure located on the east sidewalk at University Avenue. Additional capacity for pedestrian flow on the east side could be improved by an expansion of the existing concourse level passageway located beneath Queen street West as located east of University Avenue Parsons Corporation

CATEGORY	ASSESSMENT
Long term operational/ transit integration & passenger flow	Passenger and pedestrian flow at the northeast corner of the intersection will likely remain restricted. Accommodation should be made for future PATH connections on the south side of Queen Street West east of University Avenue. If both the keyhole excavation and the temporary construction laydown space can be accommodated on the west side of University Avenue, the excavation required for the relocation of existing underground services located below the east sidewalk of University Avenue would have temporary impacts on various judicial chambers and offices located on the west side of Osgoode Hall.
Pedestrian flow impacts at grade	Pedestrians arriving at station from east side of University Avenue will choose closest access and will overload proposed small entrance at northeast corner causing congestion on both sidewalks and roadways.
Wet & dry utilities design & relocation requirements	Requires relocation of the existing combined sanitary sewers on both sides of University Avenue, which cannot be completed within the public right-of-way. There are a significant number of large Enwave water pipes located below the Simcoe Street pedestrian connection located north of Queen Street West, so its use for either keyhole excavation or a northwest quadrant station entrance may be an issue.
Costs, schedule, and contractual implications	Substantial temporary impact to operations at Campbell House and/or any future development to be located on the 160 Queen Street West site. No major impacts to Osgoode Hall site if the keyhole excavation can be accommodated on the Campbell House site and temporary construction laydown space can be located adjacent. This option should be the subject of further review to establish whether the keyhole excavation can be accommodated on this site and if temporary construction laydown areas and site access can be made available.

IMPACT

Location A –	CATEGORY	ASSESSMENT	IMPACT
Ossgoode Hall Site State Executor Ares Dep Executor Area Open Executor Area Dep Execu	Transportation planning, including short term operational – traffic & transit impacts	This option reduces disruption to vehicular traffic, pedestrians, cyclists and transit during construction, as it allows streetcar service to remain on Queen Street West. It will require temporary and phased closure of traffic lanes on Queen and University during construction, but roadways can remain open at reduced capacity.	
East limit of keyhole East limit of easting to be a strong to be	Ridership	The two entrance structures are aligned with major sources of ridership located in the southwest and northeast quadrants, which will serve the projected ridership in an efficient manner and reduce possible impacts of general pedestrian traffic on the northeast corner of the intersection.	
	Passenger access	The limited area available at the Line 1 concourse level is potentially problematic due to anticipated conflicts in passenger flow patterns and will require additional study.	
keyhole excavation required for vertical circulation to the Ontario line and the proposed headhouse entrance structure located on the southwest corner of the Osgoode Hall lands; with a temporary construction	Constructability/ construction methods & laydown requirements	The keyhole excavation site and the headhouse structure are both completely located on the southwest corner of Osgoode Hall property, and thus minimize possible impacts to pedestrian flow on the public sidewalks adjacent. The proposed temporary laydown area located directly north on the west lawn of Osgoode Hall provides excellent site access and will be used only for the construction of Osgoode Station itself. Seven trees would be removed from locations in the centre of the west lawn to accommodate laydown functions.; whereas the mature trees located adjacent to the perimeter fence would remain in place and be protected by hoarding throughout the construction process.	
laydown area located on the west lawn of Osgoode Hall. The existing station entrance stairwell located on the east sidewalk on University Avenue will be replaced by a new entrance structure to the north	Built heritage	Significant impacts to Osgoode Hall where site will not be reinstated to its current configuration. The heritage fence and boundary structure are dismantled and relocated after completion of the headhouse construction. The headhouse location on the Osgoode Hall property will result in a permanent loss of the protected views looking north at the intersection. War memorial and 205 Queen St W are partially or fully dismantled and reinstated.	X
of the proposed headhouse. The secondary entrance located on Simcoe Street will serve as a vertical circulation connection to the Ontario Line for the southwest corner of the intersection.	Natural heritage	There will be a direct adverse impact to the existing landscaped area located at the southwest corner of the Osgoode Hall property; together with direct physical impacts to the existing landscape and features of Osgoode Hall property; including the loss of mature trees. The impact of a new headhouse structure once completed on the Osgoode Hall site will reduce the size of the landscaped area and reduce the size of replacement trees where planted within the footprint of the excavation due to limitations on planting depth.	X

Location A –
Osgoode Hall Site



This option shows both the keyhole excavation required for vertical circulation to the Ontario line and the proposed headhouse entrance structure located on the southwest corner of the Osgoode Hall lands; with a temporary construction laydown area located on the west lawn of Osgoode Hall. The existing station entrance stairwell located on the east sidewalk on University Avenue will be replaced by a new entrance structure to the north of the proposed headhouse. The secondary entrance located on Simcoe Street will serve as a vertical circulation connection to the Ontario Line for the southwest corner of the intersection.

ASSESSMENT
Substantial operational impacts for duration of construction to courtroom operations and judicial chambers located along the West Elevation of Osgoode Hall due to laydown space and proximity to excavation.
Requires lane closures at both University Avenue and Queen Street West during construction but roadways remain open at reduced capacity. No permanent road impact is anticipated, with same configuration and capacity retained upon completion.
The proposed location of the headhouse on Osgoode Hall property, complete with the relocation of the perimeter heritage fence, will increase the area available for public use on this corner for years to come. The existing open stairwell entrance to the Line 1 concourse can be closed in favour of the headhouse and an additional small entrance structure to be located at the north end of the proposed concourse level pedestrian corridor. The design of the headhouse soffit creates a sheltered space for passengers waiting at the Westbound 501 streetcar stop, which may allow the removal o the existing open transit structure that serves that purpose now; allowing free use of the north sidewalk of Queen street west at this corner.
Both main station entrance options appear to be sized large enough so as not to negatively impact pedestrian circulation at street level. It may also be possible to utilize the proposed headhouse soffit located on Queen Street West as a passenger shelter at the westbound streetcar stop at University Avenue; thereby allowing demolition of the existing passenger shelter which currently constricts pedestrian traffic on the north sidewalk on Queen Street West. The option that includes an entrance located on the west elevation facing University Avenue would help separate the transfers from the 501 Streetcar transfer activity.
Requires relocation of the existing combined sanitary sewer, watermains and gas main in the east boulevard and northbound curb lane of the University Avenue.
While this option includes substantial impacts to the Osgoode Hall property both during and after construction, which may slow the schedule and increase costs; it generally aligns itself with the principles of good station design, passenger flow dynamics, acceptable levels of construction risk and minimizes the impact to traffic (vehicular, pedestrian, cyclists and transit passengers) both during and after construction.

IMPACT

X

### FINDINGS AND CONCLUSIONS

The proposed site for the headhouse as located at 'Location A – Osgoode Hall Site' would appear to be the most suitable option for the design of the station; as it provides sufficient at-ground pedestrian and traffic flow at the critical westbound streetcar stop, with a workable design for both the keyhole excavation site and the vertical circulation needed to connect the existing Line 1 concourse level with that of the Ontario Line.

While there are operational concerns as related to the judicial chambers located on the west façade of Osgoode Hall during construction; together with both built and natural heritage concerns with the use of the Osgoode Hall site for the construction of the proposed headhouse on the northeast corner of the intersection (including permanent impacts to the heritage fence, its supporting structure, the existing tree canopy and protected views of the Osgoode site), none of the other location options reviewed here have proven themselves as being suitable for the development of a station design that meets the full set of criteria as analyzed in this review.

Based on the material provided by Metrolinx, we would suggest the Location B – Campbell House Site would benefit from some additional design review as a potentially feasible alternate location for the station building for Osgoode Station. It is suggested that Metrolinx investigate a design for the Campbell House location that relies on the same design criteria used in the current headhouse design at 'Location A – Osgoode Hall Site'.

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## **QUESTIONS?**

### ONTARIO LINE OSGOODE STATION

**Station Headhouse Location Review**