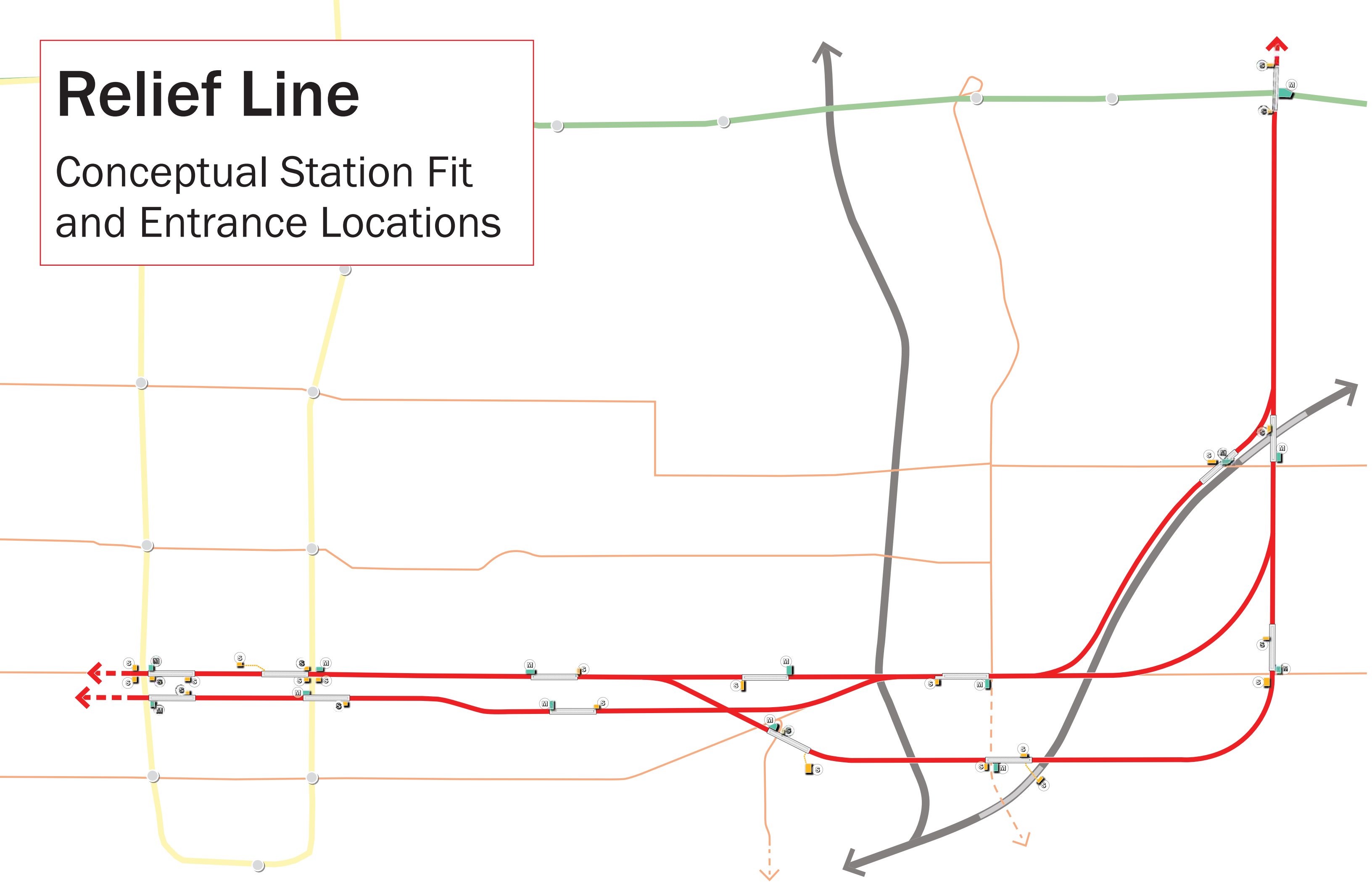


# Relief Line

Conceptual Station Fit  
and Entrance Locations

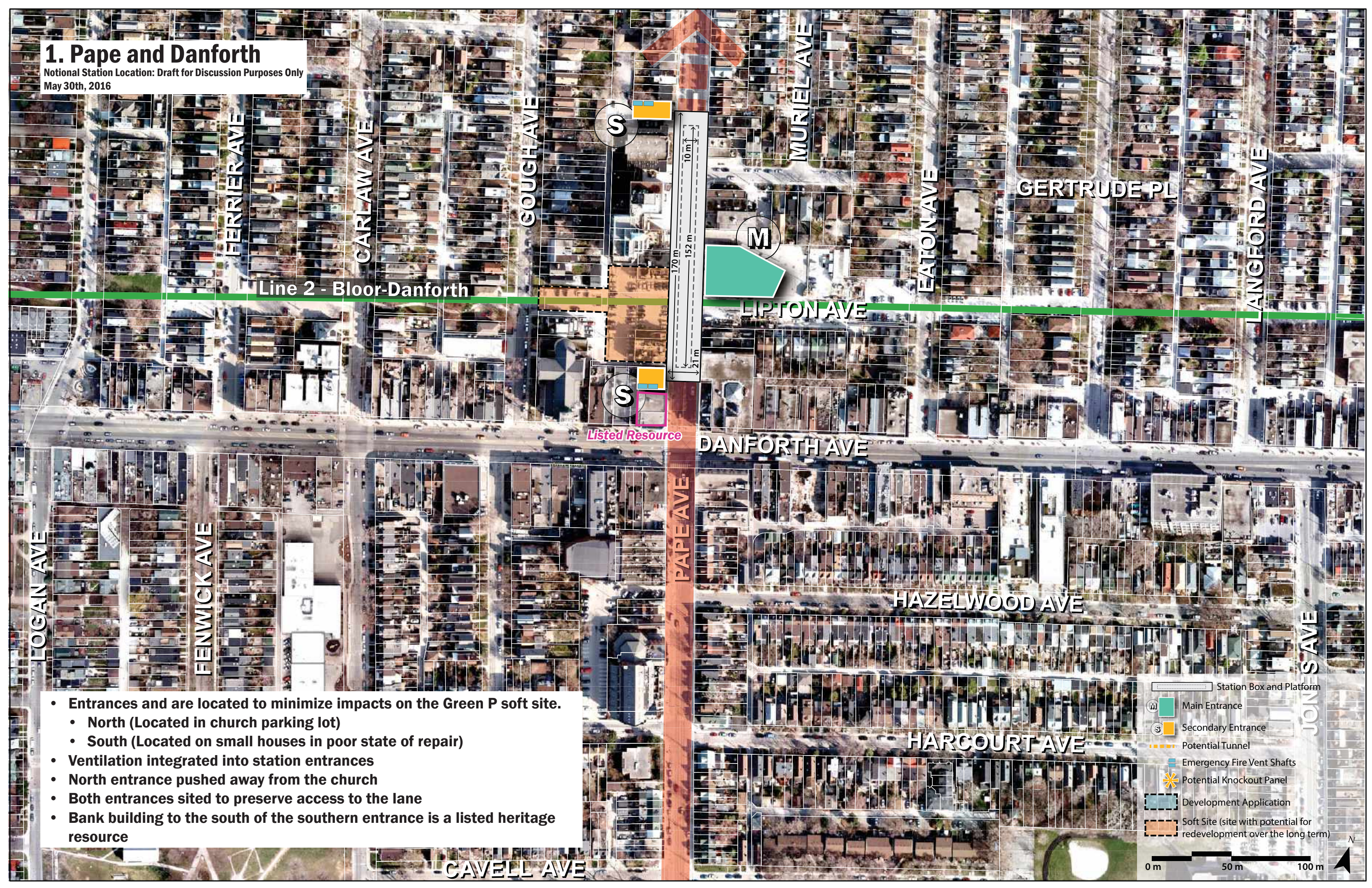


1. Pape + Danforth
2. Gerrard + Pape
3. Gerrard + Carlaw
4. Queen + Pape
5. Queen + Broadview
6. Eastern + Broadview
7. King + Sumach
8. Queen + Sumach
9. Richmond + Sherbourne
10. Queen + Sherbourne
11. Queen + Yonge
12. Richmond + Yonge
13. Queen + University
14. Richmond + University



# 1. Pape and Danforth

Notional Station Location: Draft for Discussion Purposes Only  
May 30th, 2016



Line 2 - Bloor-Danforth

Listed Resource

- Entrances and are located to minimize impacts on the Green P soft site.
  - North (Located in church parking lot)
  - South (Located on small houses in poor state of repair)
- Ventilation integrated into station entrances
- North entrance pushed away from the church
- Both entrances sited to preserve access to the lane
- Bank building to the south of the southern entrance is a listed heritage resource

- Station Box and Platform
- Main Entrance
- Secondary Entrance
- Potential Tunnel
- Emergency Fire Vent Shafts
- Potential Knockout Panel
- Development Application
- Soft Site (site with potential for redevelopment over the long term)

0 m 50 m 100 m





LANGLEY AVE

## 2. Gerrard and Pape

Notional Station Location: Draft for Discussion Purposes Only  
May 30th, 2016

VICTOR AVE

SIMPSON AVE

LOGAN AVE

NEW STREET

PROPOSED SMARTTRACK / GO RER STATION

Gerrard Square Site

GALT AVE

JONES AVE

10 m  
170 m  
152 m  
21 m

M

GERRARD ST E

FIRST AVE

LAW AVE

BOSTON AVE

PAPE AVE

MARJORY AVE

AUSTIN AVE

- Station would need to be mined
- Entrances are located to serve transfers to the GO corridor and minimize development impacts
- Main (Located on McDonalds site on the NE corner of Pape/Gerrard)
- Secondary (Located north of the GO corridor)
- Main entrance serves 506 transfers
- Southern ventilation integrated into green space beside Matty Eckler CC
- Station could facilitate access across the rail corridor
- Northern entrance sited to preserve for new E-W street

- Station Box and Platform
- Main Entrance
- Secondary Entrance
- Potential Tunnel
- Emergency Fire Vent Shafts
- Potential Knockout Panel
- Development Application
- Soft Site (site with potential for redevelopment over the long term)

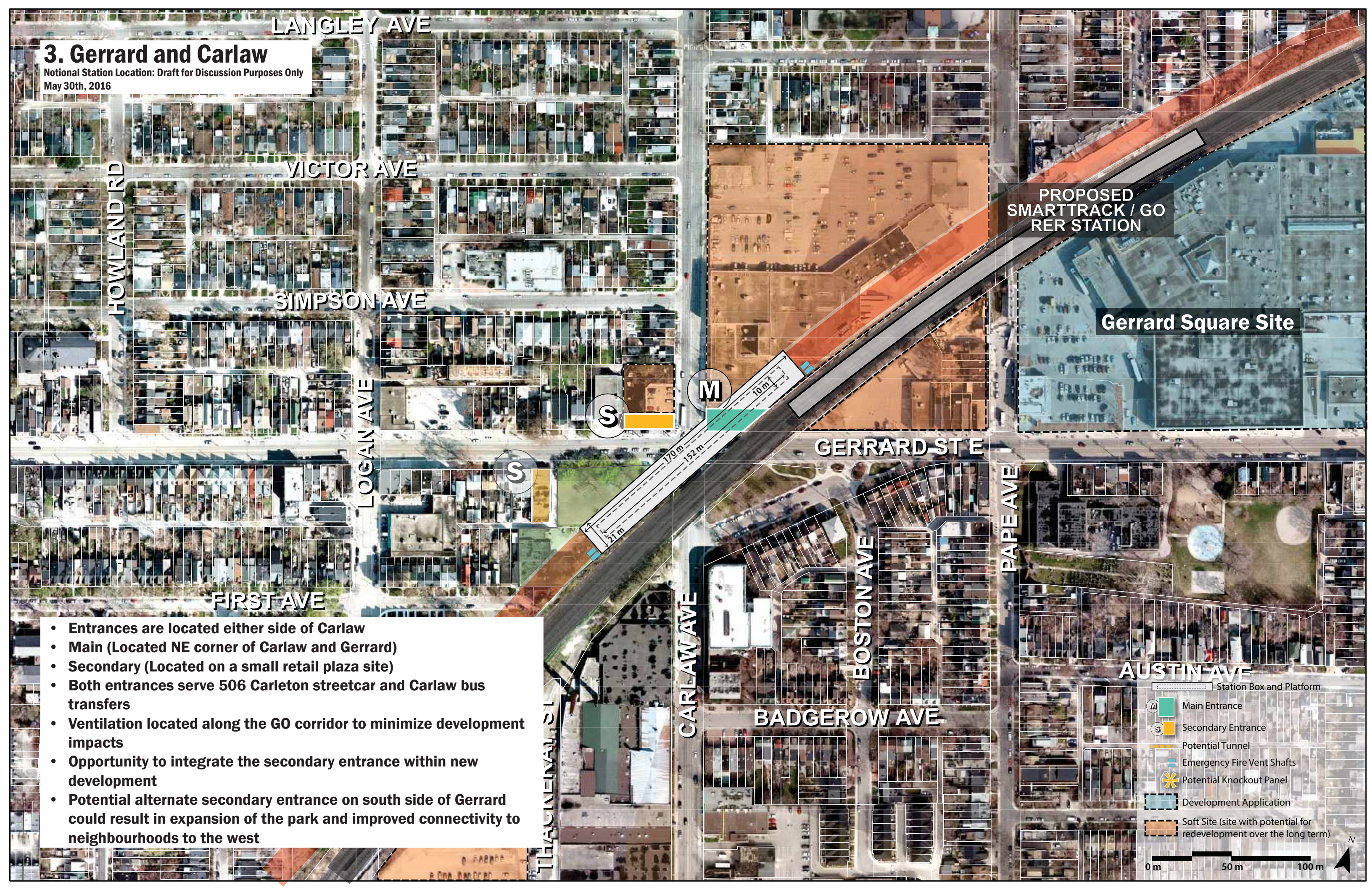
0 m 50 m 100 m

N



### 3. Gerrard and Carlaw

Notional Station Location: Draft for Discussion Purposes Only  
May 30th, 2016



PROPOSED  
SMARTTRACK / GO  
RER STATION

Gerrard Square Site

GERRARD ST E

FIRST AVE

CARLAW AVE

BOSTON AVE

PAPE AVE

BADGEROW AVE

AUSTIN AVE

- Entrances are located either side of Carlaw
- Main (Located NE corner of Carlaw and Gerrard)
- Secondary (Located on a small retail plaza site)
- Both entrances serve 506 Carleton streetcar and Carlaw bus transfers
- Ventilation located along the GO corridor to minimize development impacts
- Opportunity to integrate the secondary entrance within new development
- Potential alternate secondary entrance on south side of Gerrard could result in expansion of the park and improved connectivity to neighbourhoods to the west

- Station Box and Platform
- Main Entrance
- Secondary Entrance
- Potential Tunnel
- Emergency Fire Vent Shafts
- Potential Knockout Panel
- Development Application
- Soft Site (site with potential for redevelopment over the long term)





# 4. Queen and Pape

Notional Station Location: Draft for Discussion Purposes Only  
 May 30th, 2016



- Station would need to be mined to reduce neighbourhood disruption
- Entrances are located to minimize neighbourhood impacts
- Main (Located on a small strip retail property)
- Secondary (Locate on the EMS parking lot)
- EMS building is a Heritage Resource
- Assessment would need to be undertaken to understand EMS service impacts and optimize station integration
- Density is to the west so without a new connection people would be required to travel down and across Queen
- Potential additional secondary entrance at SW corner of Queen and Pape

Station Box and Platform

M Main Entrance

S Secondary Entrance

Potential Tunnel

Emergency Fire Vent Shafts

Potential Knockout Panel

Development Application

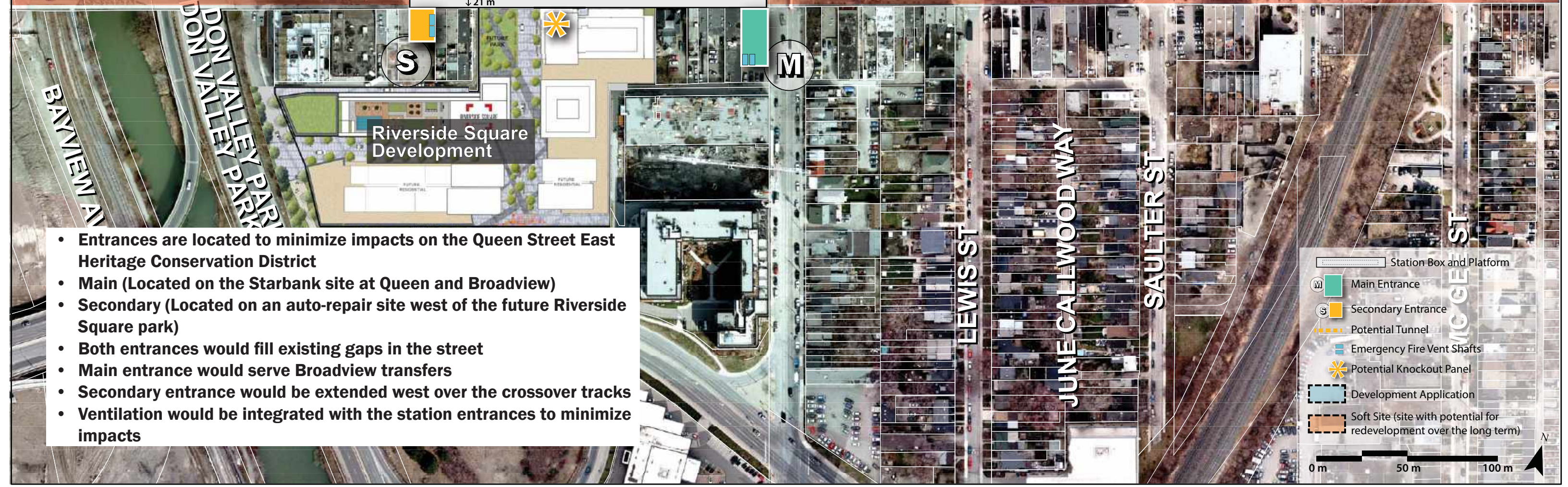
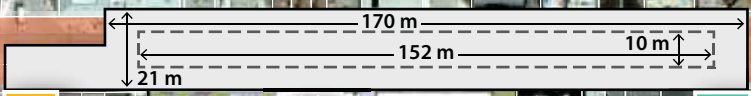
Soft Site (site with potential for redevelopment over the long term)





# 5. Queen and Broadview

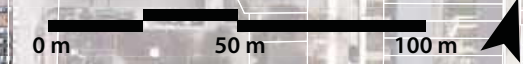
Notional Station Location: Draft for Discussion Purposes Only  
 May 30th, 2016



Riverside Square Development

- Entrances are located to minimize impacts on the Queen Street East Heritage Conservation District
- Main (Located on the Starbank site at Queen and Broadview)
- Secondary (Located on an auto-repair site west of the future Riverside Square park)
- Both entrances would fill existing gaps in the street
- Main entrance would serve Broadview transfers
- Secondary entrance would be extended west over the crossover tracks
- Ventilation would be integrated with the station entrances to minimize impacts

	Station Box and Platform
	Main Entrance
	Secondary Entrance
	Potential Tunnel
	Emergency Fire Vent Shafts
	Potential Knockout Panel
	Development Application
	Soft Site (site with potential for redevelopment over the long term)





# 6. Eastern and Broadview

Notional Station Location: Draft for Discussion Purposes Only  
May 30th, 2016



- Entrances are located to support access and transfers
- Main (Located east of Broadview with a corresponding secondary entrance across Broadview)
- Secondary (Located to the east on the self storage parking lot)
- Main and adjacent secondary entrance would support future Broadview streetcar transfers
- Opportunity for east secondary entrance to connect to the GO corridor and a new entrance south of the GO corridor
- Unilever development creates opportunities for future integrated entrances

Station Box and Platform

(M) Main Entrance

(S) Secondary Entrance

--- Potential Tunnel

Emergency Fire Vent Shafts

Potential Knockout Panel

Development Application

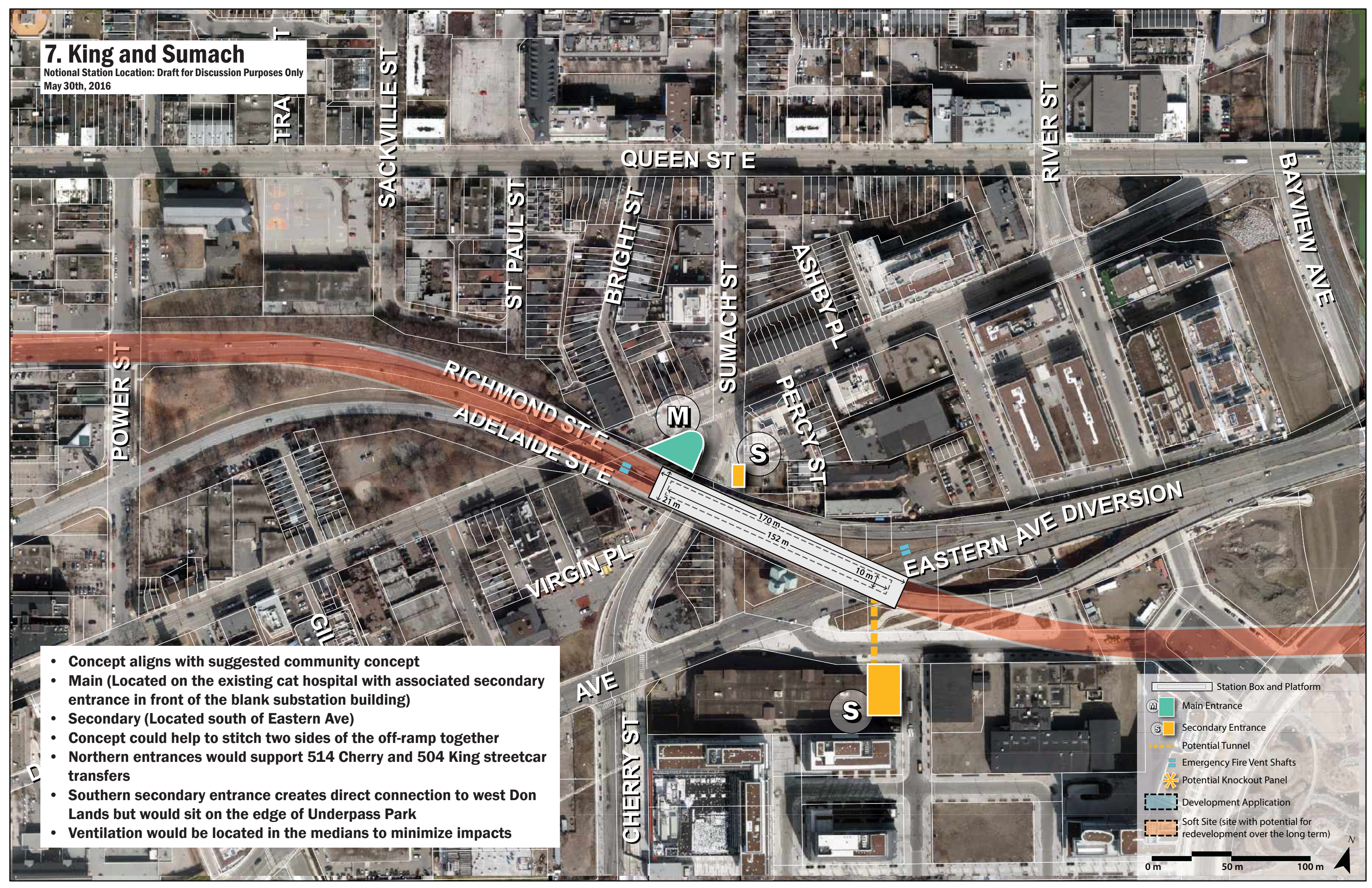
Soft Site (site with potential for redevelopment over the long term)

0 m 50 m 100 m



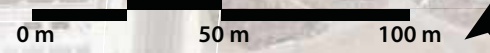
# 7. King and Sumach

Notional Station Location: Draft for Discussion Purposes Only  
 May 30th, 2016



- Concept aligns with suggested community concept
- Main (Located on the existing cat hospital with associated secondary entrance in front of the blank substation building)
- Secondary (Located south of Eastern Ave)
- Concept could help to stitch two sides of the off-ramp together
- Northern entrances would support 514 Cherry and 504 King streetcar transfers
- Southern secondary entrance creates direct connection to west Don Lands but would sit on the edge of Underpass Park
- Ventilation would be located in the medians to minimize impacts

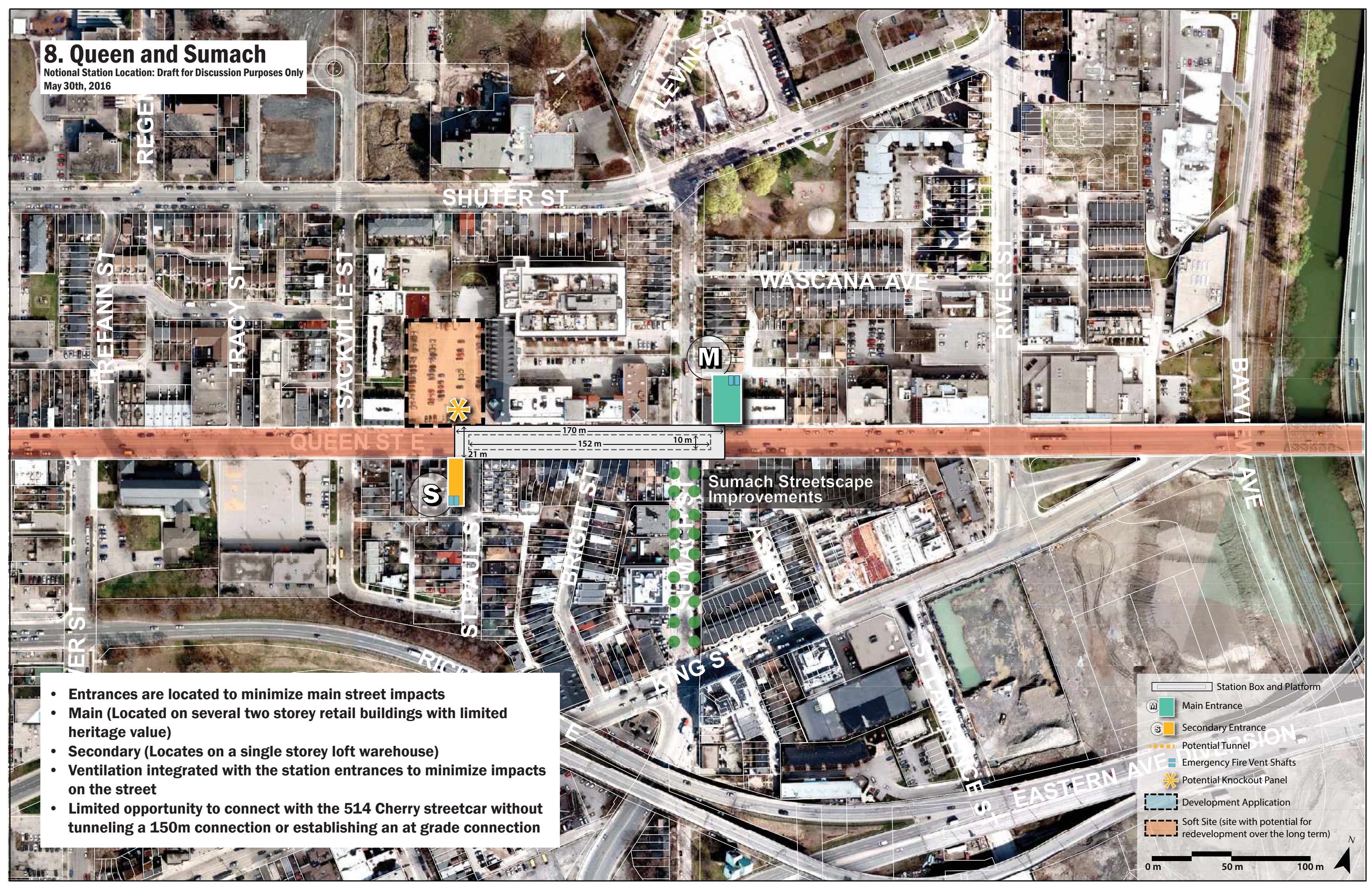
- Station Box and Platform
- Main Entrance
- Secondary Entrance
- Potential Tunnel
- Emergency Fire Vent Shafts
- Potential Knockout Panel
- Development Application
- Soft Site (site with potential for redevelopment over the long term)





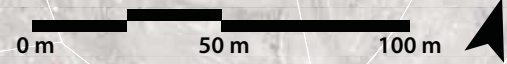
# 8. Queen and Sumach

Notional Station Location: Draft for Discussion Purposes Only  
May 30th, 2016



- Entrances are located to minimize main street impacts
- Main (Located on several two storey retail buildings with limited heritage value)
- Secondary (Locates on a single storey loft warehouse)
- Ventilation integrated with the station entrances to minimize impacts on the street
- Limited opportunity to connect with the 514 Cherry streetcar without tunneling a 150m connection or establishing an at grade connection

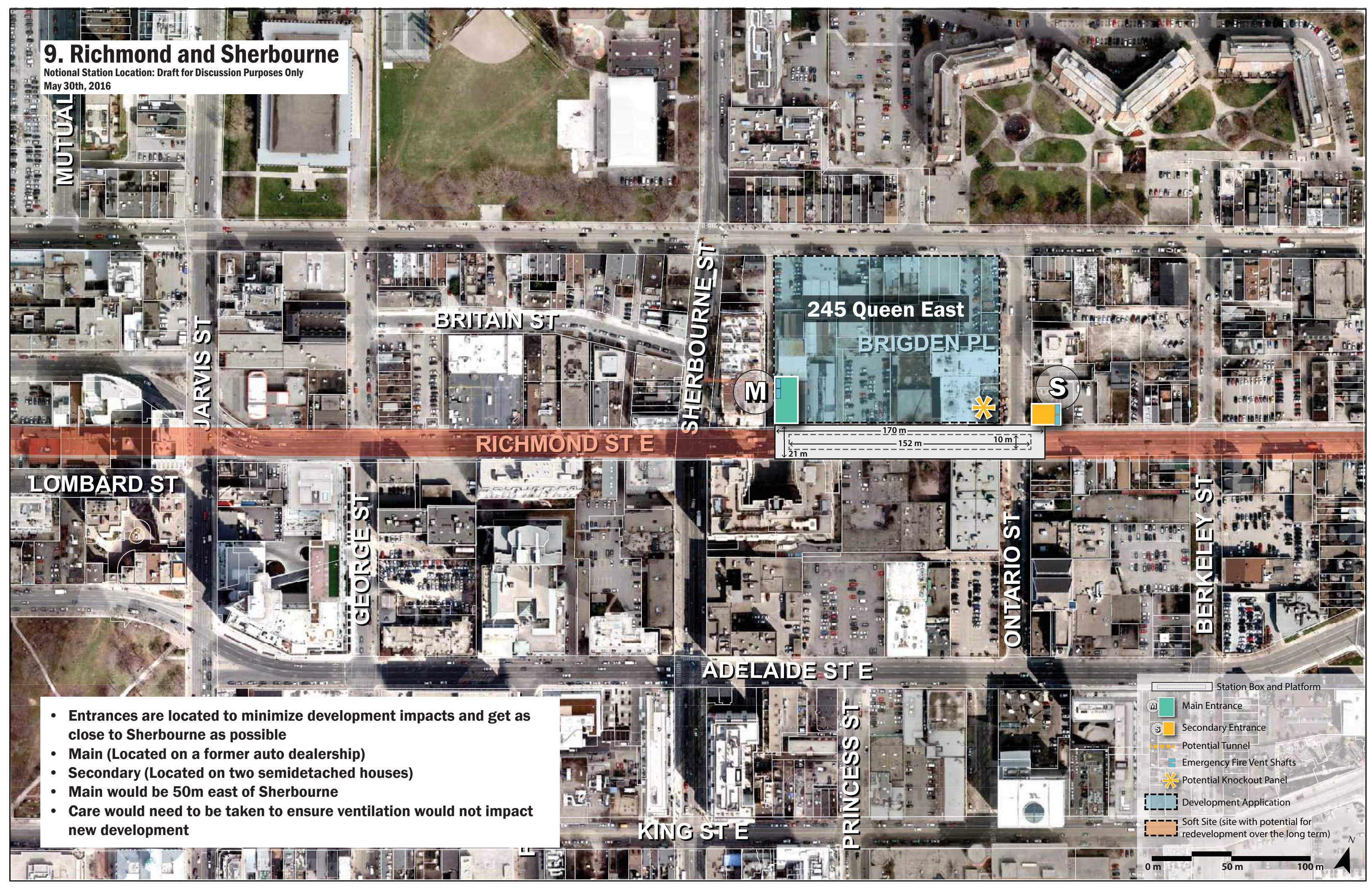
- Station Box and Platform
- Main Entrance
- Secondary Entrance
- Potential Tunnel
- Emergency Fire Vent Shafts
- Potential Knockout Panel
- Development Application
- Soft Site (site with potential for redevelopment over the long term)





# 9. Richmond and Sherbourne

Notional Station Location: Draft for Discussion Purposes Only  
May 30th, 2016



BRITAIN ST

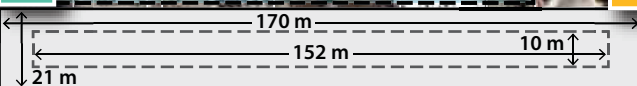
245 Queen East

BRIGDEN PL

M

S

RICHMOND ST E



LOMBARD ST

GEORGE ST

ADELAIDE ST E

ONTARIO ST

BERKELEY ST

KING ST E

PRINCESS ST

- Entrances are located to minimize development impacts and get as close to Sherbourne as possible
- Main (Located on a former auto dealership)
- Secondary (Located on two semidetached houses)
- Main would be 50m east of Sherbourne
- Care would need to be taken to ensure ventilation would not impact new development

Station Box and Platform

M Main Entrance

S Secondary Entrance

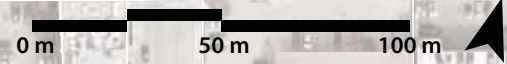
Potential Tunnel

Emergency Fire Vent Shafts

Potential Knockout Panel

Development Application

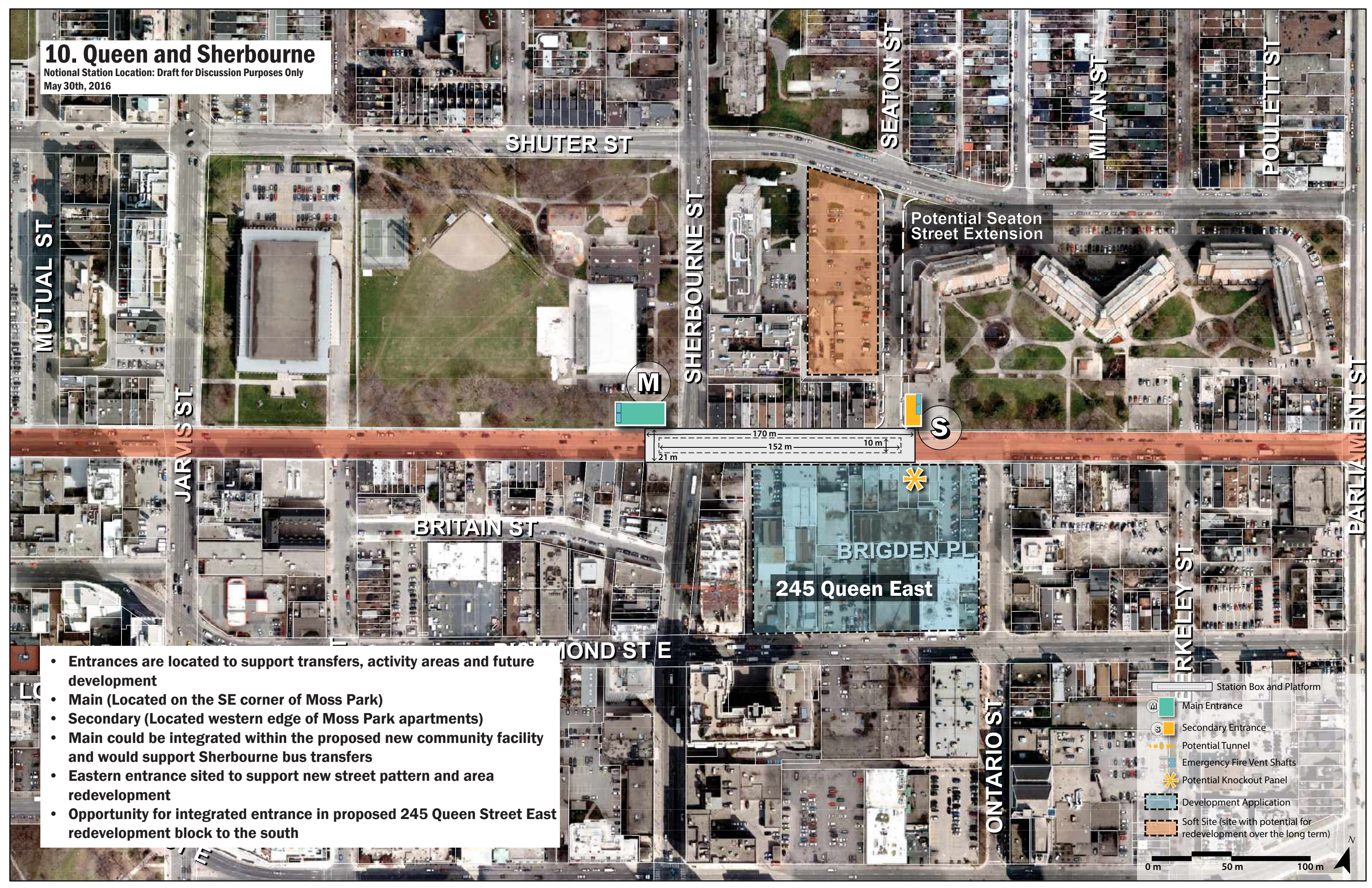
Soft Site (site with potential for redevelopment over the long term)





# 10. Queen and Sherbourne

Notional Station Location: Draft for Discussion Purposes Only  
May 30th, 2016



- Entrances are located to support transfers, activity areas and future development
- Main (Located on the SE corner of Moss Park)
- Secondary (Located western edge of Moss Park apartments)
- Main could be integrated within the proposed new community facility and would support Sherbourne bus transfers
- Eastern entrance sited to support new street pattern and area redevelopment
- Opportunity for integrated entrance in proposed 245 Queen Street East redevelopment block to the south

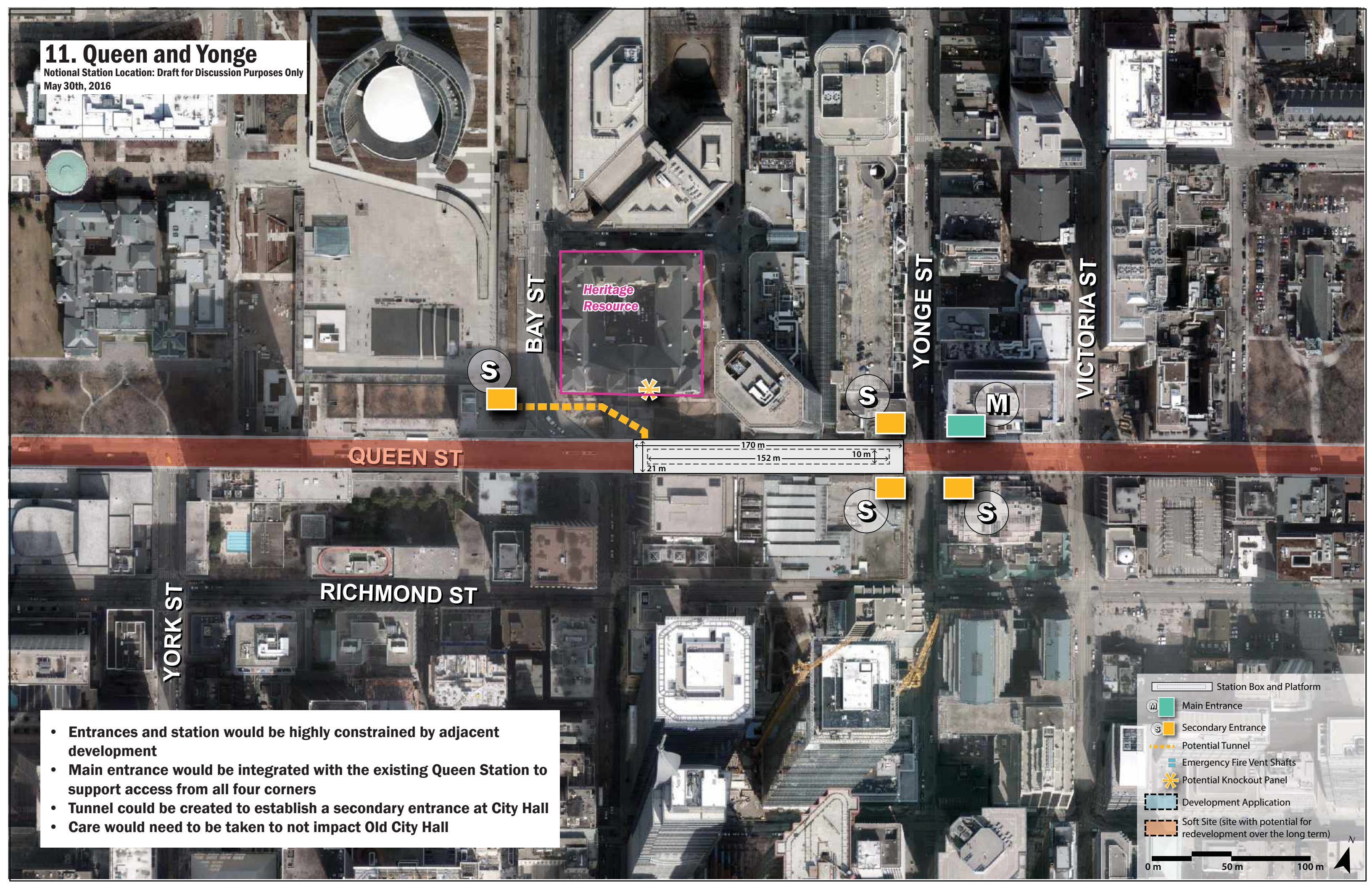
- Station Box and Platform
- Main Entrance
- Secondary Entrance
- Potential Tunnel
- Emergency Fire Vent Shafts
- Potential Knockout Panel
- Development Application
- Soft Site (site with potential for redevelopment over the long term)

0 m 50 m 100 m

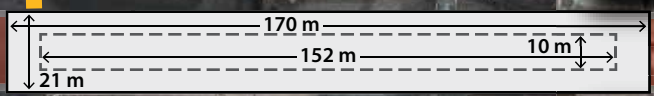


# 11. Queen and Yonge

Notional Station Location: Draft for Discussion Purposes Only  
May 30th, 2016



Heritage Resource



- Entrances and station would be highly constrained by adjacent development
- Main entrance would be integrated with the existing Queen Station to support access from all four corners
- Tunnel could be created to establish a secondary entrance at City Hall
- Care would need to be taken to not impact Old City Hall

Station Box and Platform

Ⓜ Main Entrance

Ⓢ Secondary Entrance

--- Potential Tunnel

--- Emergency Fire Vent Shafts

✱ Potential Knockout Panel

--- Development Application

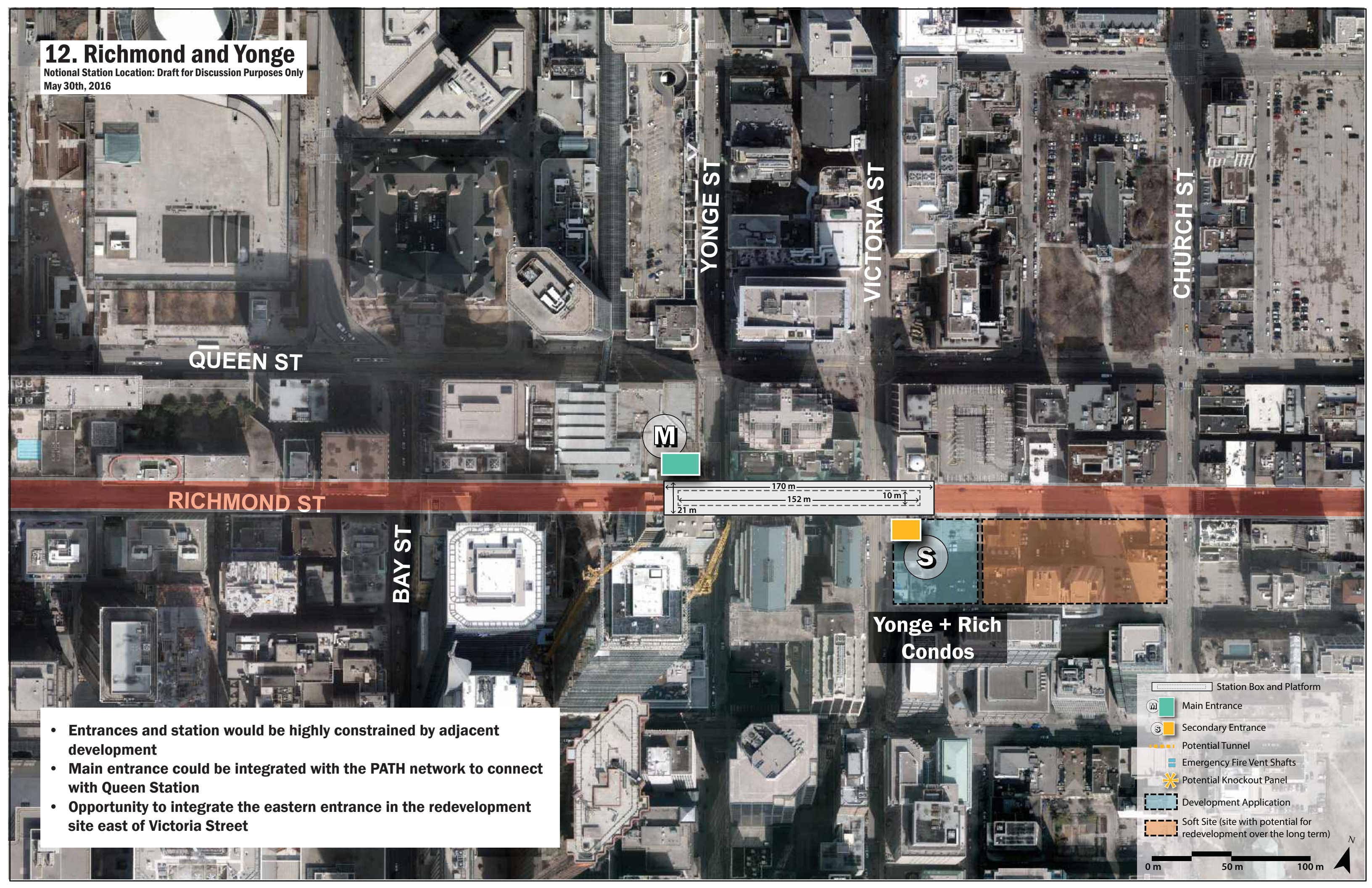
--- Soft Site (site with potential for redevelopment over the long term)

0 m 50 m 100 m



# 12. Richmond and Yonge

Notional Station Location: Draft for Discussion Purposes Only  
May 30th, 2016



QUEEN ST

YONGE ST

VICTORIA ST

CHURCH ST

RICHMOND ST

BAY ST

M

S

Yonge + Rich  
Condos

- Entrances and station would be highly constrained by adjacent development
- Main entrance could be integrated with the PATH network to connect with Queen Station
- Opportunity to integrate the eastern entrance in the redevelopment site east of Victoria Street

Station Box and Platform

Ⓜ Main Entrance

Ⓢ Secondary Entrance

--- Potential Tunnel

Emergency Fire Vent Shafts

Potential Knockout Panel

Development Application

Soft Site (site with potential for redevelopment over the long term)

0 m 50 m 100 m

N