Reclaiming the Rails:
Reimagining Urban Mobility Through
Toronto's Midtown Freight Corridor

by
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Author's Declaration

I hereby declare that I am the sole author of this thesis. This is a true copy of the thesis, including any required final revisions, as accepted by my examiners.

I understand that my thesis may be made electronically available to the public.

Abstract

Canadian Pacific's Midtown freight corridor runs east west through some of Toronto's densest and fastest growing neighbourhoods without stopping once. This thesis proposes its adaptive reuse as a Regional Express Rail passenger line, running from Kipling to McCowan across eleven stations.

At a time when Toronto struggles to keep pace with its demand for transit and mobility needs are shifting, reconsidering how the city builds transit is urgent. The city's rail corridors are some of its most overlooked and underutilized assets. This thesis seeks to understand how to leverage this existing infrastructure to serve a growing and more distributed city.

The thesis acknowledges the tensions of reusing infrastructure originally intended for a different purpose. It argues that the conversion of the corridor is only as successful as its stations, as they are what connects this adapted infrastructure to the broader urban fabric. It proposes a spatial solution across eleven schematic urban proposals that each respond to the conditions of its context through existing and planned transit connections, surrounding urban fabric, topography, and development potential. Station placement and integration are crucial in determining whether the corridor is feasible for adaptation. This thesis looks ahead to the future city, prioritizing how we can most effectively use infrastructure to serve the 21st century city and beyond.

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Chapter 1

Introduction

"If we look at cities over the past century, we can see that each transformation in urban form has been linked with some kind of transportation revolution: electric streetcars spawned the early suburban towns; elevators begat tall buildings. And the automobile of course burst all boundaries, scattering new, low-density development across the countryside." [1]

1 Moshe Safdie and Wendy Kohn, The City after the Automobile: An Architect's Vision (Stoddart Publishing Co. Limited, 1997).xii

1.1 Toronto's Challenges

Toronto's spatial form has been determined by decades of transportation decisions. None more consequential than its post-war embrace of the automobile. Cities need to move a lot of people in a limited amount of space, yet the automobile has become ill-equipped for addressing the transportation needs of today's cities.[2] The result is road infrastructure that has displaced pedestrians, fragmented neighbourhoods, and created land-use patterns that separate daily activities from one another. These low-density patterns increase the distance between where people live, work, and play, making car ownership a necessity for much

2 Roxanne Warren, Rail and the City: Shrinking Our Carbon Footprint While Reimagining Urban Space, with Robert Gottlieb, Urban and Industrial Environments Ser (The MIT Press, 2014), 2.



Figure 1.1
Highway 401, the busiest highway in the world

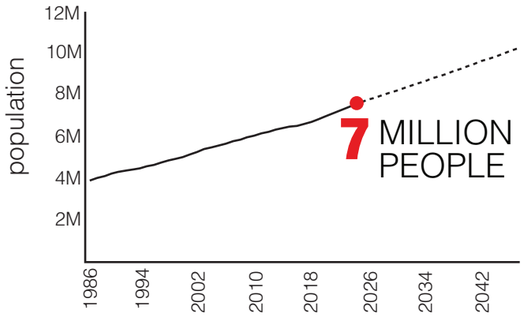


Figure 1.2
Population growth in the Greater Toronto Area

of the population.[3] The city's geographic expansion to accommodate the automobile has come at the direct expense of walkability and public space.[4] The consequences of this model are becoming increasingly impossible to ignore. Congestion costs the region $6B in lost productivity per year and is expected to grow to $15B by 2031.[5] The transportation sector alone is responsible for over a third of all GHG emissions in the city of Toronto.[6]

This urgency is compounded by the fact that patterns of urban mobility are shifting. The rise of remote and hybrid work post-pandemic has disrupted longstanding commuting patterns.[7] Trips are being made increasingly in and between neighbourhoods rather than to the downtown core, which reflects the decentralization that technology has made possible in the 21st century.[8] Toronto's monocentric transit network with every rail corridor terminating at Union Station is poorly suited to this reality and will struggle to serve the more distributed patterns of urban life that are emerging.

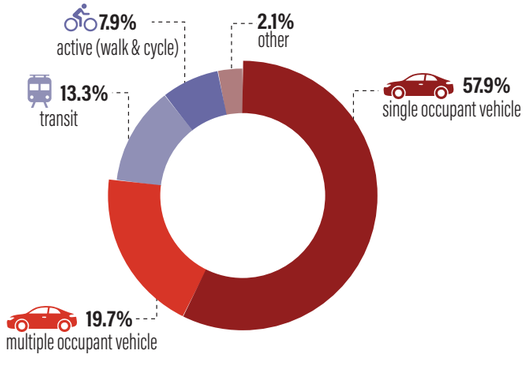


Figure 1.3
Transportation mode split in the Greater Golden Horseshoe

3 Safdie and Kohn, The City after the Automobile, 6.
4 Paris Marx, Road to Nowhere: What Silicon Valley Gets Wrong about the Future of Transportation (Verso, 2022), 54.
5 Getting on the Right Track (Toronto Region Board of Trade, 2021), 8.
6 2023 Sector-Based Emissions Inventory (City of Toronto, 2023), 29.
7 Nicholas S. Caros, 'Preparing Urban Mobility for the Future of Work: Impacts and Adaptation' (Thesis, Massachusetts Institute of Technology, 2023), 3, https://dspace.mit.edu/handle/1721.1/152726.
8 Caros, 'Preparing Urban Mobility for the Future of Work', 25.

Toronto has the highest rapid transit ridership rates in Canada[9], yet demand continues to outpace the service it can provide.[10] A prolonged period of stalled transit investment despite consistent population growth has produced a system that is reactive rather than proactive, with the consequences visible in the overcrowding of existing services and the lack of alternatives forcing continued reliance on the car. Toronto understands it needs better transit but has struggled to act at the scale and pace required.

9 Statistics Canada Government of Canada, 'Passenger Bus and Urban Transit Statistics, by Urban Transit Agency', 20 November 2023, https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=2310030701.

10 Geoffrey Singer and Cherise Burda, Fast Cities: A Comparison of Rapid Transit in Major Canadian Cities (Pembina Institute, 2014), 11.

1.2 The Opportunity

The city is sitting upon an overlooked opportunity to transform its network using infrastructure it already has. Toronto's rail corridors make up the backbone of the city, yet many of them continue to carry freight. As freight activity has declined and the city has grown around them, they have become some of the most underleveraged assets of the city. The most immediate of these assets is the Canadian Pacific Midtown corridor, a freight rail line running through the middle of the city. The adaptation of this rail line into passenger service would strengthen Toronto's existing network, connect underserved communities, and move away from the traditional hub-and-spoke model that currently defines Toronto's rail system.

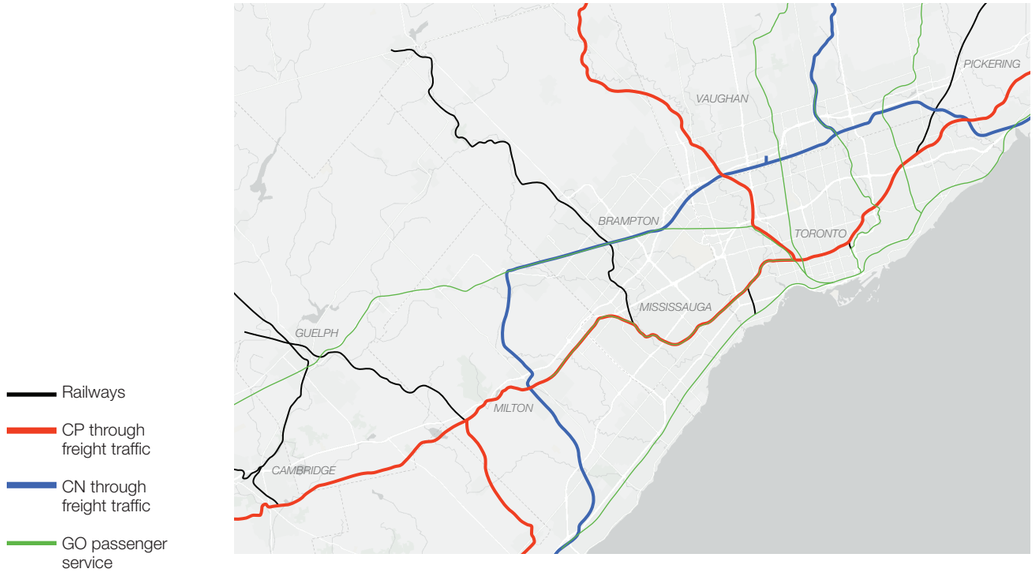


Figure 1.4
Railways in the GTA

1.3 The Design Problem

The transformation and integration of this corridor into the broader urban fabric is a complex design problem. Stations are where transit infrastructure meets urban life. They are what differentiate a freight rail corridor from a passenger rail line. The existing infrastructure and right of way create conditions that a single repeatable station typology cannot solve. Each station must negotiate its own balance between its function as a node in the transit network and its role as a place within the city. A station that is well-designed, legible, and well-connected to its surroundings will generate more ridership and support more livable and vibrant communities. These tensions determine whether the corridor succeeds as more than a freight line.

This thesis focuses on the station as its central design problem. It first establishes where they should be located to serve the maximum number of people, then produces eleven schematic urban proposals, one for each station along the corridor. Each of these responds to specific conditions of its location, including its relationship to existing transit, the surrounding urban fabric, topography, and development potential. Together, they produce a design argument at the scale of the city.

This leads to the central research question: *how can the adaptive reuse of a freight rail corridor be leveraged to serve a 21st-century city, and to what extent can station design determine the urban feasibility of that transformation?* To answer this question, the thesis first establishes the conditions necessary for a successful alternative to automobile-oriented mobility, then examines the corridor and what makes its conversion possible, before testing that argument through station urban design proposals.

Chapter 2

Alternatives

11 Marx, Road to Nowhere, 204.

"Over the past century – bad decisions about transportation have cost millions of lives, trillions of dollars, and utterly devastated our communities by spreading people so far apart."[11]

Toronto exemplifies the automobile-centred planning that has shaped North American cities for the past century. The implications of this model are evident in the consequences to our climate, equity, and urban form. This chapter examines what a different model of mobility can look like, what conditions are necessary for it to take hold, and why the existing railway corridor running through Toronto's Midtown offers one of the most immediate opportunities to begin this transition.

2.1 Why a different model of mobility is necessary

12 Luca Bertolini and Theodorus J. Spit, eds, Cities on Rails: The Redevelopment of Railway Station Areas (E & FN Spon, 1998).

13 Jarrett Walker et al., Human Transit: How Clearer Thinking about Public Transit Can Enrich Our Communities and Our Lives, Revised edition (Island Press, 2024), 1.

14 Warren, Rail and the City, 2.

15 Marx, Road to Nowhere, 208.

There is an intrinsic interdependence between land use, mobility, climate, and equity. They are structural outcomes of a system of mobility built around a singular dominant technology. As that model approaches saturation, it forces a rethinking of how we move people through cities.[12] The fundamental problem of automobiles is one of geometry. Cities need to move a lot of people in a limited amount of space.[13] There is a conflict between the needs of the city and the needs of the automobile.[14] Cars require roads and parking, which pushes destinations further apart and greater distances require more driving. When road capacity is increased, the amount of driving tends to increase proportionally, a phenomenon known as induced demand. The cycle is self-reinforcing, where the first response has historically been to build more road capacity rather than investing in alternatives.[15]

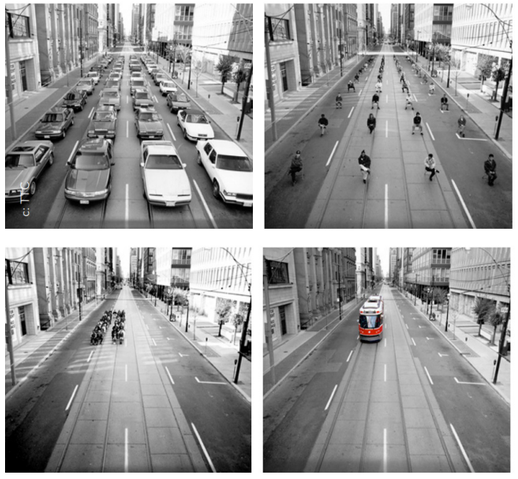


Figure 2.1
Space requirements between autos and transit

A structural response to these problems requires looking at alternative modes of mobility. Public transportation, active travel, and micromobilities move more people through less space, reduce the land consumed by roads and parking, and create the conditions for compact and walkable urban environments. For these alternatives to displace the car, they must be competitive with it.[16] To attract people who have a choice, transit must be comfortable, safe, and reliable.[17]

16 Warren, Rail and the City, 52.

17 Brian Richards, Future Transport in Cities (Spon Press, 2001), 151.

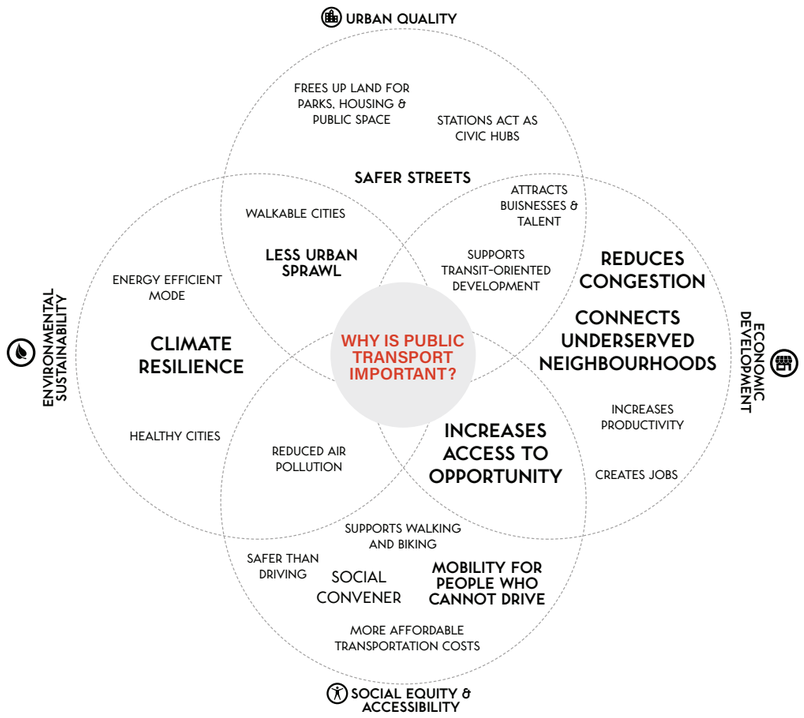


Figure 2.2
Why is public transport important?

Toronto's early transit investments produced strong ridership, but investment has not kept pace with population growth.[18] The city has the density and demand for better public transit infrastructure. The challenge is making up for decades of underinvestment.

18 Singer and Burda, Fast Cities: A Comparison of Rapid Transit in Major Canadian Cities, 11.

2.2 Types of mobilities

A transit-oriented city relies on different modes of mobility to serve a broad range of speeds, scales, and trip types. Their effectiveness depends on how well they are integrated with each other into a coherent network. No single mode can serve every trip, and a range of options should be provided.

Local buses and streetcars operate at the finest grain and are the last-mile connectors, stopping every few hundred meters. Subways serve higher capacities and speeds while often maintaining a higher stop spacing toward the core and lower toward the periphery. LRT sits between the two, offering more capacity than a streetcar at a fraction of the cost of a subway.[19] Each of these modes is well established in Toronto and suited to trips within the city.

19 Richards, Future Transport in Cities, 56.

Commuter rail operates on a different scale. It is designed to take commuters to and from work, running at peak times only: to downtown in the morning and back to the suburbs in the evening. This results in a hub-and-spoke model and wide stop spacing that makes this infrastructure almost useless for any other type of trip beyond commuting. Many of these corridors are also part of a connected national freight network, which has historically constrained their use for passengers.[20] Despite this, commuter rail corridors represent some of the most underutilized infrastructure in the city of Toronto. This leaves a significant gap in Toronto's transit system. No existing mode serves the city at the scale of a commuter rail, but at the service level of a subway.

20 'Transportation in Canada 2021: Rail Network', Government of Canada, 6 October 2025, https://tc.canada.ca/en/corporate-services/transparency/corporate-management-reporting/transportation-canada-annual-reports/2021/rail-network.

Beyond public transportation, micromobilities such as e-bikes and e-scooters, alongside active mobilities such as walking and cycling, fill in the last-mile connections between the stations and destinations. All transit users will be pedestrians at some point in their journey, therefore the quality of the pedestrian environment directly around stations determines weather transit is an attractive mode.[21] Good pedestrian environments offer a barrier from traffic and visibility from adjacent buildings, and designing station areas with this in mind is central to their success.

21 Walker et al., Human Transit, 15.

None of these modes work in isolation. High-speed services with wide stop spacing enhance local services, and a connective network can cover the same area with fewer routes.[22] Seamless integration between modes, efficient transfers, wayfinding, and reliable frequency make this possible. Transit should be a legible, cohesive and accessible experience.

22 Walker et al., Human Transit, 155.

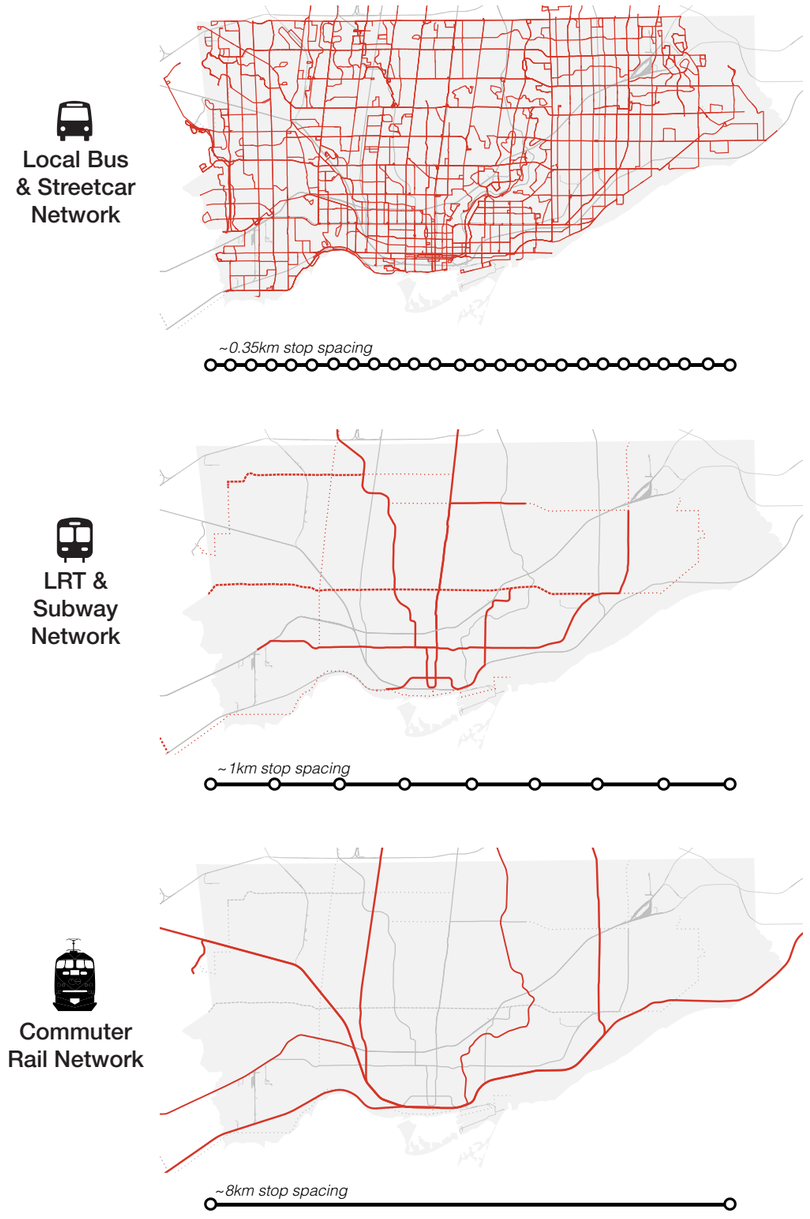


Figure 2.3
Mode coverage and stop spacing in Toronto

2.3 Toward a Polycentric City

A monocentric city is a type of urban structure organized around a dominant centre. Toronto follows this model with its transit rail network concentrated around Union Station and commuter rail lines and subways radiating out toward the suburbs. This model of transit was built to serve commuters, where workers travel into the city in the morning and return to the suburbs in the evening. The problem with this model is that it is optimized only for one type of trip. This makes travelling from suburb to suburb nearly impossible without going through the bottleneck of the city centre.



Figure 2.4
Union Station during rush hour

23 Caros, 'Preparing Urban Mobility for the Future of Work', 3.

This structural limitation is increasingly challenged by changes in the nature of work and urban life. Digital infrastructure has begun to erode the conditions that made centralization necessary. Hybrid and remote work accelerated by the pandemic has upended longstanding travel patterns, and urban transportation systems designed to serve regular peak commuters are struggling to meet the evolving mobility needs of their users.[23]

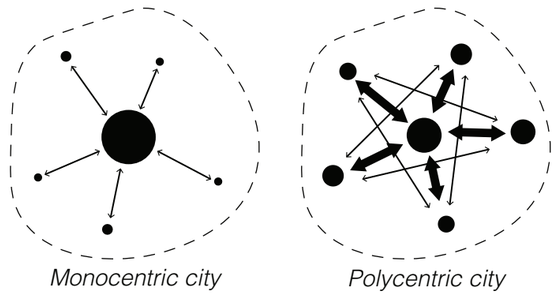


Figure 2.5
Monocentric and polycentric urban models

Remote work does not mean working from home exclusively. One-third of remote work takes place outside the home in cafes, libraries, and coworking spaces[24], and the result is that a major portion of work trips no longer have a fixed destination or schedule.[25] Broader trends in the job market are contributing to increasingly multidirectional and diffused mobility.[26]

24 Caros, 'Preparing Urban Mobility for the Future of Work', 4.
25 Caros, 'Preparing Urban Mobility for the Future of Work', 24.
26 Bertolini and Spit, Cities on Rails, 24–25.

Toronto's transit system must therefore adapt for non-downtown, non-peak trips. If it does not, it risks failing a growing share of its population, losing ridership and revenue, and missing environmental targets. If the 20th-century city was built around Union Station, the 21st-century city must be built around a more flexible and distributed model of mobility.

A polycentric city is a type of urban structure organized around multiple centres, instead of a single dominant core. Its transit geometry distributes activity across a network of nodes, each capable of generating and absorbing demand. Urban growth exists at points of intersection between various transport systems.[27] This is where new centres are most likely to emerge.

27 Safdie and Kohn, The City after the Automobile, 152.

This structure is well suited to the spatial fragmentation of economic activity that is already underway with the rise of digital infrastructure. As origin-destination patterns have shifted, moving away from suburb to downtown trips and towards trips within and between neighbourhoods[28], a network structured around centres is better positioned to serve trips people are making. It reduces congestion away from a singular core and extends the productive reach of the transit network into parts of the city that a hub and spoke model cannot efficiently serve. This makes for better capacity across the whole network.

28 Caros, 'Preparing Urban Mobility for the Future of Work', 25.

2.4 The station as an urban node

Transit systems materialize in stations. They are what differentiate freight rail from passenger service and are the point at which a transit system becomes legible in the city. The station controls the interface between the transit network and the surrounding neighbourhood, determining the conditions under which people arrive, wait, and disperse into the broader city. Designing this interface well can determine the success of the network. Given their position at the intersection of movement and place, stations have the potential to function as civic space, landmarks, and anchors of communities that surround them. Time spent in stations can account for up to 30% of a journey, therefore, it must not be overlooked.[29]

29 Smart Stations in Smart Cities (International Union of Railways, n.d.), 34, https://uic.org/IMG/pdf/smart_stations_in_smart_cities.pdf.

The station operates simultaneously as a node and a place. A node is a point of access to trains and other transportation networks. A place is a specific section of a city with a concentration of infrastructure, buildings, and open space. These concepts have both positive and negative interrelations.[30] Greater density around a station generates more demand for transit but also reduces the space available for the transit infrastructure itself.[31] A balanced node and place will result in the best outcomes. A high level of accessibility may provide critical mass and demand for the development of activities, in turn, high density of activities induces support for the development of train networks.[32] A train station should be designed to add value both within its walls and around it. [33]

30 Bertolini and Spit, Cities on Rails, 9.
31 Bertolini and Spit, Cities on Rails, 9–16.
32 Bertolini and Spit, Cities on Rails, 9.
33 SMART Stations in Smart Cities: Intelligent and Resilient (UIC, 2017), 32.

Density alone is unlikely to attract sufficient ridership where development is poorly integrated with public transport.[34] The station must therefore actively support ridership through efficient connections and wayfinding. The relationship between transit and land use is reciprocal. A new transit line built into a sprawling automobile-oriented suburb will underperform because the area it serves cannot generate sufficient ridership. Conversely, a dense residential neighbourhood without access to transit will be overridden by congestion. A good long-range transit plan must be a two-way conversation with land use planning.[35]

34 Chris De Gruyter et al., 'How Does the Built Environment Affect Transit Use by Train, Tram and Bus?', Journal of Transport and Land Use 13, no. 1 (2020): 630, https://doi.org/10.5198/jtlu.2020.1739.
35 Walker et al., Human Transit, 229.

This interdependence means that transit must be understood as more than just a service. It is a social infrastructure and public good that structures urban life, determining access to employment, education, and opportunity. Good transit offers access, opportunities, and freedom, and these benefits scale with ridership.[36] The case for investing in transit is therefore not only environmental or economic, but civic.

36 Christof Spieler, Trains, Buses, People: An Opinionated Atlas of US Transit (Island press, 2018), 1.

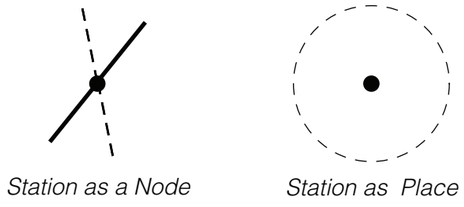


Figure 2.6
Bertolini & Spit node vs place framework

Chapter 3

The Corridor

"One regional rail line can move 5x as many people as another Gardiner expressway"[37]

The Greater Toronto Area sits on an expansive network of rail corridors that would be impossible to build today. [38] These corridors are underutilized and overlooked, yet they represent the most cost-effective path toward building the transit the city needs.[39]

3.1 GO Expansion

Metrolinx is currently working to upgrade existing GO corridors from peak-hour one-way commuter service into all-day, two-way service.[40] This service model, known as Regional Express Rail (RER), fills in the gap between commuter rail and subway. This is done through the electrification of these rail corridors, which can enable more frequent service and shorter trains.[41] Although RER addresses the issues of frequency and stop spacing explored in Chapter 2, Metrolinx's 2041 Regional Transportation Plan [42] does little to address the issue of its monocentricity. Every rail corridor still terminates at Union Station, doing little to serve cross-city trips that make up an increasing share of demand.

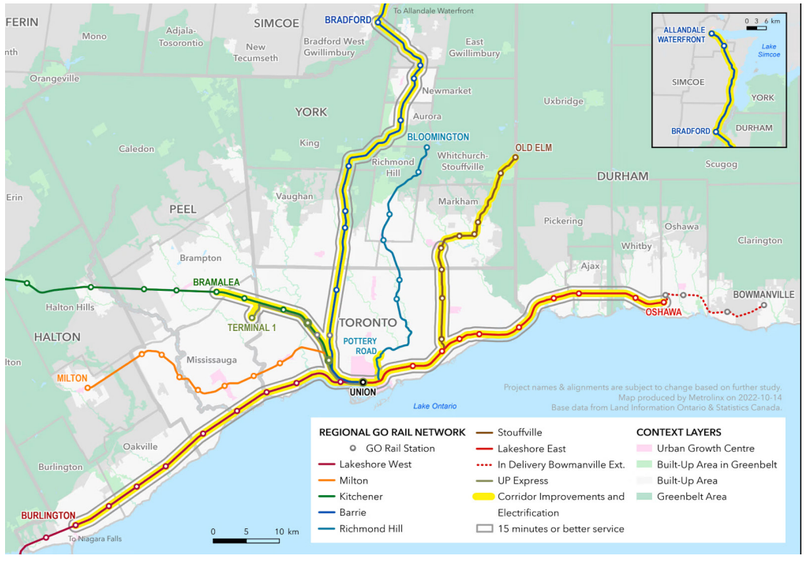


Figure 3.01
Metrolinx GO Expansion Plan

37 Getting on the Right Track, 9.
38 Getting on the Right Track, 10.
39 'Part 4: How Not to Miss The RER Opportunity - Smart Density', 10 September 2019, https://smartdensity.com/how-not-to-miss-the-rer-opportunity/.
40 Metrolinx, 'GO Expansion', accessed 28 July 2026, https://www.metrolinx.com/en/projects-and-programs/go-expansion.
41 Getting on the Right Track, 30.
42 Metrolinx, 2041 Regional Transportation Plan (2018), https://www.metrolinx.com/en/projects-and-programs/regional-transportation-plan.

3.2 The Midtown Corridor

The Midtown corridor was built to give Canadian Pacific a bypass route around the city's congested core. It was opened for passenger service in 1916[43], with North Toronto Station as its primary Toronto stop serving 10 trains per day.[44] With the deepening of the Great Depression, declining ridership, and the consolidation of service toward Union Station, CP discontinued passenger service at North Toronto Station in 1930.[45] The line has carried freight ever since.[46]



Figure 3.02
North Toronto Station in 1916

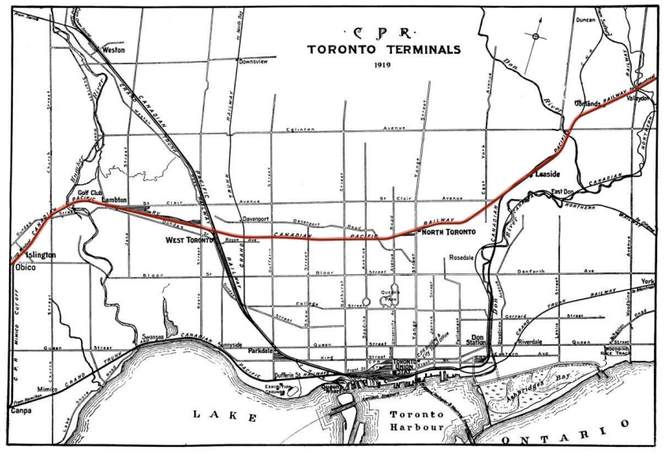


Figure 3.03
1919 CPR railway map

The city that exists today operates under a different context than the one that abandoned this corridor a century ago. Toronto has grown outward, and what was once a bypass at the urban periphery now sits in the middle of the city. Over time, freight rail stops to individual businesses have declined as industry relocates toward the edge.[47] What remains is an underutilized corridor, declining adjacent industrial land, and a city in need of more transit. The Midtown corridor offers a polycentric alternative to the existing network that connects communities, without funnelling all service through downtown.

It is reasonable to ask whether passenger service could simply be reintroduced alongside freight on the existing tracks. However, CP's ownership and freight capacity requirements place limits on frequency, directionality, and electrification [48], making it impossible to establish RER-standard service, unless freight is removed from the corridor entirely.

43 'Canadian Pacific Railway', Toronto Railway Historical Association, n.d., accessed 8 May 2026, https://www.trha.ca/history/railways/canadian-pacific-railway/.
44 'North Toronto Station', Toronto Railway Historical Association, n.d., accessed 26 January 2026, https://www.trha.ca/history/stations/north-toronto-station/.
45 'North Toronto Station'.
46 'GO Transit's Future Midtown Line - Transit Toronto - Content', accessed 8 May 2026, https://transittoronto.ca/regional/2106.shtml.
47 'Toronto Railways', Metroscapes, 28 March 2021, https://metroscapes.ca/toronto/projects/railways/.
48 Terence Johnson, Beyond HFR (Transport Action Canada, 2024), 17, https://www.transportaction.ca/wp-content/uploads/2024/11/Beyond-HFR_en-ca.pdf.

3.3 The Missing Link

The Missing Link is a 2015 IBI Group Report that examines the feasibility of a freight rail bypass along the Highway 407 corridor. [49] The plan would involve adding 18km of rail from Mississauga to Brampton.[50] This would allow for freight traffic to be diverted around the city, freeing up several existing GO corridors for electrification and all-day two-way service.[51] Critically for this thesis, it would free up the entire Midtown corridor exclusively for passenger use. The following design proposal is contingent upon the completion of this project.



Rail ownership map



Missing link implementation

Railways
CP through freight traffic
CN through freight traffic
GO passenger service

Figure 3.04
Missing Link proposal

49 IBI Group, Feasibility Study and Business Case of Constructing the Missing Link (2015), 4, https://www7.mississauga.ca/documents/TW/missing-link/TTR_Missing%20Link%20Feasibility2015-09-02.pdf.

50 Andrew Johnson, 'The Missing Link: Shaping the Future of the GTHA Rail Network', Urban-Toronto, 9 February 2017, https://urbantoronto.ca/news/2017/02/missing-link-shaping-future-gtha-rail-network.25109.

51 IBI Group, Feasibility Study and Business Case of Constructing the Missing Link, 8.

3.4 Global Examples

Cities across the world face complex mobility demands. Two such cities are Paris and London, which have extensive regional rail networks. The way in which they manage their mobility systems can provide valuable precedents for Toronto.



Figure 3.05
Rail coverage across Toronto, London & Paris

Paris RER

The Paris Réseau Express Régional (RER) was the system first of its kind, and inspired a model for regional rail systems across the world. The premise of the RER is that is connects the city centre to the suburbs, transforming Paris from a strong city to a strong region. It serves a dual purpose of a regional network and express metro with a large number of trips being entirely within the city centre It connects to other major transit modes such as high-speed rail and airports located outside the city centre. As true with Toronto, the lines took rail from the national rail network [52], but also invested heavily in dedicated infrastructure to ensure, reliability, frequency, and capacity.

London Overground

In 2007, London undertook a similar conversion to that of Toronto's, transforming neglected and fragmented rail infrastructure into a comprehensive network.[53] This was done through a process of upgrading, amalgamating, and rebranding of several fragmented rail lines.[54] The success of the London Overground demonstrates that infrastructure alone is not sufficient to create an effective regional rail service. Equally important is the integration, branding, and user experience of the network.

52 Les ancêtres du RER – Atlas des Parisiens et des Parisiennes, n.d., accessed 23 June 2026, https://atlasdesparisiens.fr/index.php/les-ancetres-du-rer/.

53 N. Badstuber and C. Smales, London Overground - a Success Story: Transforming Neglected Urban Railway Infrastructure to Meet Capacity and Connectivity Demands, 2 October 2013, 1, https://doi.org/10.14453/isngi2013.proc.3%255D.

54 Badstuber and Smales, London Underground - a Success Story, 2.

3.5 Site Analysis

The section of the Midtown corridor that will be the subject of the thesis is from Kipling to McCowan [Figure 3.06]. They provide ideal terminus points and run almost the full extent of the Midtown corridor within the Toronto boundary. Stations should be placed to serve the greatest number of people, which means optimizing both stop placement and spacing. Stations are placed based on three primary factors.

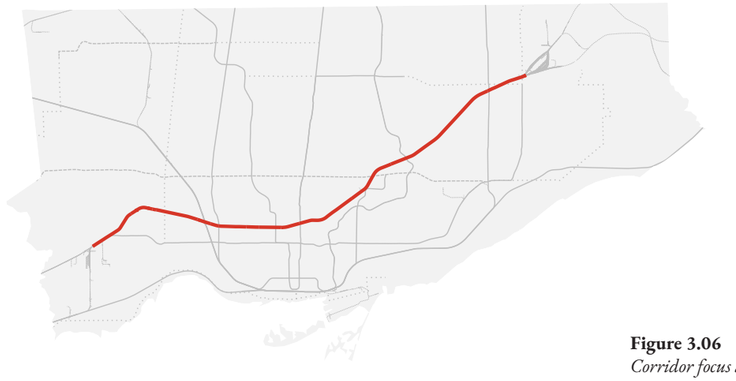


Figure 3.06
Corridor focus area

The first is existing, planned, or potential intersecting connections with rapid transit. This allows for the line to take maximum advantage of the network effect. Prioritizing these connections multiplies the number of trips served by producing spillover effects across the system.[55] The second is transit access [Figure 3.07], population density [Figure 3.08] and change [Figure 3.09]. Analysis of this data across the city identifies where there is sufficient demand to support a station. In some cases, communities have sufficient density, but no current connection to rapid transit. This is true toward both sides of the Midtown line. The third is land use potential. Since the corridor has historically been used for freight, much of the land directly adjacent to the corridor is industrial or post-industrial. Today, the line functions as a freight bypass and no longer stops at these industrial areas. The conversion of this corridor offers tremendous land use potential benefits to redevelop these underutilized sites into new productive and transit-connected centres of the city.

Every station satisfies a minimum of one of these three factors. They produce a stop spacing of 1.5 – 5km, generally denser toward the core, and wider towards the periphery.

55 Warren, Rail and the City, 56.

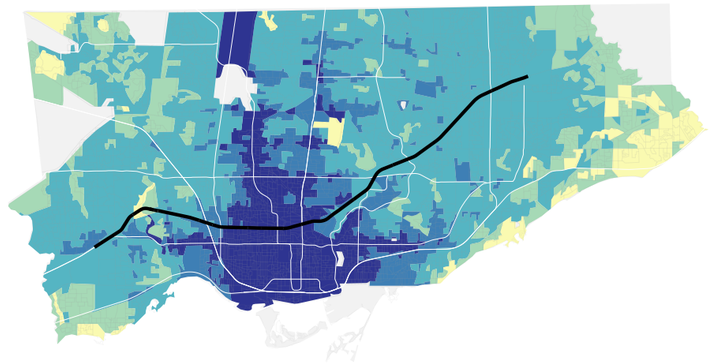


Figure 3.07
Number of jobs reachable within 45 min by public transit

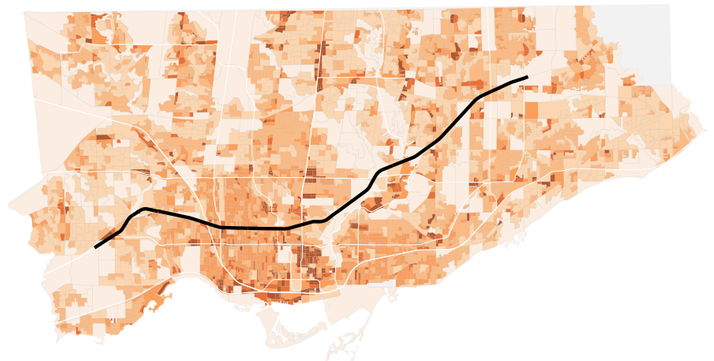


Figure 3.08
Population density 2016 (PPH)

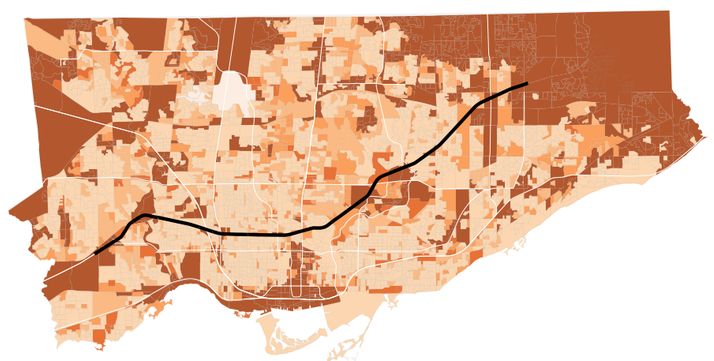


Figure 3.09
Population change 1971-2016

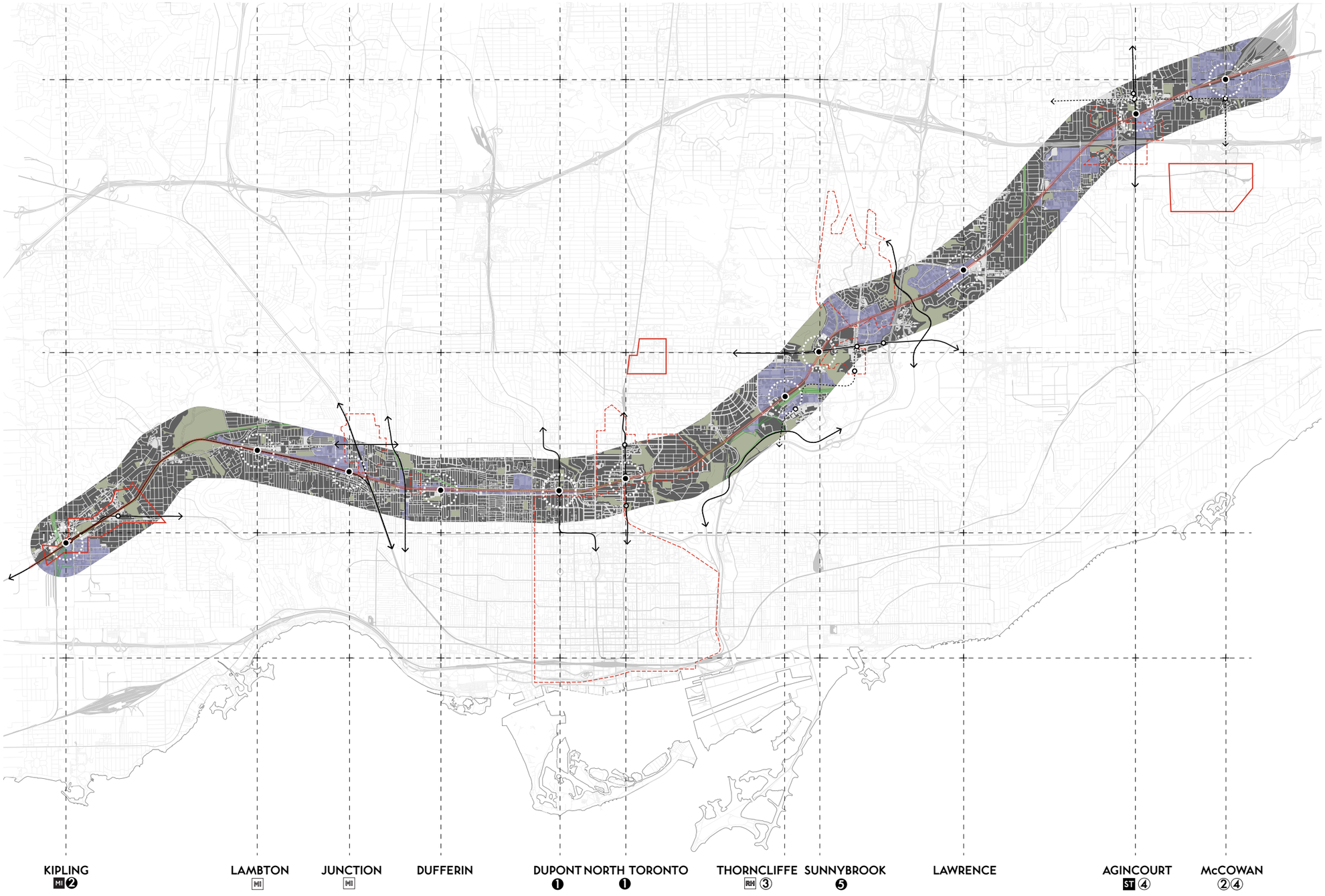


Figure 3.10
Full corridor overview & station placement



Figure 3.11
CP rail corridor at Dupont & Spadina



Figure 3.12
CP rail corridor at Dupont & Davenport



Figure 3.13
CP rail corridor view from Sunnybrook Park

The proposed Midtown line makes a number of trips faster and more direct. It provides east-west relief, reducing pressure on line 2 and offering express service. It offers a bypass around Union Station, which is already a major bottleneck in the system. It reinforces the networks regional rail polycentricity by connecting growing centres, and for longer regional trips, it offers a viable alternative to Highway 401.

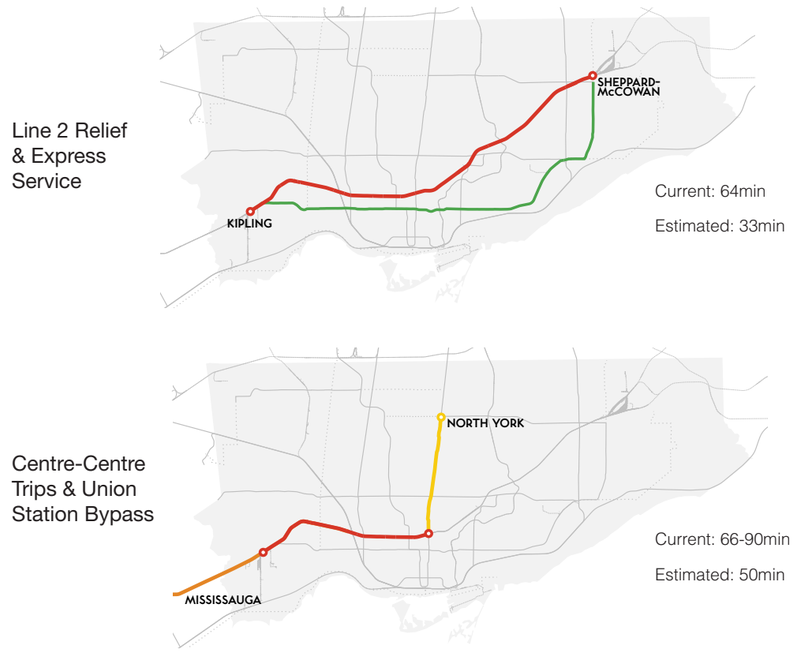


Figure 3.14
Trips made more efficient with the Midtown Line

3.6 Future Planning

The Midtown corridor also carries potential beyond its initial conception. In a future phase, service could extend outward to connect Mississauga and Pickering, following the existing rails. It could also integrate into the broader GO network, diverting trains from other lines away from the Union station corridor. Designing for this possibility in stations from the outset, through provisions for additional platforms, and passenger capacity, ensures the maximum adaptability and long-term contingency of the corridor. The Canadian Pacific Rail Yard provides an ideal location to accomodate rolling stock [Figure 3.15].

The new ALTO high speed rail corridor running from Quebec City to Toronto is another factor in planning the Midtown corridor. Although the final route and station locations are yet to be decided at the time of writing of this thesis, the two corridors have the possibility to overlap. It would be logical for the corridor to follow the right of way of the Midtown Line and then Stouffville line down to Union Station. Alto is looking at the possibility of two Toronto stations. [56] A suburban station somewhere along this stretch would make sense. With connections to a new Midtown corridor, the benefits of this suburban station would be amplified. This thesis argues that McCowan would be an ideal location to place this stop due to the current availability of land, future connection to the subway network, and proximity to Highway 401. A suburban stop removes the need for potential riders to travel into the congested core.

56 The Canadian Press, 'Toronto Area Could Get Two High-Speed Rail Stations — Not Just One — Says Alto CEO', CTVNews, 30 April 2026, https://www.ctvnews.ca/toronto/article/toronto-area-could-get-two-high-speed-rail-stations-not-just-one-says-alto-ceo/.



Figure 3.15
Canadian Pacific Rail Yard at McCowan Station

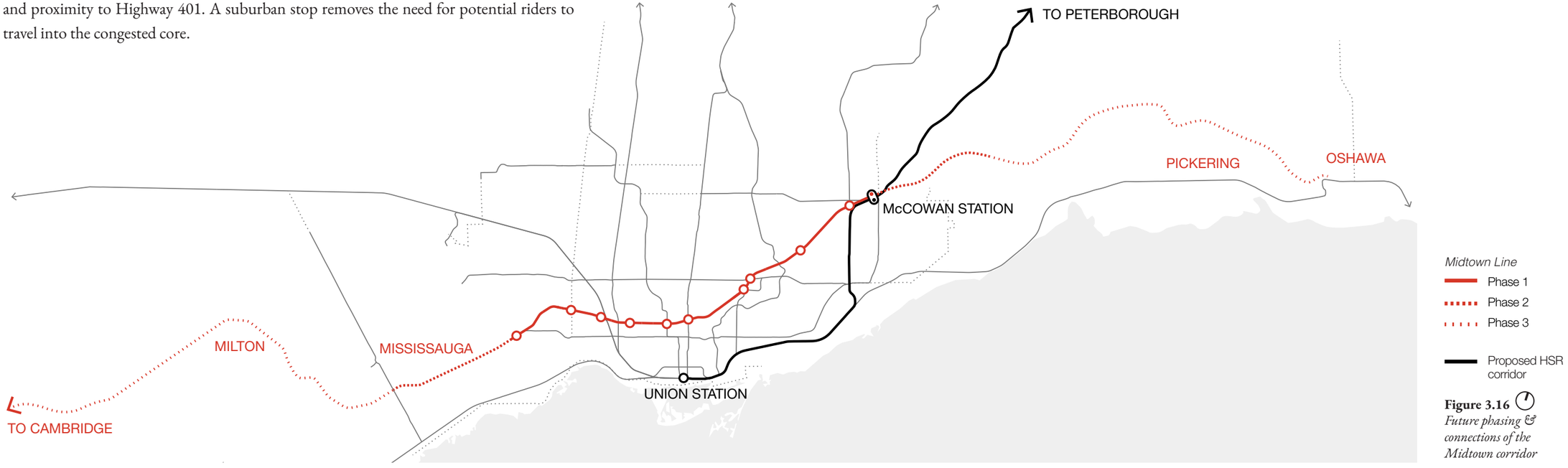
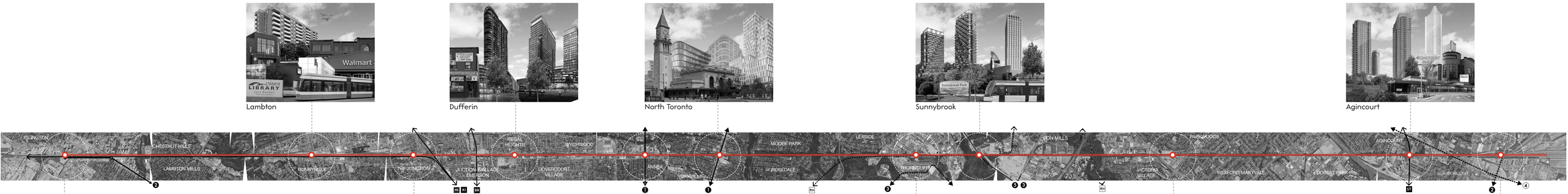


Figure 3.16
Future phasing & connections of the Midtown corridor




Kipling



Junction



Dupont



Thorncliffe


Lawrence



McCowan

Figure 3.17
Unfolded corridor aerial collage & station area collages

Chapter 4

Design

57 Thomas Froggatt, Recycled Railway Corridors: An Urban Design Perspective, Thesis (University of Nottingham only) (University of Nottingham, 2017), 49, https://eprints.nottingham.ac.uk/40145/.

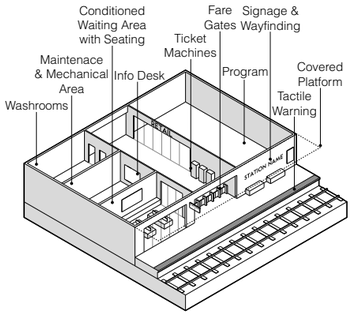
"Recycling a railway corridor has the potential to go beyond transport engineering benefits and contribute to the manifestation of a place- based identity through urban design of the built environment"[57]

The goal of the design is to provide an infrastructural and typological framework for each of the stations. These are the foundations of architectural form to be designed by architects. The corridor has not been used for passenger travel for almost a century, and some existing alignments are not ideal as a result. Despite this, keeping the tracks in their existing alignment is the most feasible approach. Stations must therefore act as a bridge between the line and the surrounding urban fabric through their architecture and urban planning. In many cases, this is a straightforward task. In others, larger-scale interventions are required. Each station must be accessible, legible, and integrated within the series of stations along the line. The stations should avoid unnecessary disruption to the existing urban context but should still maintain a presence. All plans must carefully consider the long-term implications of the stations, their surrounding areas, and potential future growth, both to the network and the place.

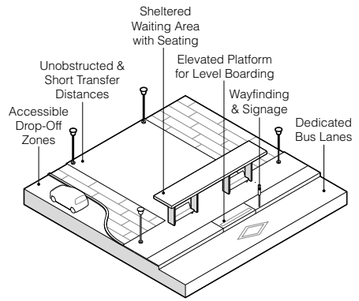
4.1 Station Methods

58 Walker et al., Human Transit, 67.

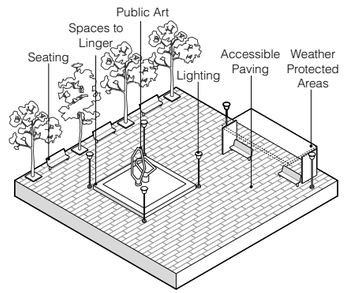
A station can be anything from a patch of dirt on the side of a road, to a grand terminal. [58] Understanding what makes a successful station relative to the transit it serves is crucial to the success of the network as a whole. Stations will vary depending on their allotted size and contexts. Nonetheless, they should have a combination of the following six methods to varying degrees. The station building should provide covered platforms, waiting areas, and ideally washrooms and retail. Intermodal transfers should connect efficiently to bus, bike, and pedestrian networks. Public space should be allotted for gathering and waiting. Greenspace should offer a buffer to the rails as well as support active mobility. Bike infrastructure should include bike parking and sharing, connected to a continuous bike network, which is is crucial for last-mile connections. Land use around stations should be optimized to serve the greatest number of origins and destination trips.



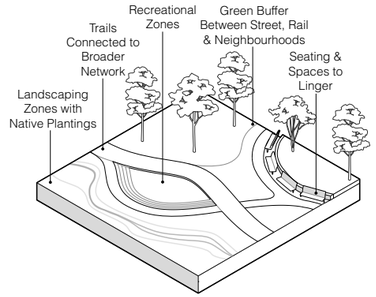
Station Building



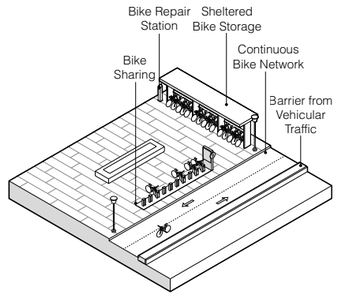
Intermodal Transfer



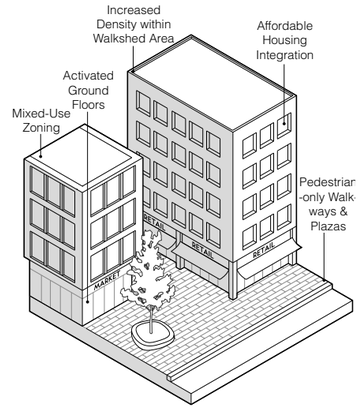
Public Space



Parks & Greenspace



Bike Infrastructure



Transit-Oriented Development

Figure 4.01
Station design methods

4.2 General Conditions

The six methods described are constant across all stations. What changes from station to station is the general conditions that shape how they are applied. Each station faces a combination of these conditions that help define its unique design problem.

	Kipling	Lambton	Junction	Dufferin	Dupont	North Toronto	Thorncliffe	Sunnybrook	Lawrence	Agincourt	McCowan
Rail Connections	x	x	x		x	x	x	x		x	x
Distance	x		x				x	x		x	x
Hydro Corridor	x				x	x	x				
Presence		x	x	x	x	x				x	x

Figure 4.02
General conditions matrix

Rail Connections

Wider stop spacing means that the RER model derives its value from the quality of its connections, especially its rail connections. These connections carry the greatest weight for ridership but are also the most difficult to design around. Rail alignments are fixed and connecting to them often requires larger-scale infrastructure such as tunnels, bridges, or extended platforms. Where these conditions exist, they become the primary driver of a station's design.

Distance

Distance between a station and its multimodal connections or surrounding community is an inherent challenge of reusing existing infrastructure. Topography, fragmented planning, or the corridor's original alignment can place communities at a distance from the station. Where this happens, it becomes a design problem to solve through safe and direct connections, and coordinated planning of surrounding development.



Figure 4.03
Large distance between station and adjacent development at Kipling Station

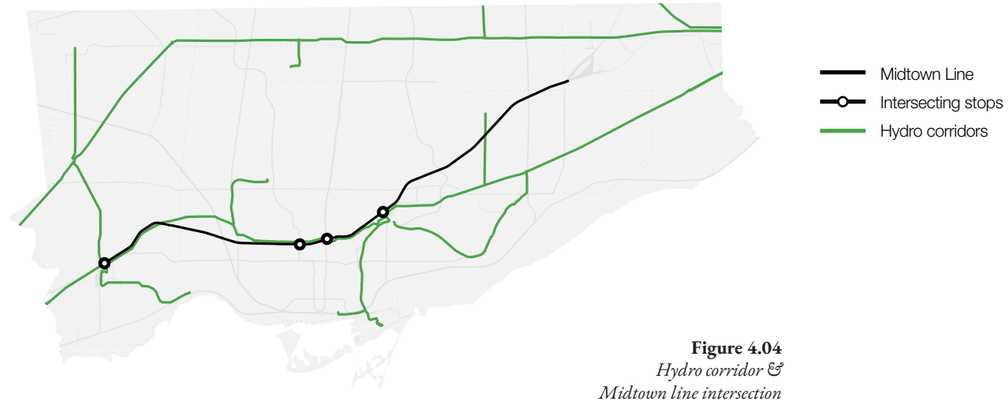


Figure 4.04
Hydro corridor & Midtown line intersection

Hydro Corridor

A hydro corridor runs adjacent to stretches of the Midtown corridor. It is both a barrier and an opportunity. It interrupts the scale and reach of a station and its catchment area. However, it also offers dedicated rights-of-way, one of the few places in the city that has the potential to provide protected active transportation corridors. The design of the station can leverage this opportunity through broader landscape strategies to provide integrated connections with active mobility.



Figure 4.05
Hydro corridor parking lot adjacent to rails near Dupont Station

Presence

In urban conditions where stations are embedded directly into the existing fabric, the presence of a station must make it visible and identifiable as a part of a network, while remaining sensitive to the existing context and space limitations. Station design must be mindful of how it engages with the street and broader context. A station's identity contributes not only to local context, but to the legibility of the network as a whole.

4.3 Station Hierarchy

The corridor traverses varying urban conditions, from established residential neighbourhoods to underserved suburban edges. Rather than applying a uniform design approach, each station must respond directly to the demands of its context. The tensions between node and place explored in Chapter 2 become apparent especially where dense urban stations may justify a larger civic presence, but are constrained in space, while suburban stations may have the land, but lack the ridership to justify it. Understanding both existing conditions and latent potential, particularly around multimodal connections and transit-oriented development, is essential to defining the scale and purpose of each intervention [Figure 4.07].

The hierarchy is organized into three station typologies [Figure 4.06]. Network hubs are places where multiple transit lines intersect with high passenger interchange volumes. These stations prioritize passenger flow, circulation, and legibility. Civic stations serve growing residential catchment areas and foster a strong relationship with the surrounding community to balance transit function with public realm quality. Mobility stations are characterized by places with lower projected density or ridership, or where physical constraints limit the scale of intervention. They prioritize circulation over programming while still maintaining the design identity consistent with the broader network.

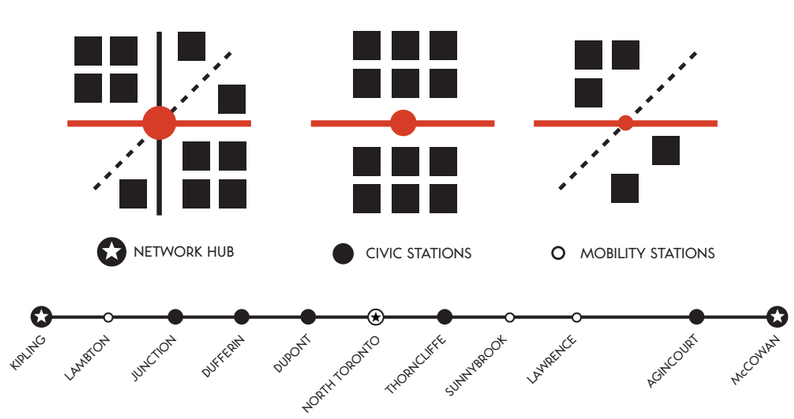


Figure 4.06
Station heirarchy diagrams

4.4 Design

These methods, general conditions, and station hierarchy demands culminate in unique design scenarios for each station. From West to East, the stations are designed according to these principles.

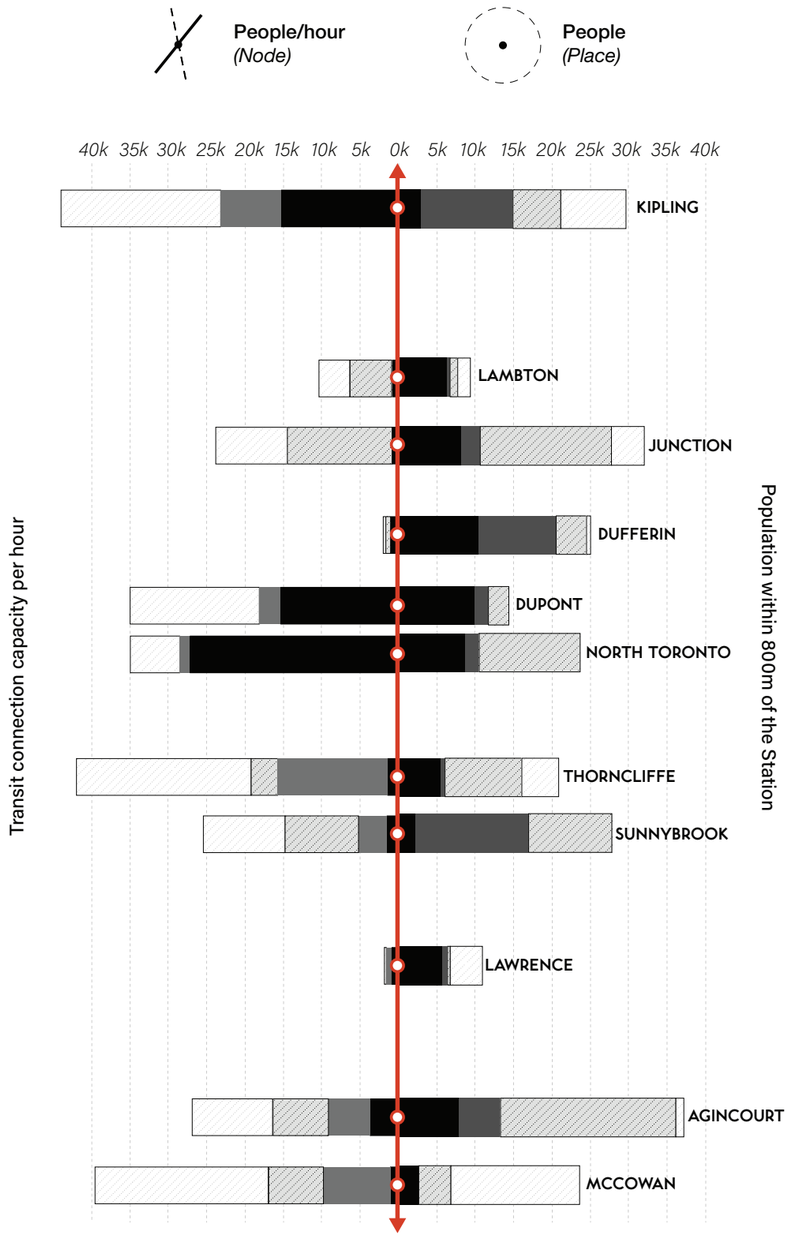


Figure 4.07
Capacity along the line as a node vs place

Kipling Station

District	Etobikoke
Station Type	Existing
Typology	Network Hub
Connections	TTC Line 2, Milton GO, MiWay
Context	Suburban, Industrial
TOD Potential	High

The terminus station is already an established hub for West Toronto, with connections to Line 2 subway, Milton GO, and Kipling bus terminal. A new dedicated platform and extension of the existing rail bridge is sufficient to integrate the Midtown Line here. Due to its location adjacent to the hydro corridor, development around the station has historically been constrained, with ample surface parking provided for commuters. This is changing as the surrounding area intensifies with new high-rise residential development. A Midtown Line connection at Kipling Station would strengthen the area as a western anchor of the network.

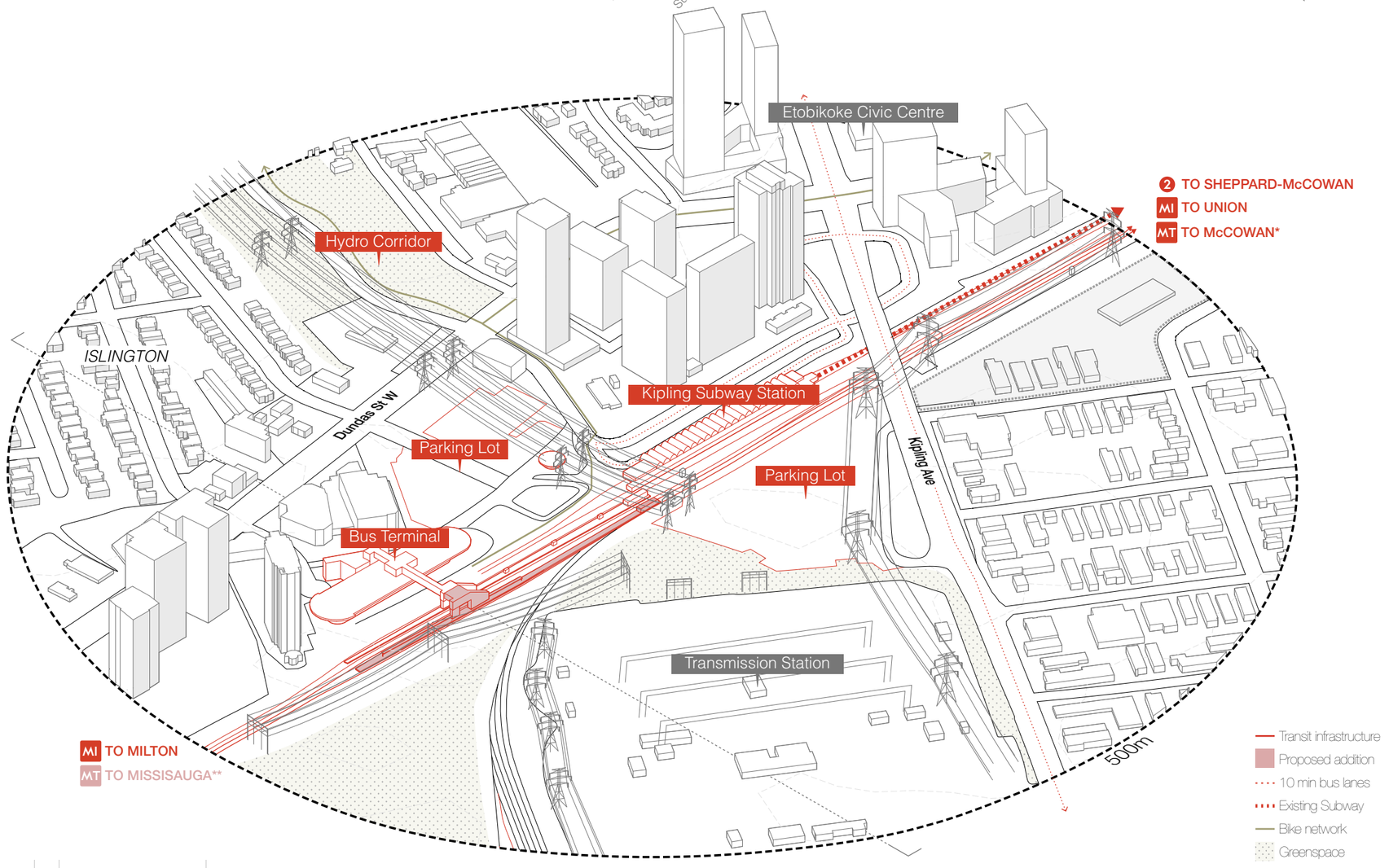


Figure 4.08
Kipling Axonometric

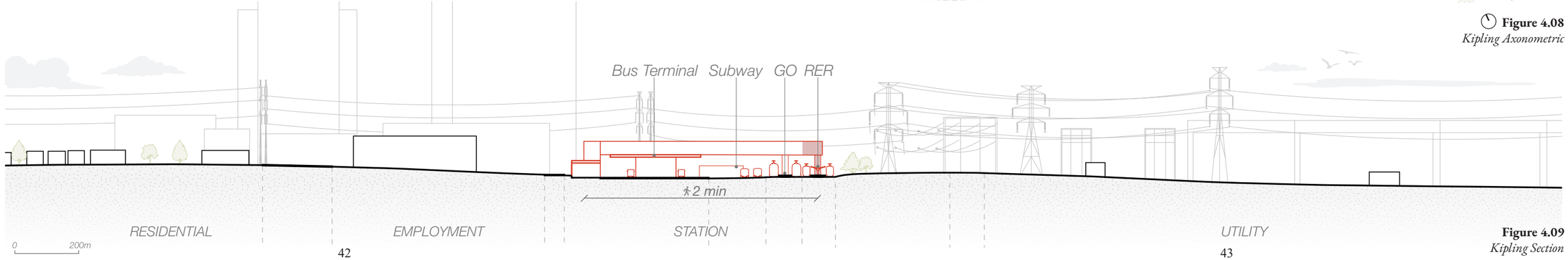


Figure 4.09
Kipling Section



Figure 4.10
Kipling GO Station bridge



Figure 4.11
Kipling GO Station view from bus terminal



Figure 4.12
Kipling bus terminal

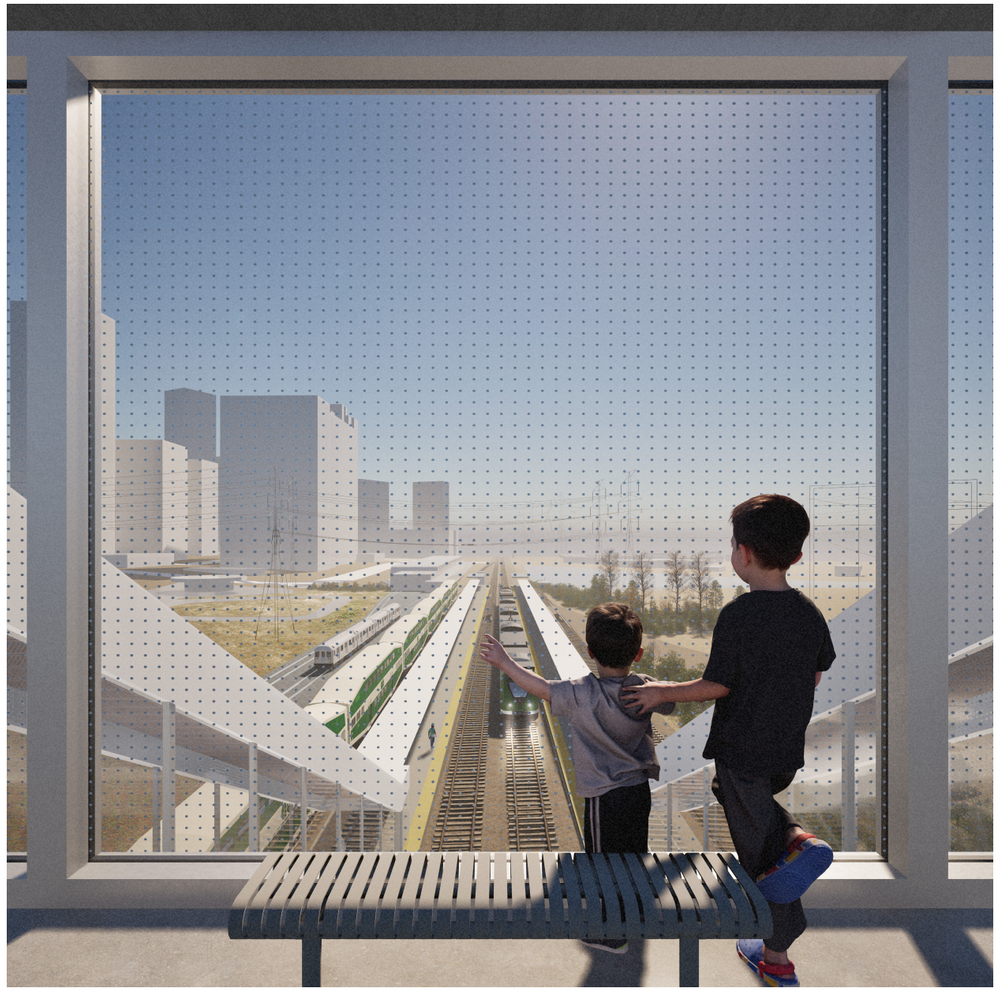


Figure 4.13
View from bridge overlooking tracks

Lambton Station

District	Etobikoke
Station Type	New
Typology	Mobility Station
Connections	Milton GO*, Jane LRT*, St Clair Streetcar*
Context	Suburban, Industrial
TOD Potential	Medium

** proposed*

Lambton station holds long-term strategic value as a future interchange node. Possible rapid transit along Jane Street and a westward extension of the St. Clair streetcar could both intersect here. The elevated line and rail yard provide ample space for a modest station under the tracks. The area also holds significant potential for redevelopment of underutilized commercial and industrial land along Dundas St as well as a potential redevelopment of the adjacent SmartCentres site. The large rail yard between Lambton and the Junction presents an additional opportunity. Only a portion would be required for the Milton and Midtown line tracks, with the remainder having potential to be repurposed as a linear park. This type of project could exist as a natural extension of the West Toronto Railpath. This would provide active mobility connections to both stations as well as a buffer between new developments and the rails.

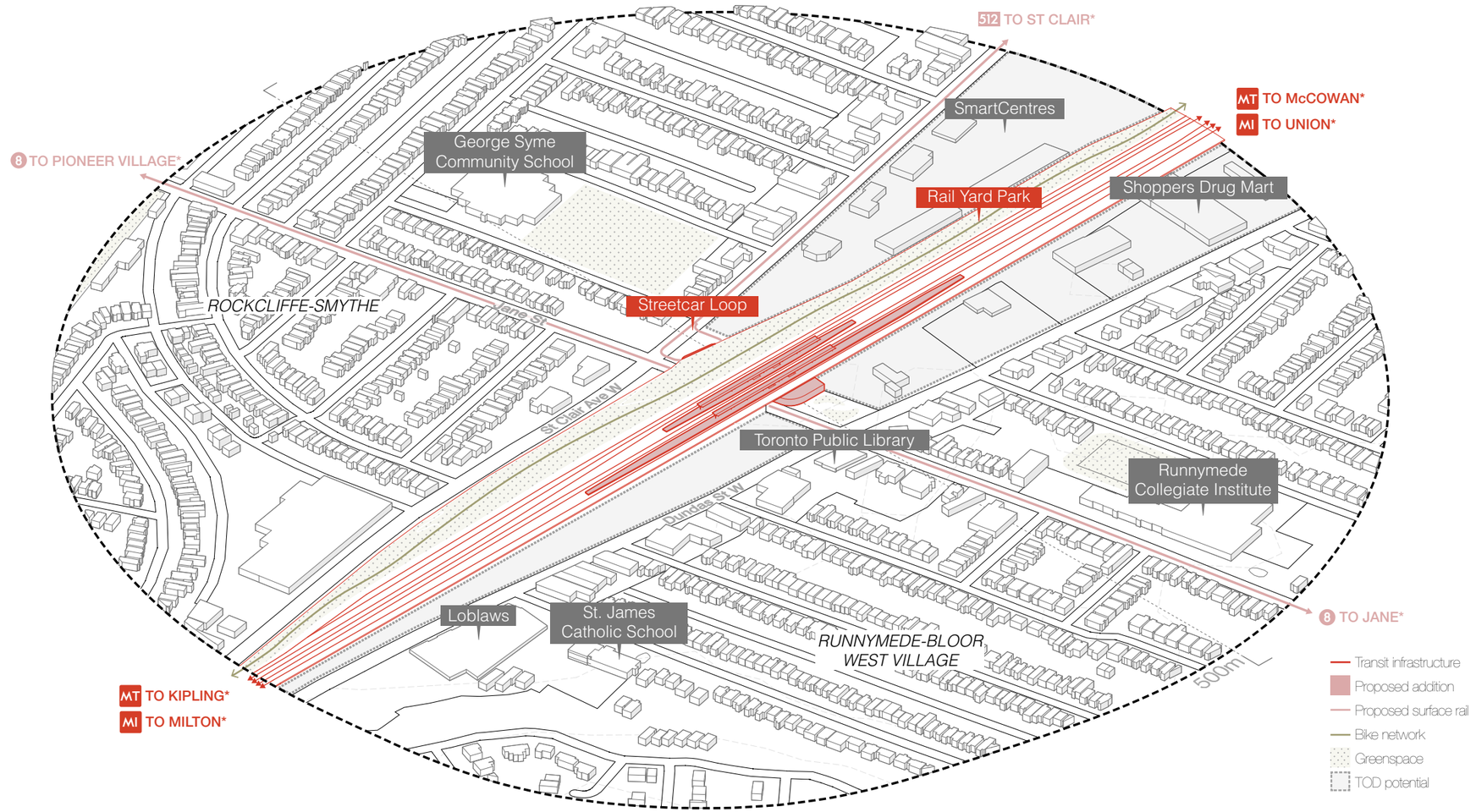


Figure 4.14
Lambton Axonometric

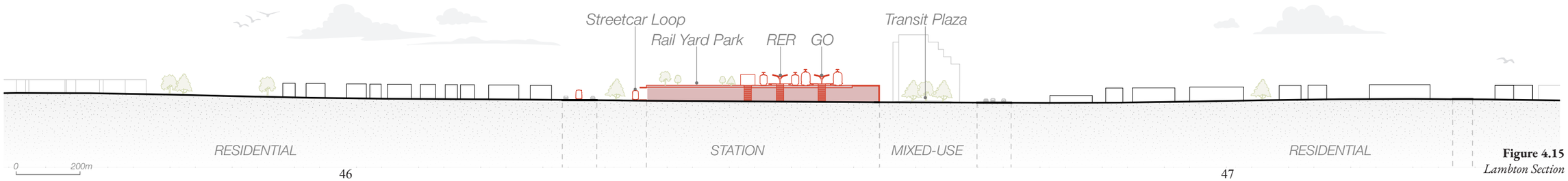


Figure 4.15
Lambton Section



Figure 4.16
Yurakucho Station, a station tucked under an elevated rail line in Tokyo

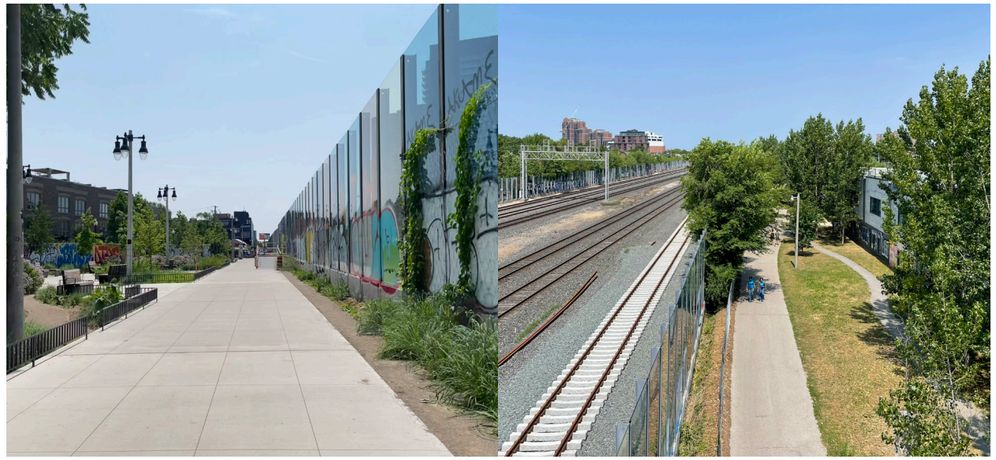


Figure 4.17
West Toronto Railpath



Figure 4.18
Lambton Station streetcar loop and entrance

Junction Station

District	West Toronto
Station Type	New
Typology	Community Station
Connections	TTC Bus, Milton GO*
Context	Urban, Post-industrial
TOD Potential	High

** proposed*

The Junction is an area defined by its rail corridors yet remains poorly connected to Toronto's rapid transit network. A new UP Express station is under construction at St. Clair Ave West and Old Weston Road, which is anticipated to catalyze major residential development in the Stockyards District. While integration between the two lines would have been ideal, geometric constraints between the rail alignments and the location of the UP Express station make a direct interchange unfeasible. A Midtown stop at Keele Street offers an accessible alternative entry point for the corridor. The station takes advantage of the grade change with an underground connection and adjacent bus terminal.

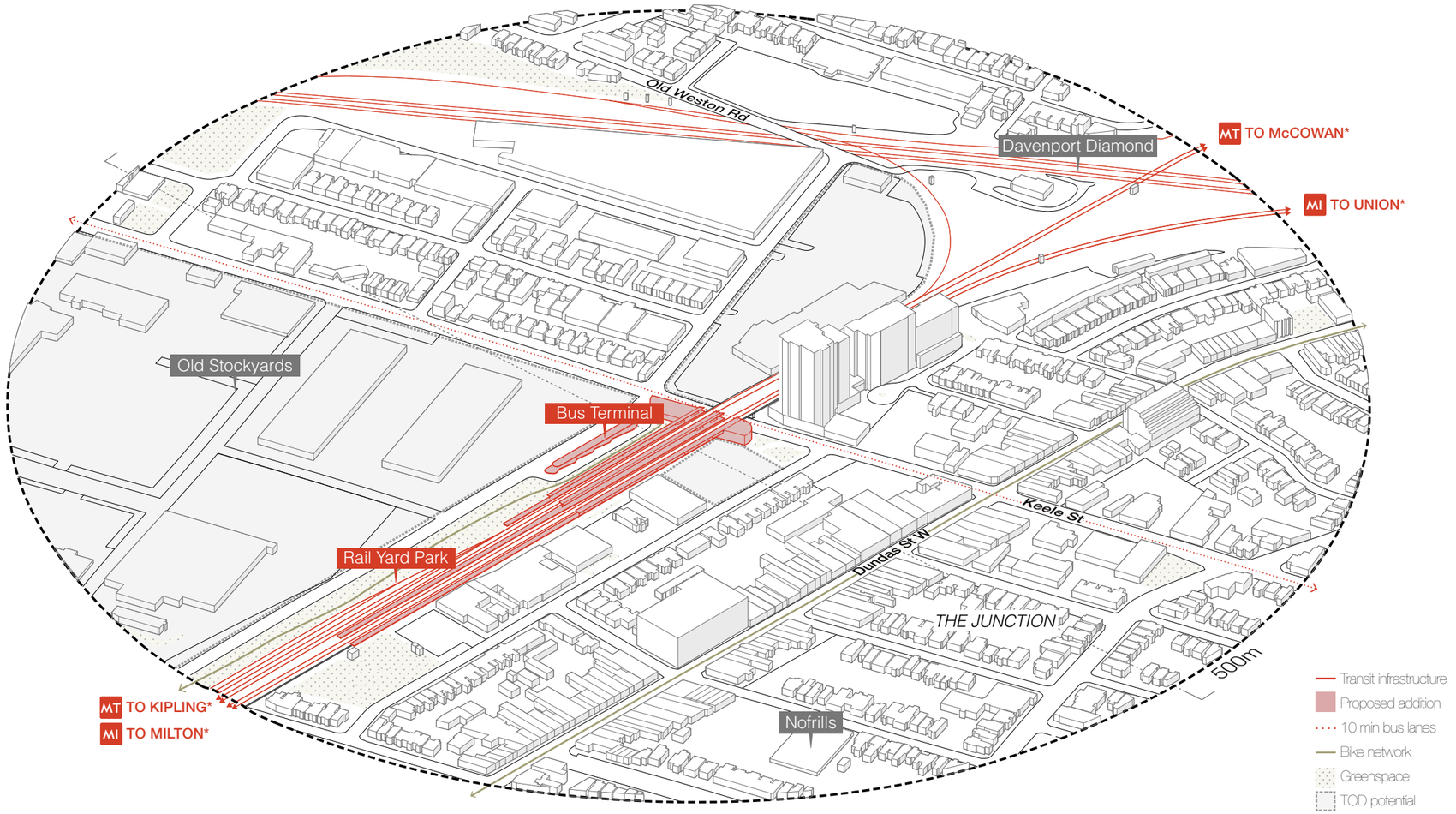


Figure 4.19
Junction Axonometric

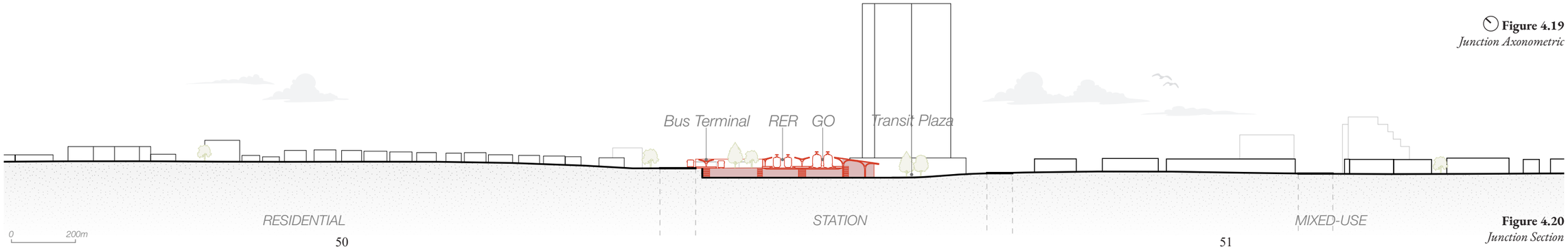


Figure 4.20
Junction Section



Figure 4.21
A continuous bike network at Driebergen-Zeist in the Netherlands



Figure 4.22
Bus terminal parallel to train station in Unna, Germany



Figure 4.23
Bike path leading to Junction Station

Dufferin Station

District	West Toronto
Station Type	New
Typology	Community Station
Connections	TTC Bus
Context	Urban, Post-industrial
TOD Potential	High

The area around Dufferin Station has rapidly intensified with the redevelopment of Galleria Mall, yet the community remains critically underserved without access to the city's rail network. A new Midtown station here would anchor this growing community. The station intersects with one of the busiest bus lines in the city. Dedicated bus lanes on Dufferin St, could significantly increase ridership catchment for both the local network and the Midtown line. The density of the adjacent urban fabric makes side platforms the most ideal configuration, providing a buffer to the rail without requiring track realignment.

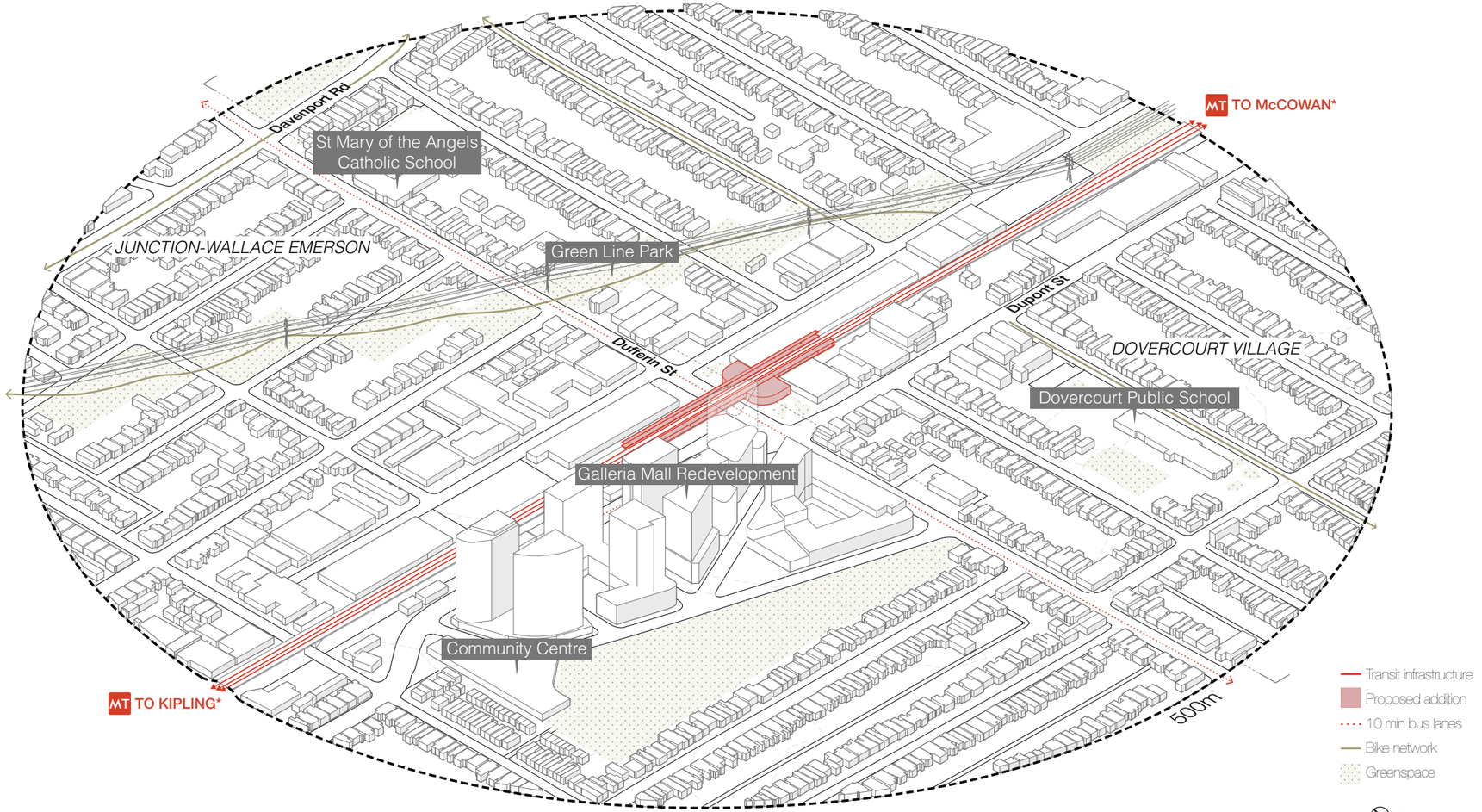


Figure 4.24
Dufferin Axonometric

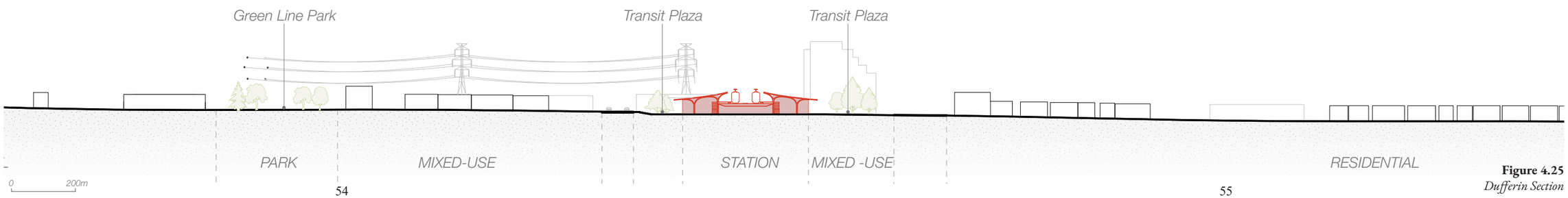


Figure 4.25
Dufferin Section



Figure 4.26
Public plaza at Takaosanguchi Station by Kengo Kuma Architects in Tokyo, Japan



Figure 4.27
Wayfinding tower at Ede-Wageningen Station in the Netherlands

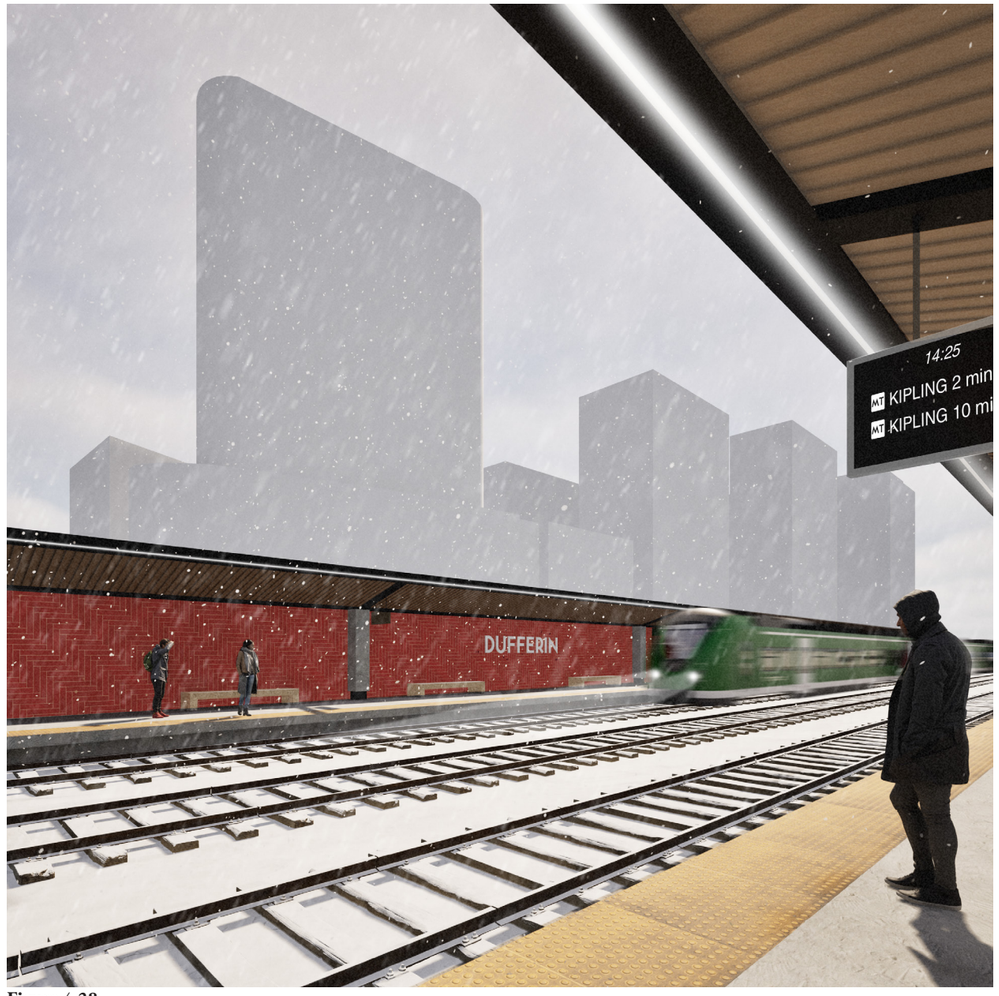


Figure 4.28
Platform view toward Galleria Mall redevelopment

Dupont Station

District	Midtown Toronto
Station Type	New
Typology	Community Station
Connections	TTC Line 1
Context	Urban, Residential, Institutional
TOD Potential	Low

The station is a critical interchange node at Line 1's Dupont Station. An extension of the subway station concourse via tunnel to the at-grade Midtown platform provides a short and efficient transfer. The hydro corridor to the north offers an additional opportunity for a greenspace buffer and active mobility corridor. The station is also an important destination in the city with various sites of interest, including Casa Loma, the City of Toronto Archives, and George Brown College. As is true with Dufferin Station, the density of adjacent development makes side platforms an ideal configuration.

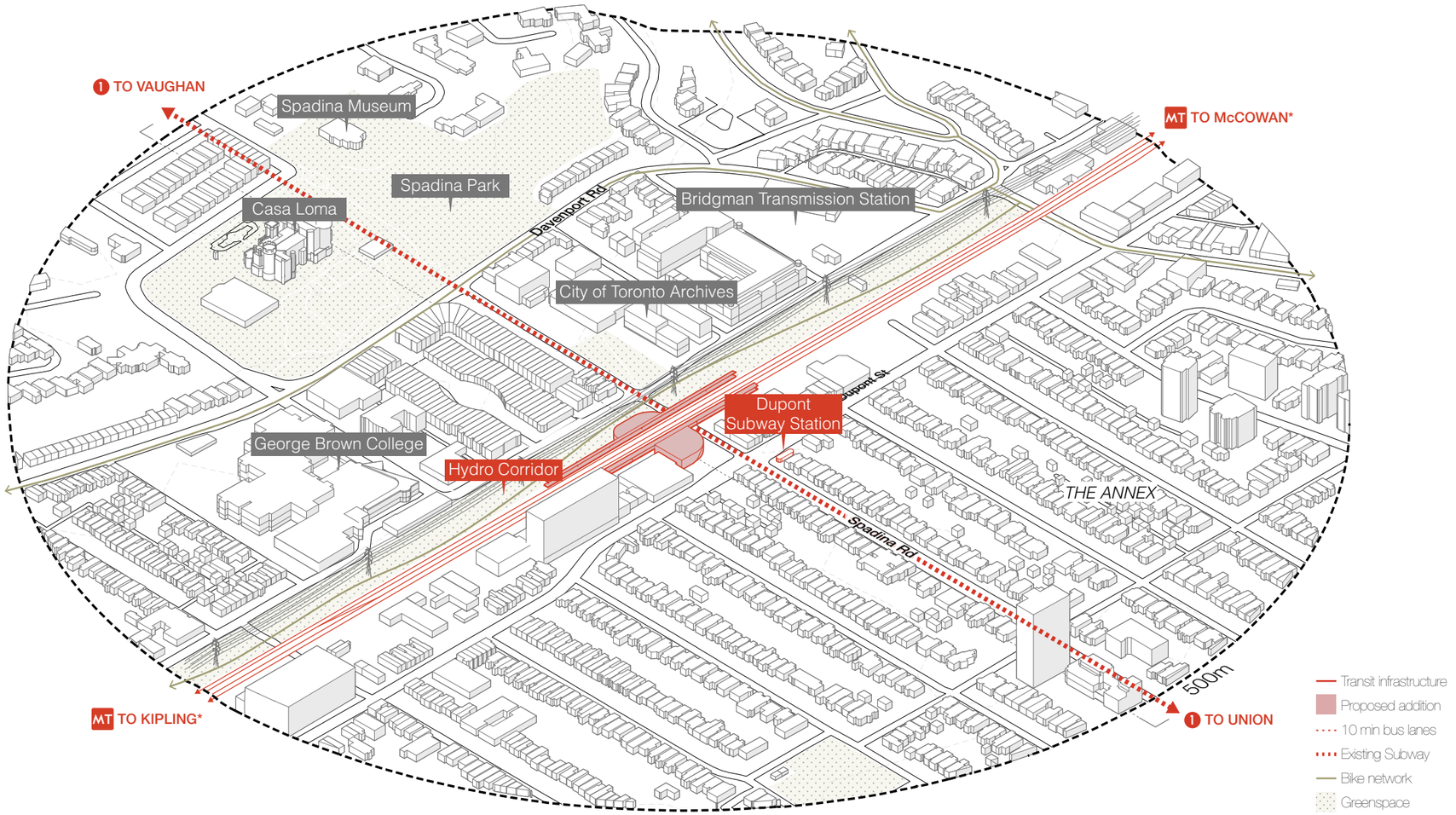


Figure 4.29
Dupont Axonometric

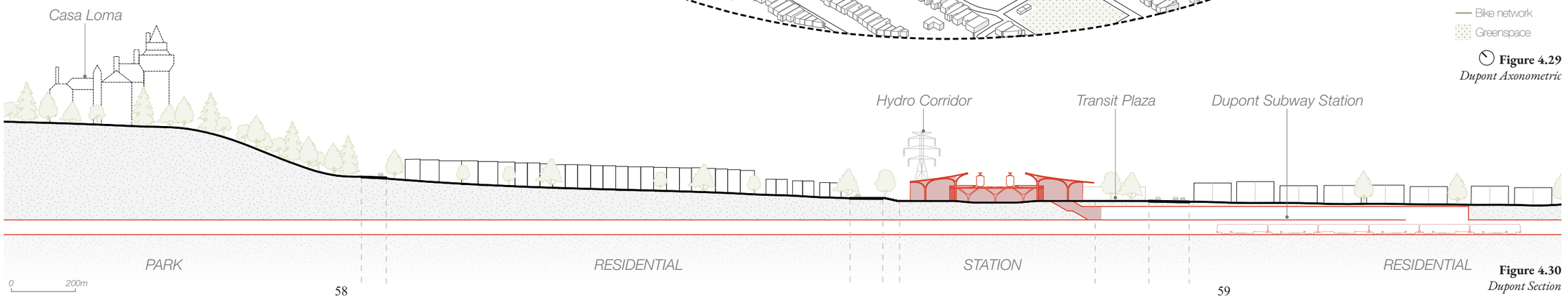


Figure 4.30
Dupont Section



Figure 4.31
Dupont Station entrance



Figure 4.32
Dupont Station subway platforms



Figure 4.33
Green Line Park implementation plan

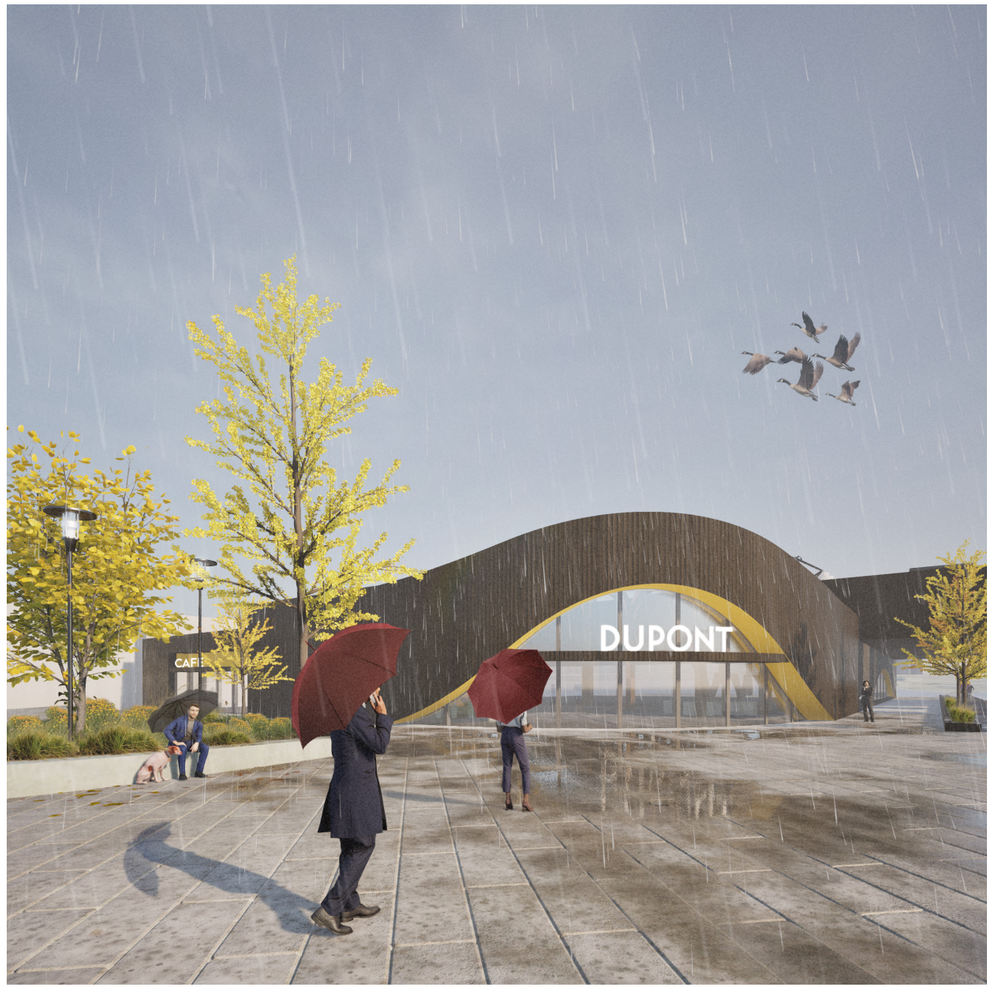


Figure 4.34
Dupont train station entrance plaza

North Toronto Station

District	Midtown Toronto
Station Type	Existing
Typology	Network Station
Connections	TTC Line 1
Context	Urban, High-rise residential
TOD Potential	Low

The original Beaux-Arts station, opened in 1916, has since been adapted into an LCBO and is designated under the Ontario Heritage Act. This gives it enormous potential to be readapted back into a passenger rail station. As the busiest transfer point along the line, a new addition to the station building in the adjacent parking lot could provide additional capacity. This addition could connect vertically to Line 1's Summerhill Station at platform level, creating an integrated transfer and a secondary egress point for the existing subway station.

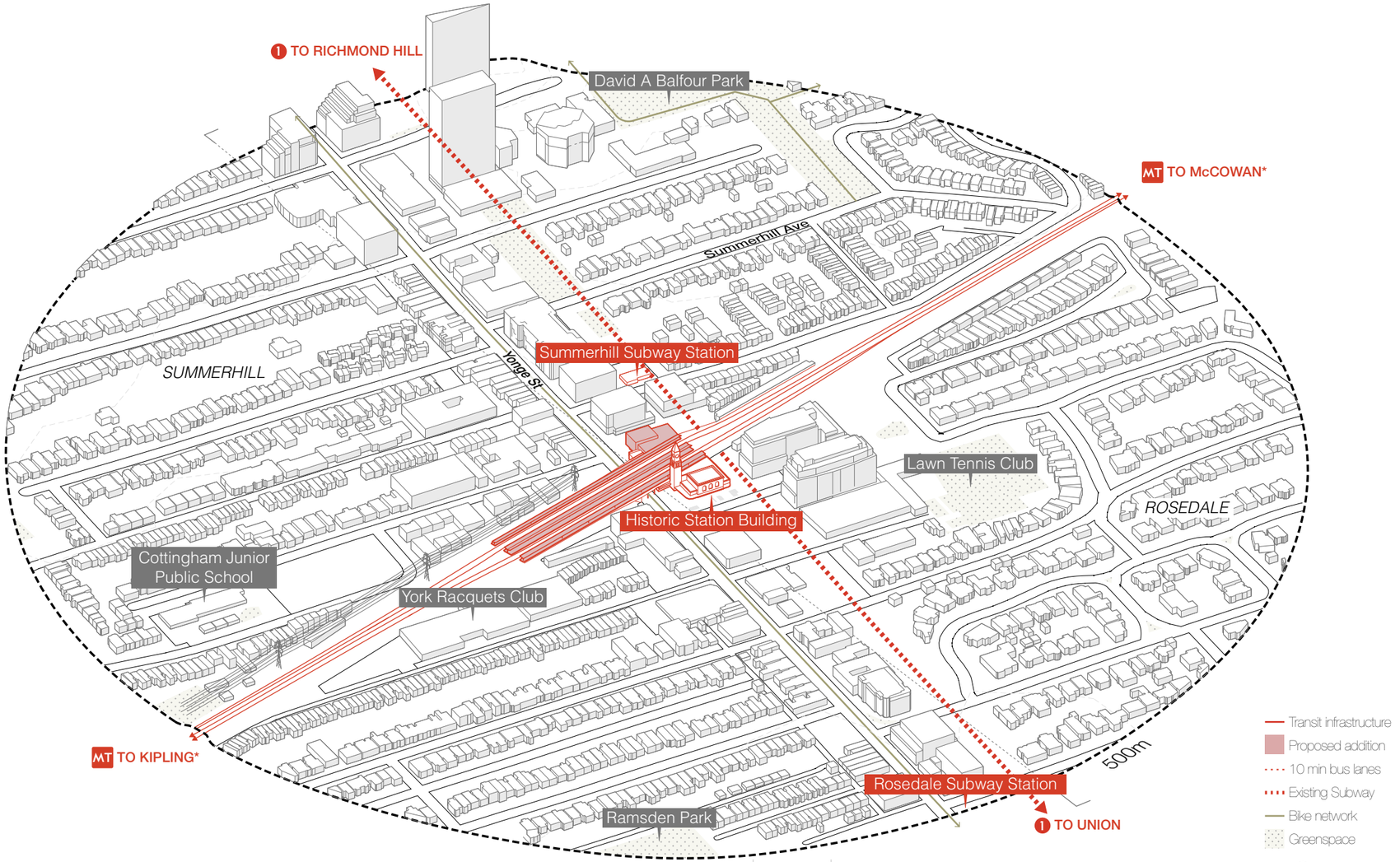


Figure 4.35
North Toronto Axonometric

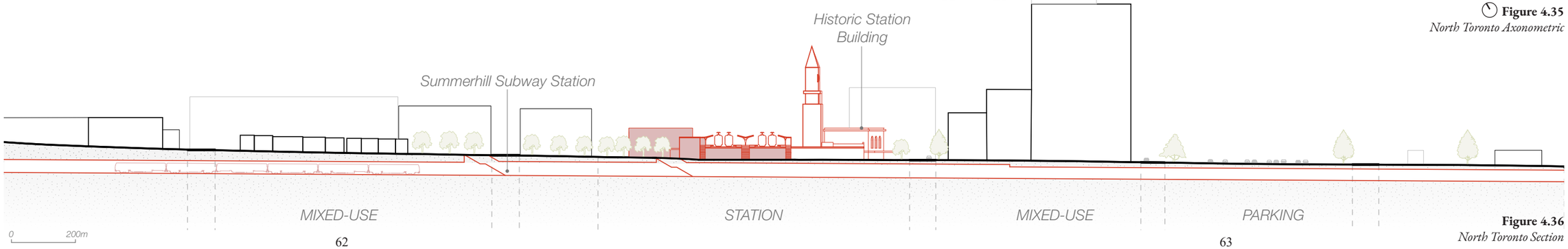


Figure 4.36
North Toronto Section



Figure 4.37
Historic North Toronto Station

Thorncliffe Station

District	East York
Station Type	New
Typology	Community Station
Connections	TTC Bus, TTC Ontario Line*, Richmond Hill GO*
Context	High-rise residential, Intensifying, Industrial
TOD Potential	High

** proposed*

Thorncliffe Park is among Toronto's most densely populated neighbourhoods with limited transit options. Its high-rise clusters mainly serve low-income and immigrant residents who depend heavily on public transit. The arrival of the Ontario Line will introduce essential rapid transit and catalyze development to the north. However, current plans for the Ontario Line maintenance and storage facility and related TOD projects overlook the potential integration with the Midtown corridor. A station on the Midtown line here, paired with a stop on the upgraded Richmond Hill GO line, could transform Thorncliffe Park into a multimodal hub. A pedestrian bridge spanning from Thorncliffe to Leaside across the hydro corridor and maintenance facility can address these site constraints and connect both stations.

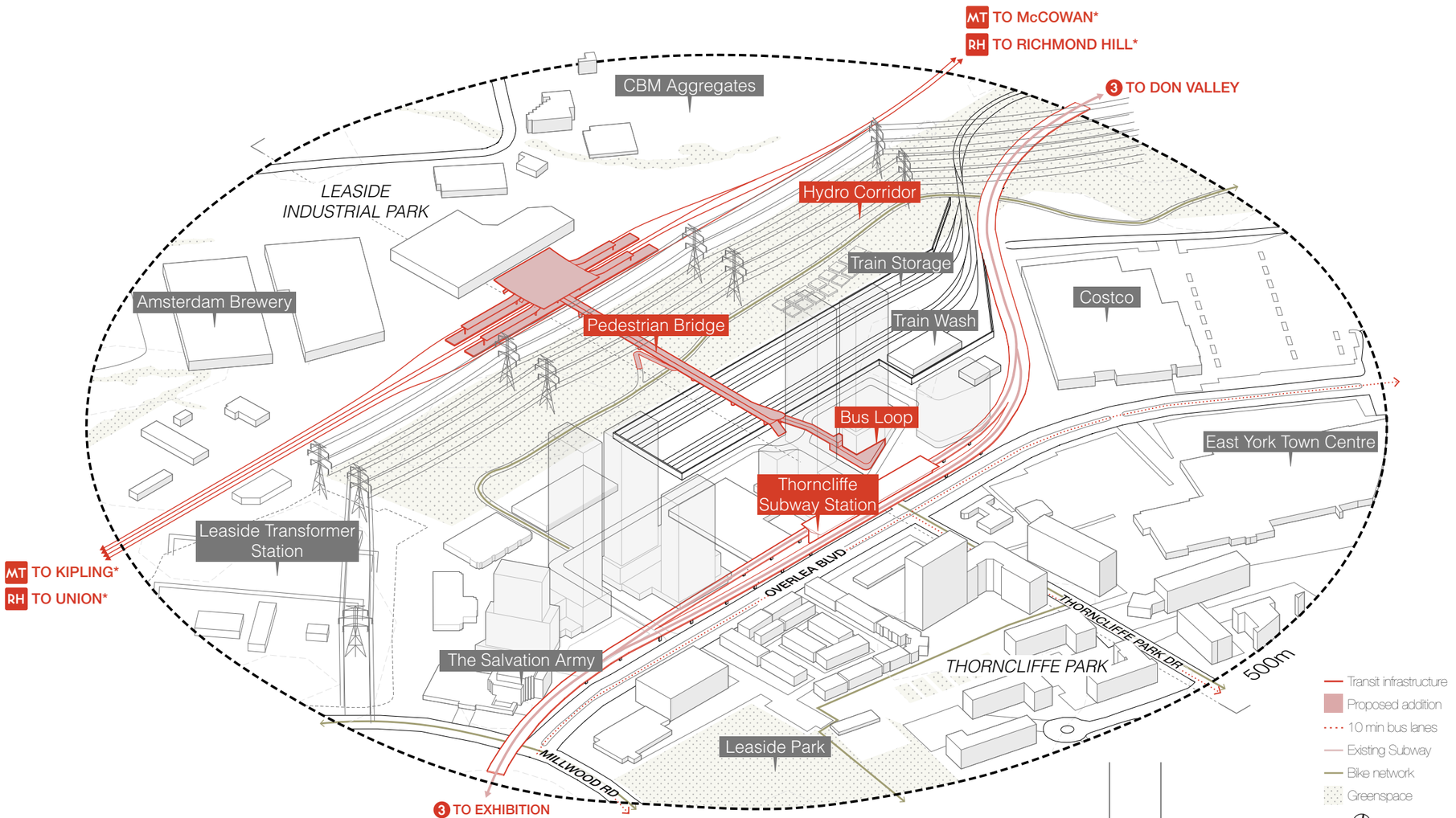


Figure 4.38
Thorncliffe Axonometric

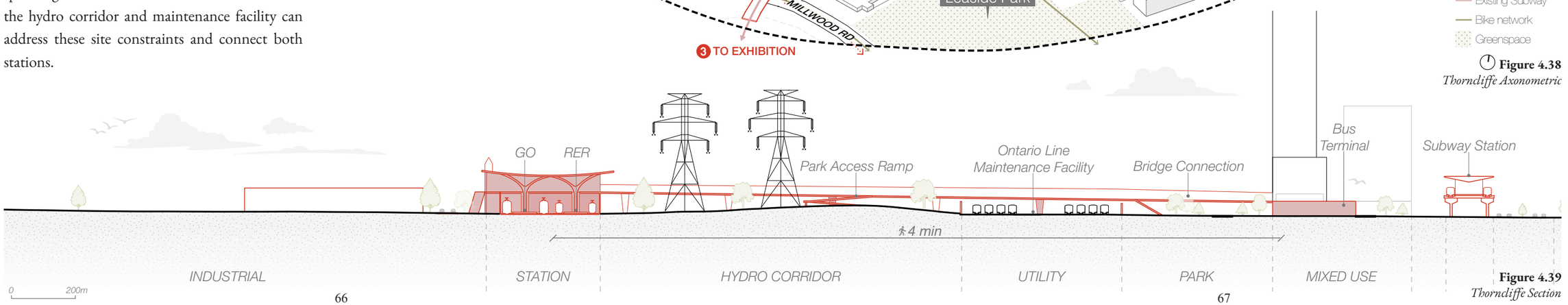


Figure 4.39
Thorncliffe Section



Figure 4.40
Moreelse pedestrian bridge across Utrecht Station in the Netherlands



Figure 4.41
Thorncliffe Park community gardens under hydro corridor



Figure 4.42
View from hydro corridor toward Thorncliffe Station pedestrian bridge

Sunnybrook Station

District	East York
Station Type	New
Typology	Mobility Station
Connections	TTC Line 5, Richmond Hill GO*
Context	Ravine, Parkland, Intensifying
TOD Potential	Medium

** proposed*

The Midtown corridor intersects with the Eglinton LRT at Sunnybrook station. Its footprint is constrained by its location within a park, which limits the scale of intervention. Connecting the station directly to a new Line 5 platform via a bridge is the primary justification for the station. Significant redevelopment to the East at Don Mills and Eglinton provides additional density around the station. The stop can also serve as a nature stop for passengers to access Toronto's ravine system.

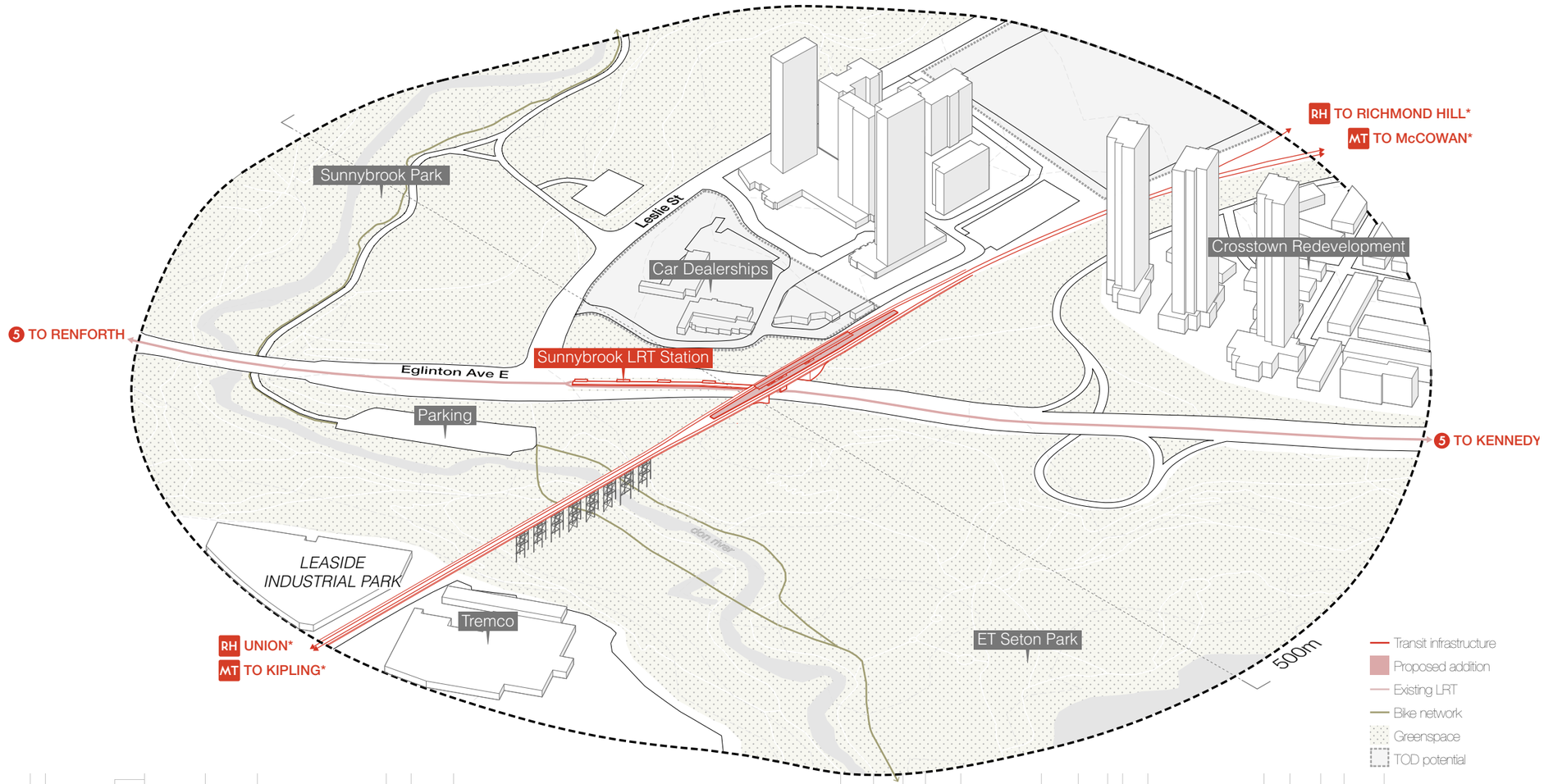


Figure 4.43
Sunnybrook Axonometric

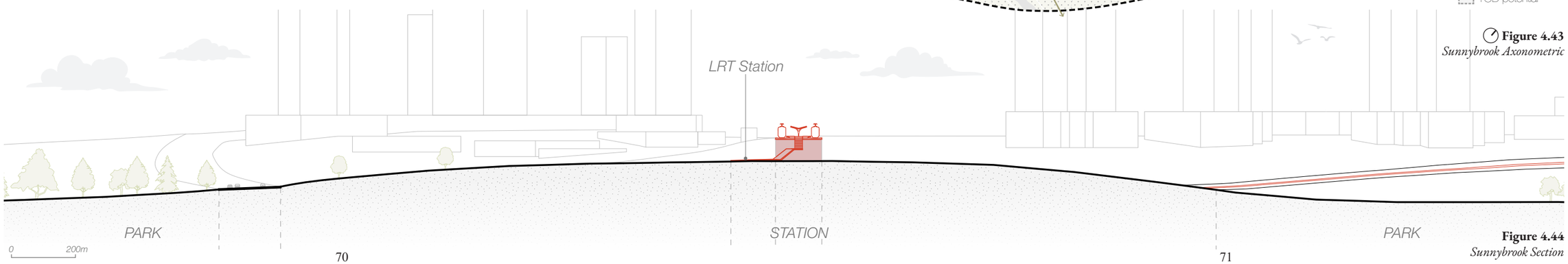


Figure 4.44
Sunnybrook Section



Figure 4.45
Reconstructed LRT station connecting to the Midtown Line station above

Lawrence Station

District	Scarborough
Station Type	New
Typology	Mobility Station
Connections	TTC Bus
Context	Suburban, Commercial, Industrial
TOD Potential	Medium

Lawrence station does not intersect with existing rapid transit and lacks the density compared to other stops along the line, however, it addresses a critical equity gap in Scarborough. The station prioritizes accessibility to the existing bus corridor along Lawrence East, which is another of the city's busiest bus routes. The station proposed atop the bridge allows for easy access to either side of Lawrence Ave. Minor road modifications could allow for a dedicated bus route and drop off bay that would connect directly with the station entrance. The adjacent commercial mall and post-industrial land present a significant opportunity for transit-oriented intensification that could unlock the station's full potential.

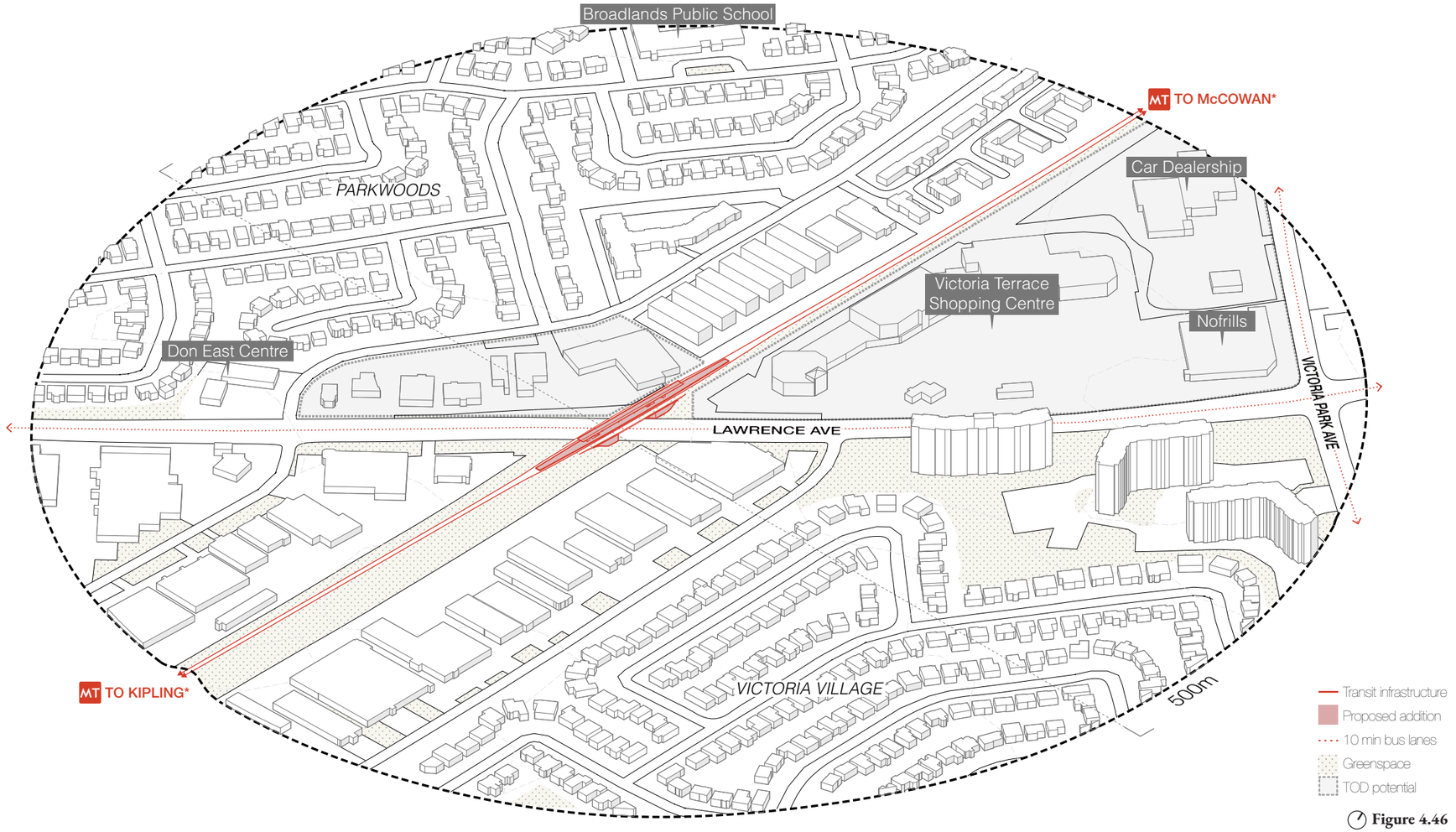


Figure 4.46
Lawrence Axonometric

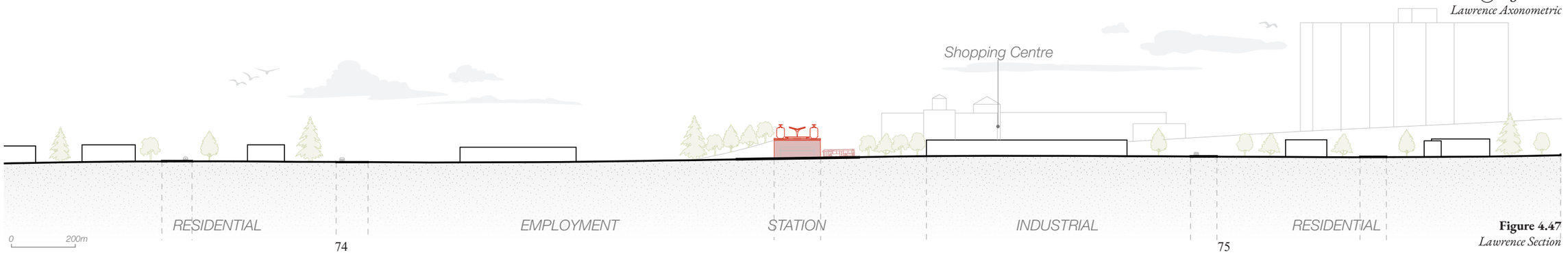


Figure 4.47
Lawrence Section



Figure 4.48
Bike and pedestrian underpass at Pakenham Station in Melbourne, Australia



Figure 4.49
Public plaza with seating and bike storage at Dronten Station in the Netherlands



Figure 4.50
Lawrence Station platform view

Agincourt Station

District	Scarborough
Station Type	New
Typology	Community Station
Connections	TTC Bus, GO Stouffville Line, TTC Line 4*
Context	Suburban, Commercial, Industrial
TOD Potential	High

** proposed*

The Agincourt area has experienced a significant surge in high-rise residential construction due to its proximity to Highway 401 and Agincourt GO Station, making it one of the densest emerging communities along the line. A potential extension of Line 4 could also introduce subway connectivity here. The clustering of high population densities and opportunity for future intensification on underutilized industrial land means the station could serve a substantial number of riders. Station design requires careful consideration, given the geometry of existing rail alignments. An ideal long-term solution would be to relocate Agincourt GO station south of Sheppard Ave, to provide a more integrated transfer with the Midtown line. Streets from the surrounding development should be connected to the station. The suburban context makes park-and-ride and bus connections important provisions as well.

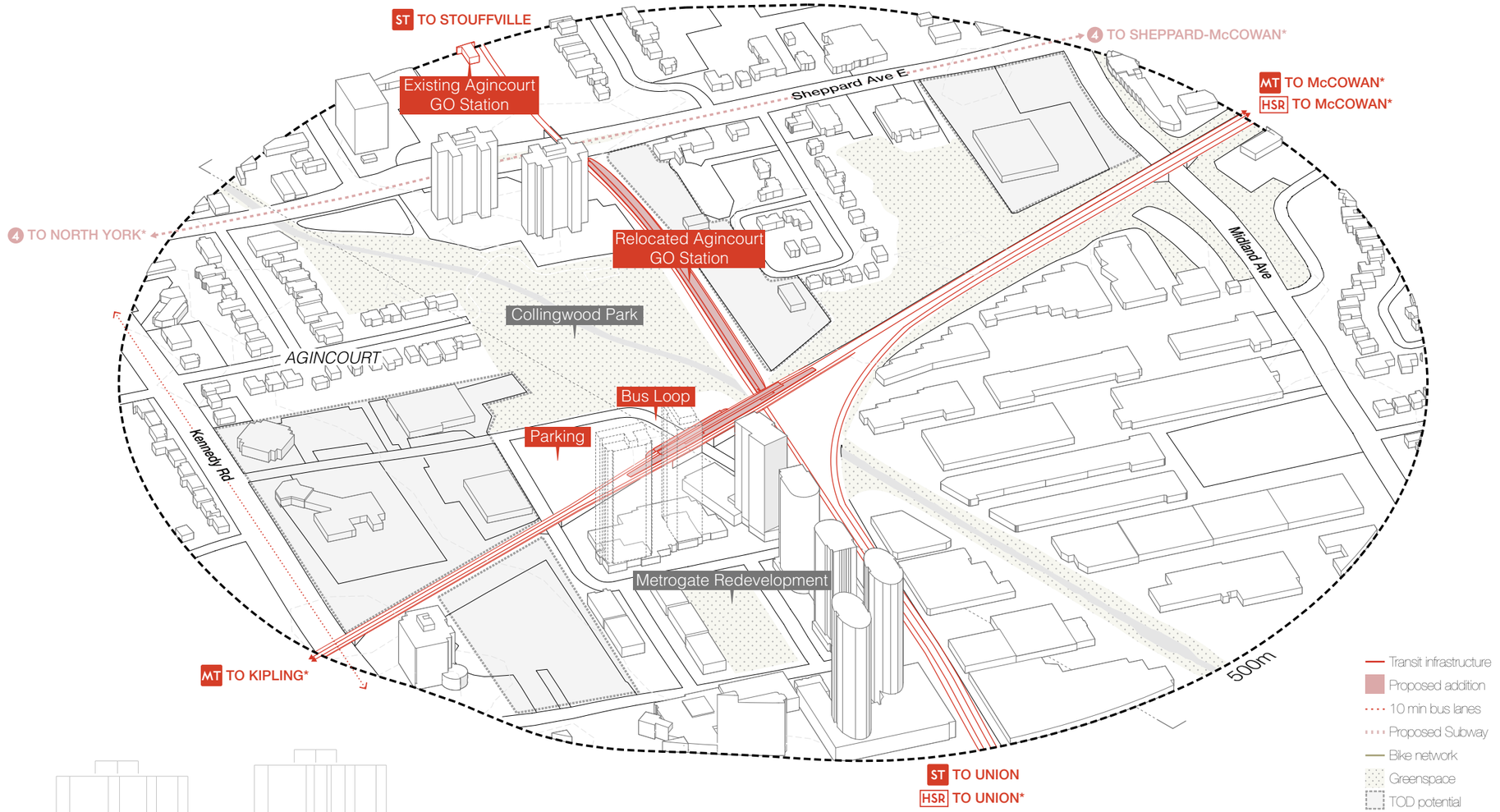


Figure 4.51
Agincourt Axonometric

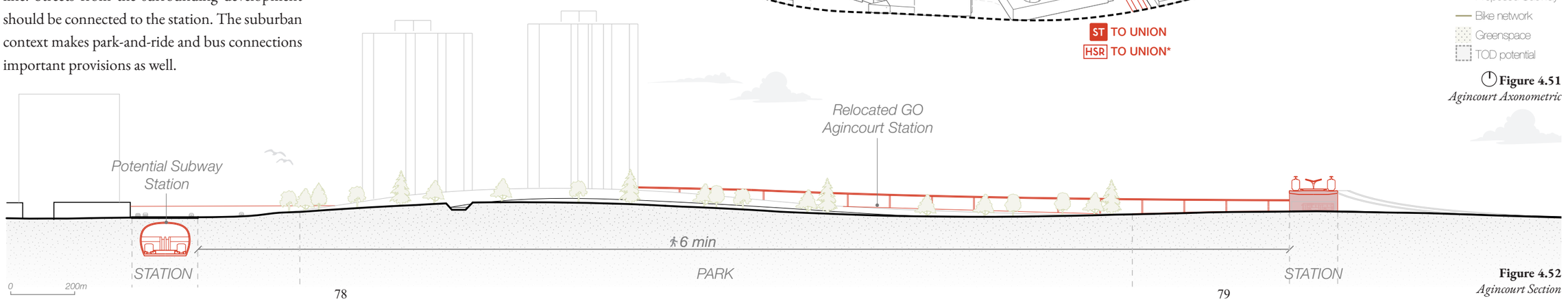


Figure 4.52
Agincourt Section



Figure 4.53
Stouffvile & Midtown lines intersecting at Agincourt Station

McCowan Station

District	Scarborough
Station Type	New
Typology	Network Hub
Connections	TTC Line 2 Extension, TTC Line 4 Extension*, HSR*
Context	Industrial, Suburban
TOD Potential	High

** proposed*

The McCowan terminus has the potential to become the transit hub of Toronto's east end, a counterpart to Kipling in the west. The surrounding area is characterized by industrial land, due to the proximity of the Canadian Pacific Rail Yard. The scale of the rail yard presents a practical opportunity to accommodate a maintenance and storage facility for the Midtown Line's rolling stock. The extension of Line 2 and a possible Line 4 extension will introduce subway connectivity to the area, transforming it into a multimodal node linked by an underground tunnel. As outlined in Chapter 3, McCowan is well positioned to serve as an additional suburban stop on the planned high-speed rail, and ample space is available for multiple platforms. Connections and public space should be designed with this future capacity in mind.

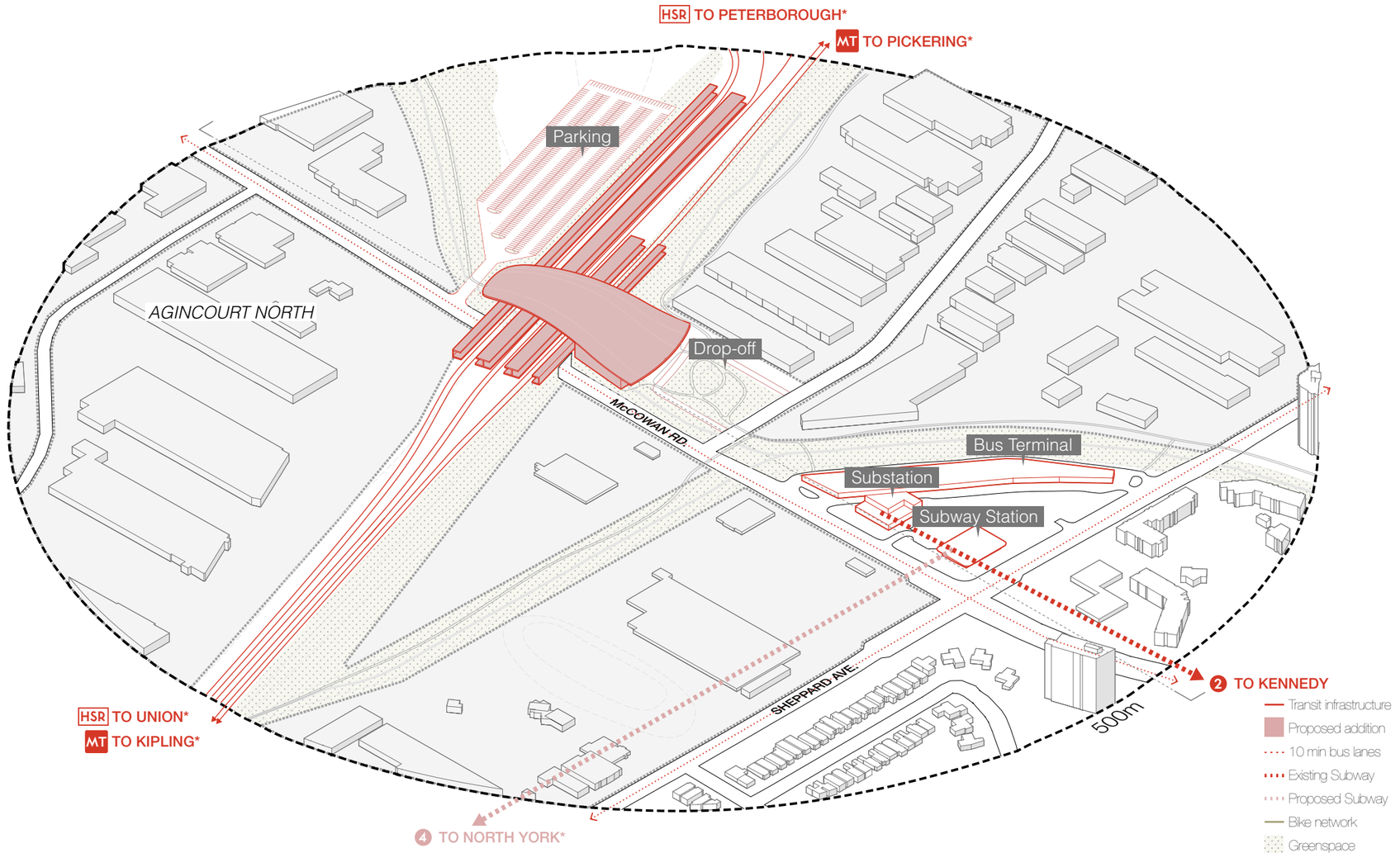


Figure 4.54
McCowan Axonometric

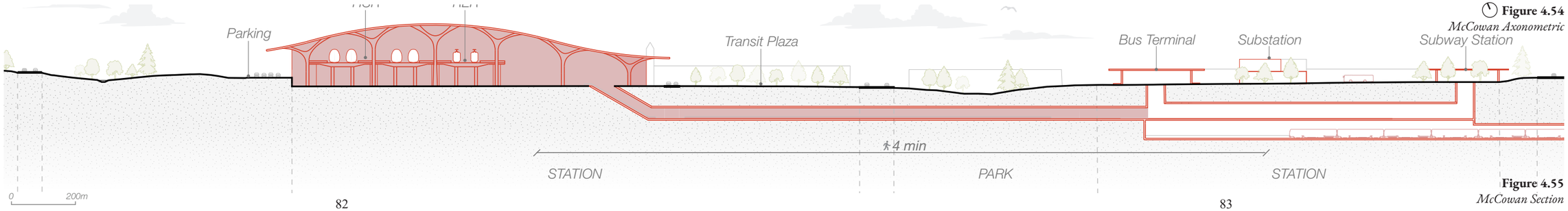


Figure 4.55
McCowan Section

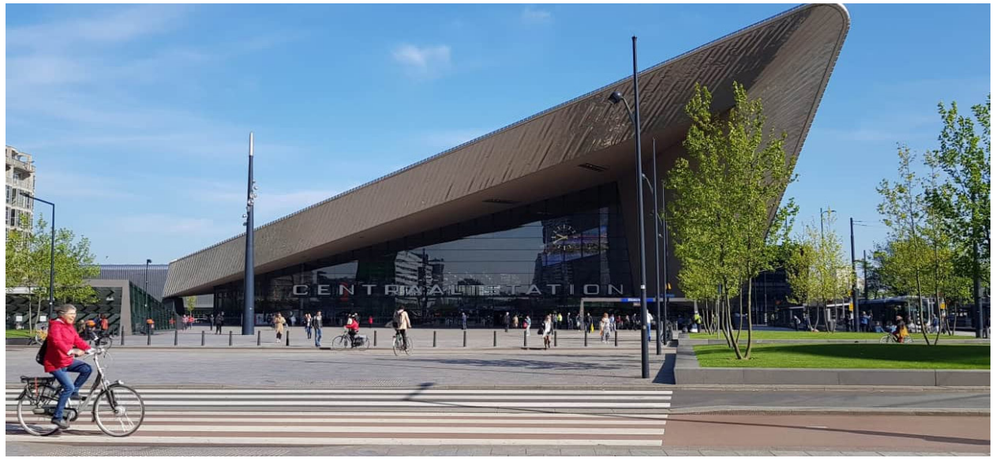


Figure 4.56
Rotterdam Centraal Station large transit plaza



Figure 4.57
Vaughan Metropolitan Station bus terminal



Figure 4.58
Underground tunnel at Vaughan Metropolitan Station connecting the bus and subway



Figure 4.59
McCowan Station entrance

Chapter 5
Conclusion

The goal of this thesis was to understand how Toronto's Midtown freight rail corridor could be adapted for passenger use, as a response to the structural limitations of automobile-oriented planning of North American cities. Envisioned as a part of the GO Expansion plan, and contingent on the completion of the Missing Link, this thesis proposed a strategy to integrate the Midtown corridor into Toronto's broader transit network.

It established how the city's mobility needs are shifting in response to decentralization. It compared this against the monocentric nature of Toronto's current commuter rail network, with all corridors terminating at Union Station. Looking at how the Midtown corridor could transform Torontos rail network into a polycentric model, distributing and creating new demand across the city to create new hubs and strengthen existing ones. It explored how the freight nature of the line opens itself up to new opportunities that better serve the 21st-century city.

The thesis explored how the station can be an instrument for this transformation, mediating the tensions that come with reusing existing infrastructure. The relationship between node and place is negotiated at every station and no single typology could account for this range of conditions encountered along the corridor. The eleven station proposals demonstrate that each station responds to its context. The core infrastructure at each station looks similar, but what changes is how each station reaches outward through bridges, tunnels, and connections and meets the city around it. Applying methods, general conditions, and hierarchy can be across all proposals shows the corridor can be designed as unified system while remaining specific to each place.

The realization of passenger service on the Midtown corridor remains dependent on a number of factors beyond the scope of this thesis, including the completion of the Missing Link and the governance, funding, and policy frameworks required to support such a project. While these questions remain unresolved, they do not diminish the importance of considering the corridor as part of Toronto's long-term transportation future.

Regardless of when or whether passenger service is implemented, the possibility of its future conversion should inform planning decisions today. Development adjacent to the corridor should preserve opportunities for future stations and connections, while infrastructure investments should be designed with sufficient flexibility to accommodate long-term transit expansion. As cities become increasingly built out, opportunities to retrofit major transportation infrastructure become more constrained and costly.

Ultimately, this thesis argues for the value of the Midtown corridor not simply as a transportation project, but as a city-building opportunity. Through the development of station typologies and a corridor-wide strategy, it demonstrates how existing rail infrastructure can support new patterns of mobility, unlock opportunities for transit-oriented growth, and contribute to a more connected and resilient urban region.

Golden Horseshoe Rail Map

Regional Train Line & Station
Limited service · Full service
Subway & Light Rail Line & Station
Underground or elevated section · In-street section
Streetcar Line & Loop
VIA / Northlander Line & Station
Proposed Line & Station
Connection between stations
Connection to IGN Light Rail

Subway & Light Rail Lines

1 Yonge-University Subway
2 Bloor-Danforth Subway
3 Ontario Subway
4 Sheppard Subway
5 Eglinton Light Rail
6 Finch West Light Rail
10 Hurontario Light Rail

Regional Train Lines

A Lakeshore West Niagara
B Milton
C Kitchener
D Barrie
E Richmond Hill
F Stouffville
G Lakeshore East
UP Union Pearson Express
M Midtown Line

NOTE: Rapid Rail trains may terminate or begin their runs before the end of the line and/or skip stations. Some lines and stations have weekday-only, peak periodicity, or infrequent service. Please check schedules before traveling.

SIMCOE
YORK
WATERLOO
PEEL
ETOBICOKE
HALTON
NORTH YORK
SCARBOROUGH
DURHAM
LAKE ONTARIO

Allandale Waterfront
Barrie South
Innisfil
Bradford
East Gwillimbury
Newmarket
Mulock
Aurora
King City
Kirby
Maple
Rutherford
Concord
Vaughan Metropolitan Centre
Highway 407
Pioneer Village
York University
Finch West
Humber College
Westmore
Albion
Mount Olive
Pearldale
Milvon Rumble
Signet Arrow
Jane-Finch
Martin Grove North
Stevenson
Rowntree Mills
Duncanwoods
Emery
Northlink Oakdale
Driftwood
Tobermory
Sentinel
Downsview Park
Sheppard West
Bathurst North
Wilson
Yorkdale
Lawrence West
Glencairn
Cedarvale
Eglinton
Davisville
St Clair
Thorncliffe
Cosburn
Pape
Donlands
Greenwood
Coxwell
Woodbine
Main
Victoria Park
Warden
Scarborough
Danforth
Bingham Loop
Neville Park Loop
Gerrard
Riverside-Leslieville
East Harbour
Distillery Loop
Corktown
Moss Park
Queen
King
Union
Spadina-Front
King-Liberty
Dufferin Gate Loop
Exhibition
Queens Quay
Queen-Spadina
Osgoode
St Andrew
King-Bathurst
Queen's Park
College
Dundas
St Patrick
High Park Loop
Bloor
Bloor-Lansdowne
Lansdowne
Dufferin
Ossington
Christie
Bathurst
Bay
Museum
Wellesley
Sherbourne
Castle Frank
Broadview
Chester
Spadina
St George
Bloor-Yonge
Rosedale
Dufferin
Dupont
St Clair West
North Toronto
Lambton
Junction
Dundas West
Keele
High Park
Runnymede
Jane
Old Mill
Royal York
Islington
Kipling
Mount Dennis
Keelesdale
Caledonia
Oakwood
Fairbank
Forest Hill
Chaplin
Avenue
Mount Pleasant
Leaside
Laird
Sunnybrook
Eglinton
Lawrence
Lawrence East
Kennedy
Midland
Falmouth
Danforth-Eglington
McCowan-Eglington
Mason
Kingston-Eglington
Markham South
Guildwood
Rouge Hill
Pickering
Ajax
Whitby
Oshawa
Ritson
Thornton's Cr
Pan Am Sports Centre
UTSC
Ellesmere
West Hill
Kingston-Morningside
Lawrence-Kingston
Galloway
Guildwood Parkway
Malvern Town Centre
Bernier
Northern Wood
Morningside
Sheppard-Morningside
Sheppard-McCowan
Sheppard-Yonge
Bayview
Bessarion
Leslie
Don Mills
Oriole
Consumers
Victoria Park North
Warden Woods
Agincourt
Brimley
Starting
Scarborough Centre
Old Elm
Stouffville
Mount Joy
Markham
Centennial
Unionville
Milliken
Finch-Kennedy
Old Cummer
Richmond Hill
Bloomington
Gormley
Richmond Hill Centre
Langstaff
Royal Orchard
Clark
Steeles
Finch
North York Centre
Timmins
Winnipeg
Edmonton
Vancouver
Nanwood
Charalais
Brampton Gateway
County Court
Ray Lawson
Derry
Courtneypark
Britannia
Matheson
Bristol
Eglinton-Hurontario
Missisauga City Centre
Robert Speck
Burnhamthorpe
Fairview
Duke of York
Kariya
Dixie
Cooksville
Lisgar
Meadowvale
Trafalgar
Milton
Streetsville
Erindale
Dundas-Hurontario
Queensway
North Service
Mineola
Clarkson
Port Credit
Mimico
Long Branch
Park Lawn
Humber Loop
Gunns Loop
St Clair-Old Weston
Pearson Airport
Silver Dart
Convair
Renforth
Martin Grove
Kipling
Islington
Royal York
Scarlett
Jane-Eglinton
Weston
Woodbine
Malton
Bramalea
Brampton
Mount Pleasant
Georgetown
Acton
Guelph
Breslau
Kitchener
Waterloo
Conestoga
London
Sarnia
Fairway
Cambridge
Oakville
Bronte
Appleby
Burlington
Aldershot

Figure 5.1
Overall transit map with Midtown Line

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