



## Agway Metals Case Study | TTC STATION, VAUGHAN ON

The Vaughan Metropolitan Centre Station design was developed in response to existing site constraints, available undeveloped land and an evolving vision for a new urban centre. The interchange is well integrated into the future urban context of the Vaughan Metropolitan Centre, while offering high quality materials, generous circulation, intuitive wayfinding and efficient bus to subway transfers. It will serve as a catalyst for the growth of a new mixed-use downtown precinct with the built-in potential to connect directly to adjacent developments. The station provides an indoor pedestrian link under Highway 7.

The most distinctive feature of this station is the domed main entrance building with a zinc standing seam roof. The metal roof was constructed as a cool roof with a high solar reflectance to reduce heat absorption and contains skylights to allow daylight to penetrate down to the concourse. The dome is supported on a ring-beam clad in prefinished dark grey steel and the building is glazed in bird-friendly fritted glass curtain wall framing. Bicycle parking is in the form of post and rings arrayed around both ends of the

entrance, located under roof overhangs. The design team, along with the city of Vaughan, worked together to ensure environmental standards were applied to the subway station. A green roof has also been installed on the electrical substation.

Located north of Highway 7 to the west side of the relocated Millway Avenue, the station has a tail track structure extending north of the station box and a crossover box extending south of Highway 7. The station provides a multi-modal transportation hub with Passenger Pick-Up and Drop-Off, connections to the York Region Transit Bus Terminal and to the Viva Bus Transit running along Highway 7. The York Region Transit Bus Terminal and passenger pick-up and drop-off is owned and maintained entirely by York Region.

This station has been designed to maximize potential transit oriented development with seven knock-out panels along a single, continuous, concourse level designed to be barrier free. One of the seven knock-out panels has been used for the underground connection to the KPMG Tower.





#### PROJECT

TTC Station

#### DESIGN ARCHITECT

Grimshaw Architects

#### ARCHITECT OF RECORD

Adamson Associates Architects

#### ENGINEERS

Arup

#### APPLICATOR

Bothwell Accurate

#### AGWAY PRODUCTS USED

Rheinzink® Custom Curved & Tapered Panels

Colour: Bright Rolled



The station is itself is over 500 meters long. The vision counterpoints this length with a vertical 'room' at the centre that generously links all three levels in one grand space. To facilitate this concept, the station has been aligned under a linear park which allows for a more generous entry pavilion. Extensive glass walls and large floor voids provide daylight and views down to the concourse level and even down to the platform level. Additionally, a public art piece by Toronto artist Paul Raff is integrated into the domed ceiling of the pavilion capping the vertical room. It utilizes 740 stainless steel panels combined with 39 skylights to create a dynamic three-dimensionally collaged view of life in the station as passengers ascend through the central space.