

Update on Metrolinx Transit Expansion Projects – Second Quarter 2021

Date: June 21, 2021

To: Executive Committee

From: Executive Director, Transit Expansion Office and Chief Planner and Executive Director, City Planning

Wards: All

SUMMARY

The purpose of this report is to provide a status update on Metrolinx-led transit expansion projects currently underway in Toronto, with a focus on the Subway Program (i.e., Ontario Line, Scarborough Subway Extension, Yonge North Subway Extension, and Eglinton Crosstown West Extension), SmartTrack Stations Program, and Durham-Scarborough Bus Rapid Transit. In particular, this report provides information that addresses several Council directives related to the Ontario Line and the Bloor-Lansdowne SmartTrack Station.

City staff are involved in the planning, design, and implementation of Metrolinx transit expansion programs through activities such as reviewing technical drawings, developing required legal agreements, reviewing construction management and traffic management plans, and planning approvals, among many other activities. City staff will continue to provide updates to Council on these multi-billion dollar transit expansion investments as they develop.

RECOMMENDATIONS

The Executive Director, Transit Expansion Office and Chief Planner and Executive Director, City Planning recommend that:

1. Executive Committee receive this report for information.

FINANCIAL IMPACT

There are no financial implications resulting from the adoption of this report.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

In October 2019, City Council considered *EX9.1 Toronto-Ontario Transit Update* and authorized the City Manager to negotiate, enter into and execute a Preliminary Agreement with the Province and/or any other relevant provincial agency, in accordance with the terms set out in the term sheet in Attachment 6 to the report. City Council also directed staff to provide semi-annual updates to City Council regarding the status of the provincial transit expansion program.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX9.1>

In November 2020, City Council considered *EX18.3 Update on Metrolinx Transit Expansion Projects – Fourth Quarter 2020* and adopted directives related to several Metrolinx transit expansion projects, including the Ontario Line, the GO Expansion Don Valley Layover Facility, and Durham-Scarborough and Dundas Bus Rapid Transit projects.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX18.3>

In February 2021, City Council considered *EX20.2 Advancing the SmartTrack Stations Program* and approved the Term Sheet attached as Attachment 1 to the report, thereby advancing the SmartTrack Stations Program. Council also directed staff to report back regarding connections to the Bloor-Lansdowne Station.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX20.2>

On April 7, 2021, City Council considered *MM31.12 Ontario Line – Getting Transit Right: Federal Environmental Assessment and Hybrid Option Review – by Councillor Paula Fletcher, seconded by Councillor Joe Cressy* and requested that Metrolinx review the feasibility of a proposed hybrid Ontario Line developed by the local community from the Don River to Gerrard Street.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM31.12>

On May 5, 2021, City Council adopted *MM32.27 Urgently Requesting Transparent Public Consultation and Consideration of Alternative Options for the Ontario Line Maintenance and Storage Facility – by Councillor Jaye Robinson, seconded by Councillor Mike Colle*, and requested that Metrolinx consider alternative site options and engage the Thorncliffe community in a transparent public consultation.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM32.27>

COMMENTS

Subway Program Updates

Metrolinx has been making progress to deliver its Subway Program (i.e., Ontario Line, Scarborough Subway Extension, Eglinton Crosstown West Extension, and Yonge North Subway Extension) on an accelerated basis. City staff continue to be actively engaged through project meetings and are providing input through review of draft studies and designs, and participation in commercial meetings to inform procurement processes. Project-specific updates on recent milestones, Metrolinx's consultation and engagement, and upcoming milestones are provided below.

Ontario Line

Q4 2020 to Q2 2021 Milestones

The Ontario Line project has passed several milestones since the last City staff update in Q4 2020. In late November, Metrolinx released the Ontario Line Final Environmental Conditions Report¹, which provided a preliminary assessment of environmental conditions along the proposed Ontario Line corridor. Consistent with their business case approach for infrastructure investments, Metrolinx released the Ontario Line Preliminary Design Business Case² (PDBC) in December 2020. The PDBC provided an update on the Ontario Line strategic, financial, economic, and deliverability and operations cases.

In December 2020, Metrolinx issued Requests for Proposals for the Rolling Stock, Systems, Operations and Maintenance (RSSOM) and Southern Civil Contract Packages. Financial Close for the RSSOM and South Civil Contracts is anticipated for fall 2022.³

In February 2021, the Early Works Report for Exhibition Station⁴ was finalized. In May, Metrolinx released a draft Early Works Report for Corktown Station⁵, which was open for public feedback until June 11, 2021. It is anticipated that additional Early Works Reports will be released throughout 2021, with opportunities for public comment and input.

In accordance with Ontario Regulation 341/20, Metrolinx has indicated it will be releasing a draft Environmental Impact Assessment (EIA) Report for public review and comment in Winter 2022. The EIA Report will include additional information regarding noise and vibration, alternative technologies, stations, and alignments. City staff continue to participate in discussions with Metrolinx regarding the impacts and are providing feedback on City concerns through established channels on a regular basis.

¹ <https://www.metrolinxengage.com/en/content/ontario-line-final-environmental-conditions-report>

² <http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/2020-12-08-Ontario-Line-PDBC-Public-Final.pdf>.

³ https://www.infrastructureontario.ca/uploadedFiles/CONTENT/News/2_Market_Update/June%202021%20Pipeline%20Chart_EN.pdf

⁴ <https://www.metrolinxengage.com/en/content/ontario-line-early-works-exhibition-station>

⁵ <https://www.metrolinxengage.com/en/content/ontario-line-early-works-corktown-station>

Federal Response to Designating Ontario Line under Federal Impact Assessment Act

On April 7, 2021, City Council adopted MM31.12⁶ and expressed support for Save Jimmie Simpson! and the Lakeshore East Community Committee's request that the above ground section of the Ontario Line through Riverside and Leslieville be designated for a Federal Environmental Assessment, pursuant to section 9(1) of the *Impact Assessment Act*. A copy of Council's decision was provided to the Federal Minister of Environment and Climate Change, and Federal Minister of Infrastructure and Communities.

On April 16, 2021, the Minister issued its response that it would not be designating the Ontario Line as a project under Section 9(1) of the *Impact Assessment Act*. The Minister's response included an analysis report that summarizes the rationale, and identifies relevant existing mechanisms to respond to each community concern highlighted in the joint letter submission. The Federal Response can be accessed here: <https://iaac-aeic.gc.ca/050/evaluations/proj/81350>.

Metrolinx Review of Hybrid Option

On April 7, 2021, City Council also requested that Metrolinx review the feasibility of a proposed hybrid Ontario Line that maintains an at-grade station at East Harbour and creates a portal to put the line underground immediately to the east of the station through the Leslieville and Riverside communities.

Metrolinx assessed the feasibility of five options that would include an underground portion of the Ontario Line through the Leslieville and Riverside communities. The five options explored by Metrolinx include three straddle options (see Figure 1) in which Ontario Line tracks would flank the GO tracks (i.e., Options 1, 2 and 3). Options 4 and 5 looked at OL tracks on the north side of the GO Tracks (see Figure 2).

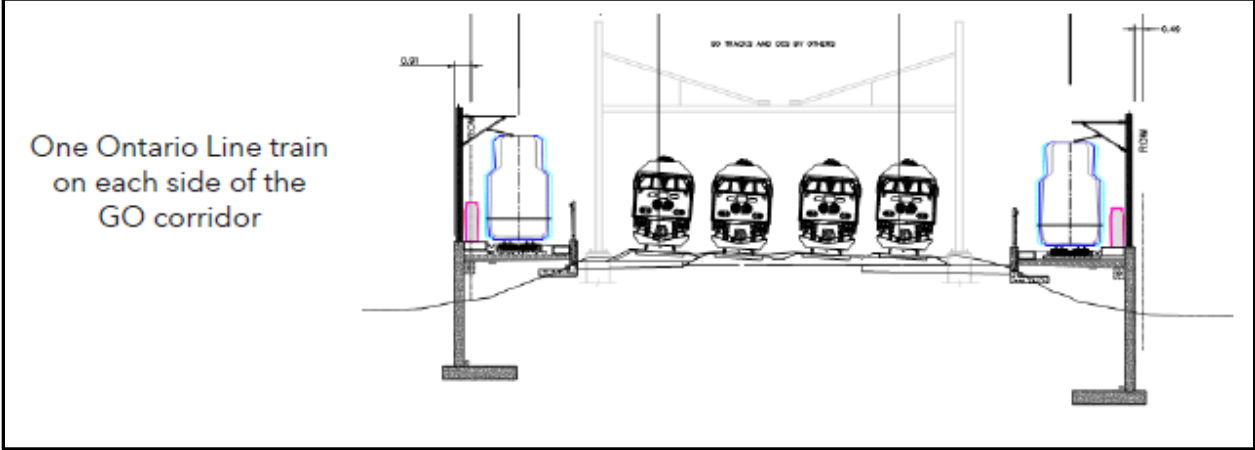


Figure 1. Options 1, 2, and 3 straddle alignment concept illustration (Source: Metrolinx/Infrastructure Ontario).

⁶ <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM31.12>

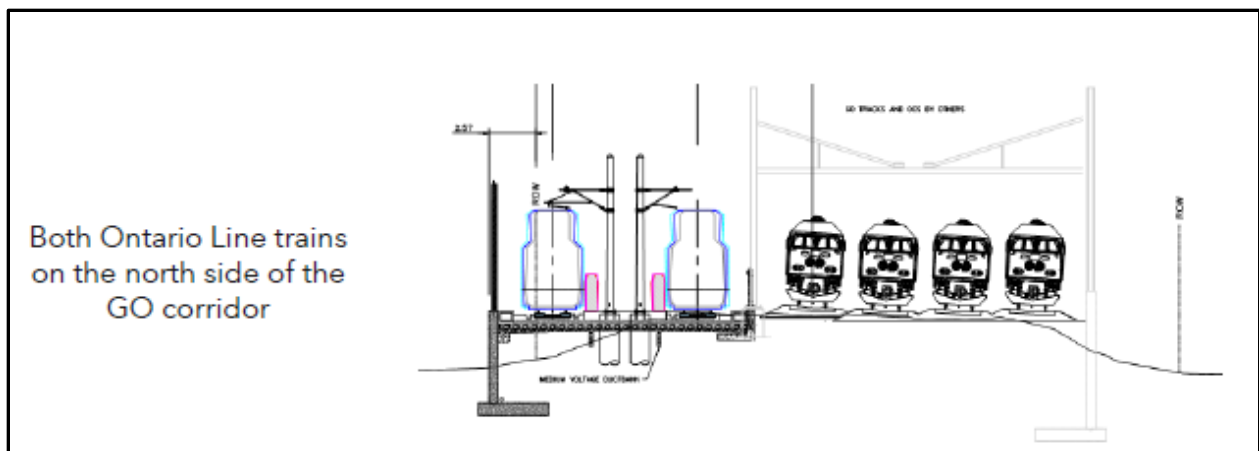


Figure 2. Options 4 and 5 North Side Alignment Concept Illustration (Source: Metrolinx/Infrastructure Ontario).

Each option explored by Metrolinx/IO is described in further detail below.

- Option 1: Straddle alignment with 4.5% vertical grade
- Option 2: Straddle alignment with 10% vertical grade
- Option 3: Straddle alignment with portals west of Eastern Avenue and 4.5% vertical grade
- Option 4: North side alignment with 4.5% vertical grade
- Option 5: North side alignment with 10% vertical grade

In Metrolinx's feasibility assessment, it found that Option 1, due to the 4.5% vertical grade (Figure 3), would require a two-metre road lift to maintain adequate bridge clearance (illustrated in Figure 4). Even with the two-metre road lift, Metrolinx found that the 4.5% grade option would conflict with major utilities under Queen Street and require a relocation or elimination of the Leslieville Station. Additionally, this option would require approximately \$824 million to support grading of Queen Street and GO corridor, which are costs not currently included in the project costing. There would also be a 15-21 month delay to the in-service target date.

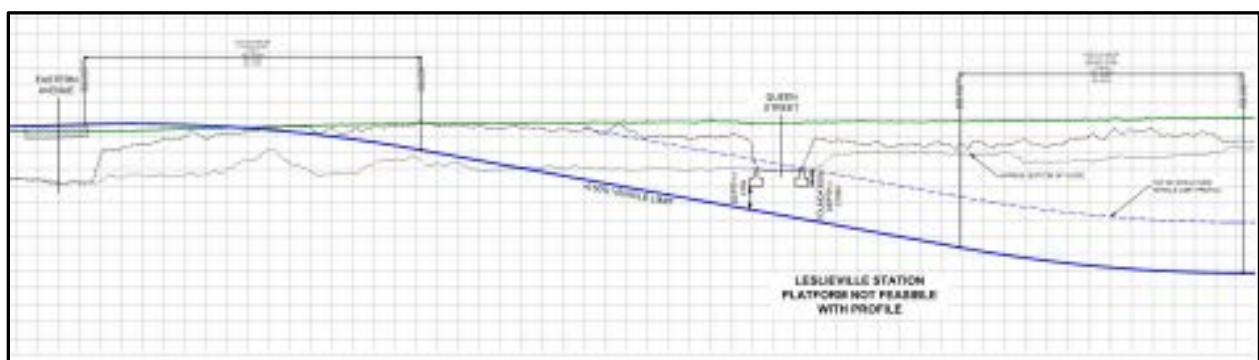


Figure 3. 4.5% grade profile conflict illustration (Source: Metrolinx/Infrastructure Ontario).



Figure 4. Options 1 and 4 - 4.5% Grading Road and Bridge Clearance Impact (Source: Metrolinx/Infrastructure Ontario).

Option 2 considered a 10% vertical grade (Figure 5) that would allow the proposed Ontario Line underground portion enough clearance under Queen Street utilities. While this option would allow for a Leslieville Station below Queen Street, Metrolinx found that the 10% grade exceeds the maximum grade currently achievable by transit vehicles that would meet the anticipated ridership demands of the Ontario Line. As a comparison, TTC maximum grade is 3.5%. As a result, this option was not recommended for further consideration.

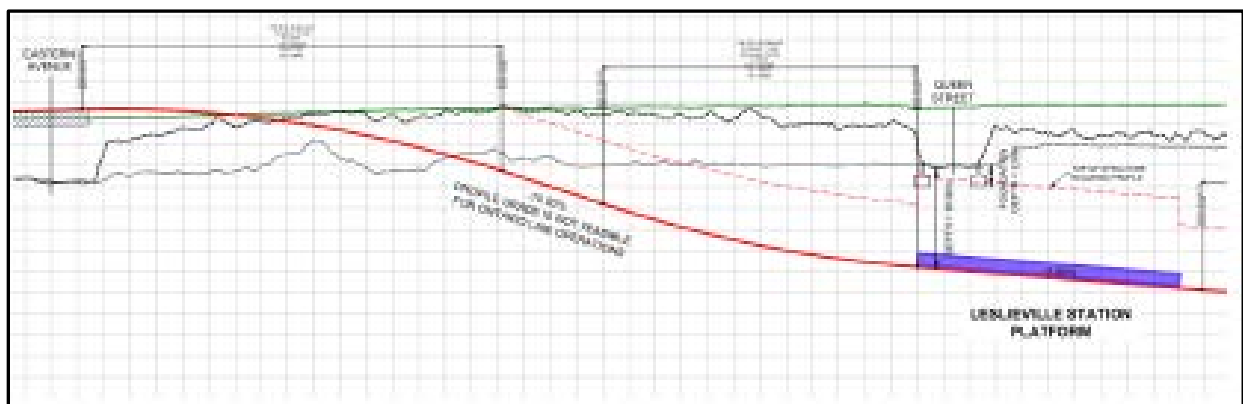


Figure 5. 10% grade profile illustration (Source: Metrolinx/Infrastructure Ontario).

Option 3 considered portals that start west of Eastern Avenue and conforms to the maximum 4.5% grade. Like Option 1, this option would require a minimum of two-metre road elevation changes to maintain adequate bridge clearance of the Lower Don and Eastern Avenue bridges. These road elevation changes would require reconfiguration of East Harbour station. Additionally, the option was found to have broader cost implications of approximately \$832 Million to accommodate grading of Eastern Avenue, GO Corridor and East Harbour impacts that are not currently included in the project costing. The option would also result in a 20-24 month delay to the in-service target date.

Options 4 and 5 consider an alignment that would put both OL tracks to the north of the GO tracks. Option 4 would result in additional approximate costs of \$805 million to accommodate grading of Queen Street and the GO Corridor, which are not currently included in the project costing. The option would also result in a 15-18 month delay to the in-service target date for the Ontario Line.

Option 5 was found to be unsuitable for further consideration because, like Option 2, the 10% grade exceeds the maximum grade currently achievable by transit vehicles that would meet the anticipated ridership demands of the Ontario Line.

Through its assessment, Metrolinx has concluded that it will not pursue a fully underground or partial underground alignment. In particular, Metrolinx noted that while there are some benefits to the underground options studied (e.g., removing aesthetic impact of surface running trains, noise and vibration, etc.), there would be significant community impacts during construction and operations. Metrolinx also found that customer experience would be improved by surface stations in the area because deep underground stations would result in longer transfers to the Ontario Line from GO services and the TTC streetcar network. The surface alignment would also minimize property impacts by containing the work to the existing rail corridor. As a result, Metrolinx noted that the benefit of the underground options studied did not outperform the existing above-grade option.

City staff have attached correspondence from Metrolinx regarding its decision to not pursue underground or partial underground options as Attachment 1 to this report.

Ontario Line Maintenance and Storage Facility

In May 2021, City Council adopted MM32.27⁷, which requested that the City Manager convey to Metrolinx requests to engage the community inclusive of all Thorncliffe Park residents, and to consider alternative site options.

As reported in 2020.EX16.5, City staff raised initial concerns about the proposed location for the Maintenance and Storage Facility (MSF) when the Ontario Line project was first introduced in early 2019. During these discussions, staff strongly recommended that Metrolinx undertake a site selection study in consultation with City and TTC since the proposed location was within a designated employment area and would impact local businesses.

Metrolinx is proposing to locate the MSF in the south-east portion of the Leaside Business Park, at the north-end of the Ontario Line alignment (see Figure 6). Through Metrolinx's site selection study, it identified the Leaside Business Park as the preferred MSF Site location based on multiple criteria (e.g., size, land use, community impacts, local business and employment). In particular, the site provides the space required (175,000 m²) to accommodate the fleet (up to 250 new fleet vehicles), and minimizes job impacts to approximately 550.

⁷ <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM32.27>

Metrolinx indicated that nine MSF site options were studied prior to narrowing their selection to three feasible sites at Wicksteed, Overlea and Leaside. Site options were narrowed to the three sites because other sites that were studied either did not have enough vacant land to accommodate the MSF and/or required significant property acquisitions that would impact numerous jobs.



Figure 6. Metrolinx Proposed MSF Site Location (Source: Metrolinx).

More information regarding Metrolinx's site selection study and process is provided in correspondence received by the City on June 14, 2021. The letter is provided to Council for information as Attachment 2 to this report.

Metrolinx hosted a Virtual Open House on April 15, 2021 focused on Thorncliffe Park, Flemingdon Park, Science Centre, and the MSF. The virtual open house was attended by over 500 participants. Participants were particularly concerned about how the MSF location will impact the mosque building, local businesses and community organizations. The Thorncliffe Park and Flemingdon Park communities also expressed significant concern about the timing and format of the April 15th event.

Metrolinx has been engaging with local stakeholders, including business owners, property tenants, and community leaders from Leaside Green, Leaside Park Terrace, Morguard Residents Tenants Association, and the Leaside Towers Tenants Association to better understand needs and identify opportunities to relocate. Feedback included concerns about timing and format of public events, insufficient responses from Metrolinx about the site's inconvenience to businesses or the community, and compensation.

There will be several impacted properties. As noted in Attachment 2, Metrolinx began discussions with landowners that would be impacted by the preferred site in early 2021 in advance of public engagement on the location. Metrolinx has also commenced formal acquisition negotiations with impacted property owners. Metrolinx's acquisition

negotiations have included sharing information about timing, next steps and impacts to occupants, Councillors, MPPs, and community groups.

This summer, Metrolinx will continue to work with businesses and property owners to identify relocation opportunities and reach agreements. Businesses will not be required to move in 2021, but in order to deliver the property required for construction on time, Metrolinx has indicated it will initiate expropriation concurrently. Metrolinx will continue to find solutions to relocate businesses between Fall 2021 and Summer 2022, and anticipates to have all businesses relocated by Summer 2022 to allow construction to begin in October 2022.

City staff will continue to work closely with Metrolinx to provide feedback on Metrolinx consultation and engagement plans, and request that Metrolinx ensure councillors are briefed as the project develops. Relevant information will be reported back regularly to City Council.

Public Consultation and Engagement

In accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project under the Environmental Assessment Act, Metrolinx has been in ongoing engagements with stakeholders as part of the environmental assessment process for the Ontario Line.

In April 2021, Metrolinx hosted a round of Virtual Open Houses to answer questions from participants about the Ontario Line. Participants raised questions related to the feasibility and costing of tunneled alternatives, community and business impacts, noise and vibration, and station design and train technologies.

These Virtual Open Houses are continuing throughout June 2021 to engage residents, businesses and the community about the Ontario Line's progress.

Ontario Line Next Steps

City staff will continue to provide input and comments to Metrolinx on various upcoming project milestones, including the draft Environmental Impact Assessment Report, Early Works Reports, and draft output specifications to support procurement processes.

Metrolinx is targeting the following Ontario Line milestones throughout the remainder of 2021 and 2022:

- Issue draft Environmental Impact Assessment Report (Q1/Q2 2022)
- Issue draft and final Early Works Reports (throughout 2021)
- Commencing Early Works Construction at Exhibition Station (Summer/Fall 2021)
- Issue RFQ for North Civil Contract, which includes delivery of tunnel and station scope of work from Gerrard to Ontario Science Centre and tail tracks (Spring 2022).

Scarborough Subway Extension

Q4 2020 to Q2 2021 Milestones

Since Q4 2020, Metrolinx has continued to make progress on the planning, design and engineering work for the Scarborough Subway Extension (SSE). In May, Metrolinx/IO awarded the contract for the advance tunnel project, which includes construction of the launch, maintenance, and extraction shafts for the two Tunnel Boring Machines (TBM), supply of the TBMs, and construction of the tunnel and headwalls for the stations and Emergency Exit Buildings (EEBs). The \$757.1 million fixed-price Design-Build-Finance contract was awarded to Strabag, a consortium that includes Strabag Inc., as the construction team and Arup Canada and Brian Isherwood & Associates Ltd. as the design team.

Public Consultation and Engagement

In December 2020 and January 2021, Metrolinx hosted various online community engagement sessions and meetings with Councillors to provide an update about progress being made on the SSE project. The engagement sessions focused on procurement process updates, launch shaft construction techniques, and the updated Environmental Project Report (EPR) Addendum, including an overview of concerns, questions and requests made at pop-up sessions, open houses and online activities in February and March 2020.

In March 2021, Metrolinx provided the public with two additional opportunities to engage with staff through a Virtual Open House, which focused on answering resident, business and community questions about the project. Participants were particularly interested in hearing about progress, project design, schedule, property impacts and mitigation measures for noise and vibration.

On April 13, 2021, Metrolinx hosted a virtual engagement session for the community to learn more about the *Building Transit Faster Act* (BTFA), the newly designated transit corridor lands along the projects alignment, and property implications. Letters identifying transit corridor lands for the project were also mailed to property owners and tenants in proximity to the SSE alignment.

Subsequently, in late May, Metrolinx summarized the comments heard from nearby residents, elected officials and community groups along the alignment in a Virtual Open House⁸ with the public. In addition, Metrolinx provided updates about construction and the status of the SSE project.

Scarborough Subway Extension Next Steps

Metrolinx/IO has indicated that construction will start on the launch shaft in June, and major tunnel boring is expected to begin in 2022.

⁸ <https://www.metrolinxengage.com/en/sse-live-may-31-2021>

It is anticipated that Metrolinx/IO will issue the RFQ for the Stations, Rail and Systems (SRS) project in fall 2021. City staff will continue to provide input to Metrolinx/IO on draft output specifications to inform the SRS project procurement.

Eglinton Crosstown West Extension

Q4 2020 to Q2 2021 Milestones

In May 2021, Metrolinx/IO awarded a \$729.2 million fixed-price Design-Build-Finance contract to West End Connectors for the Eglinton Crosstown West Extension (ECWE) advance tunnel project. The ECWE advance tunnel project includes launch, maintenance, and extraction shafts, twin tunnels, and underground station/Emergency Exit Building (EEB) headwalls. The West End Connectors is a consortium that includes Aecon Infrastructure Management Inc., Dragados Canada Inc., and Ghelle Canada Ltd. as the developers and constructors, and TYP SA Inc., EXP Services Inc. as the design team.

Public Consultation and Engagement

In December 2020, through to early January 2021, Metrolinx hosted various online community engagement sessions and meetings with Councillors to provide an update about progress being made on the ECWE project. The engagement sessions focused on the tunneling contracts released in August 2020, as well as the conceptual project designs for each station area.

On March 16, 2021, Metrolinx hosted a Virtual Open House with residents, businesses and community members. Participants were particularly interested in the elevated guideway, the process for station designs, and mitigation measures for noise, vibration and impacts to vegetation.

On March 31, 2021, Metrolinx hosted a virtual engagement session for the community to learn more about the *Building Transit Faster Act* (BTFA), the newly designated transit corridor lands along the projects alignment, and what that would mean for properties. Subsequently, in early April, letters identifying transit corridor lands for the project were mailed to property owners and occupants in proximity to the ECWE alignment.

On June 8, 2021, Metrolinx returned to the community to share updated information about the ECWE project and also seek feedback on the elevated guideway, located just west of Scarlett Road and to just east of Jane Street. At the Virtual Open House⁹, Metrolinx provided background information on the design principles informing decisions and requested feedback from the community on early concepts for the elevated guideway.

ECWE Next Steps

City staff will continue to provide input to Metrolinx/IO on draft output specifications to inform the Stations, Railway, and Systems project procurement.

⁹ <https://www.metrolinxengage.com/en/ECWEliveJune8>

Yonge North Subway Extension

Q4 2020 to Q1 2021 Milestones

Since Q4 2020, Metrolinx/IO project teams have undertaken additional work to refine the project scope for the Yonge North Subway Extension (YNSE). In March 2021, Metrolinx released an initial business case (IBC)¹⁰ for the project, which was presented to the Metrolinx Board at its March 25, 2021 meeting.¹¹

The IBC proposed an updated project scope of four stations along the approximately eight-kilometre extension of TTC's Line 1 north from Finch Station to Richmond Hill. Three of the four stations being proposed are:

1. Steeles Station, at Yonge Street/Steeles Avenue (underground station)
2. Bridge Station (previously Langstaff), between Highway 7 and Highway 407 (at-grade station)
3. High Tech Road Station (at-grade station)

A fourth station is being contemplated at one of the previously contemplated locations (i.e., Cummer/Drewry Avenue, Clark Avenue, and Royal Orchard Boulevard). City and TTC staff are providing input to inform Metrolinx's work to assess a potential fourth station at Cummer /Drewry Avenue. Based on its current schedule, Metrolinx anticipates having the work completed and communicated to stakeholders regarding the selection of the fourth station by Q4 2021.

Metrolinx's preferred YNSE option also proposes shifting the alignment in the northern section of the project off of Yonge Street and onto the existing CN railways corridor, bringing that portion of the alignment above-grade. Metrolinx has indicated that the proposed changes to the alignment and stations will maximize transit-oriented community opportunities, and reduce construction timelines and property needs, allowing for Metrolinx to stay within the project estimated budget of \$5.6 billion.

Public Consultation and Engagement

In April and May 2021, Metrolinx hosted four Virtual Open Houses to provide the public with information about the Yonge North Subway Extension's (YNSE) key benefits, IBC and project milestones, including the Environmental Project Report (EPR) Addendum. Participants raised questions related to the updated route, train storage facility proposal and solutions to reduce or eliminate noise and vibration during construction and operation.

Throughout spring and summer 2021, Metrolinx proposes to continually provide project briefings to community groups and pertinent stakeholders, the Toronto Transit

¹⁰ <http://www.metrolinx.com/en/greaterregion/projects/yonge-subway-extension.aspx>

¹¹ http://www.metrolinx.com/en/docs/pdf/board_agenda/20210325/20210325_BoardMtg_Yonge_North_Subway_Extension.pdf

Commission and York Region Rapid Transit Corporation. In addition, Metrolinx has indicated it is planning to consult with the public on the EPR Addendum in fall 2021.

Metrolinx anticipates it will establish Community Liaison Committees in fall 2021 along the alignment with broad representation of community and resident groups and businesses impacted by the YNSE to help inform project development.

YNSE Next Steps

City staff are currently providing feedback and input to Metrolinx on draft Reference Concept Designs and output specifications to support Metrolinx's procurement process. Metrolinx has indicated a target of Q4 2021 to issue the RFQ for this project.

Subway Program Next Steps

As the Subway Program progresses on accelerated timelines, City staff will continue to engage with Metrolinx/IO by providing input into relevant project planning and engineering materials. City staff input will continue to reflect concerns on matters of local significance and interest.

Per the Ontario-Toronto Transit Partnership Preliminary Agreement, City staff are also engaging with the Province to negotiate terms to inform a Subway Program Agreement in Principle (AIP). The Subway Program AIP will set the terms for a full Subway Program Master Agreement. Council's direction with respect to the City's interests, including business supports, are being included in negotiations with Provincial officials on the Subway Program AIP. City staff anticipate a report back to Council on the Subway Program AIP in Q1 2022.

SmartTrack Stations Program

On February 2, 2021, City Council adopted EX20.2 Advancing the SmartTrack Stations Program¹², which included adoption of an updated Program Scope of five stations at Finch-Kennedy, East Harbour, King-Liberty, St. Clair-Old Weston, and Bloor-Lansdowne. The Program is anticipated to be constructed in its entirety by 2026.

As directed by City Council, City staff have been working with the Province to amend the 2016 Ontario-Toronto Agreement in Principle (AIP) to reflect the SmartTrack Stations Program Term Sheet adopted by Council in February. City staff anticipate that the amended AIP will be executed in June 2021.

Bloor-Lansdowne Station Connections

In February 2021, City Council directed City staff to report back to Executive Committee on the next steps to ensure Metrolinx delivers and funds the following four connections as part of the Bloor-Lansdowne Station scope, prior to Metrolinx's issuance of the Request for Proposals, including:

¹² <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX20.2>

1. The connection from the Bloor-Lansdowne Station to the north part of the public realm of the Davenport Diamond;
2. The connection from the Bloor-Lansdowne Station to the Junction area through Dora Avenue and Sterling Road;
3. The connection from the Bloor-Lansdowne Station to the West Toronto Rail Path; and
4. The connection from the public realm by bridge over the Davenport Diamond to EarlsCourt Park.

Connections noted above were identified through a Metrolinx-led consultation process wherein a Davenport Community Advisory Committee (CAC) was formed to provide public input to inform the design of the Davenport Diamond Project. Through the consultations and CAC meetings, participants noted the importance of ensuring connections between the neighbourhood and the future Bloor-Lansdowne Station to fully realize the benefits of this new transit service. In particular, the participants requested the four connections noted above to not only provide access to the Bloor-Lansdowne Station but also to maximize use of the new public realm being delivered by Metrolinx and existing nearby greenspaces.

Metrolinx previously committed to funding and constructing connections to Bloor-Lansdowne Station as part of their GO Expansion Program. Although the Station is now part of the SmartTrack Stations Program scope, Metrolinx has agreed in principle to fund and deliver the first three connections subject to design development and requisite agreements. Staff in both organizations are currently working to refine the technical requirements. Once delivered, it is anticipated that the City will be responsible for maintaining the connections, costs which will be accounted for through future City Budget processes.

SmartTrack Station Program Next Steps

Planning and design work is continuing to progress on the SmartTrack Stations Program to meet proposed procurement timelines for issuance of the RFPs in Q3 2021.

City staff have been actively engaged with Metrolinx/IO on reviewing Reference Concept Designs and Standard Operating Requirements to inform refinement of each station's scope.

Durham-Scarborough Bus Rapid Transit

Since the last report to Council (2020.EX18.3¹³) and Metrolinx-led public consultations in December 2020/January 2021 (Public Information Centre #3), Metrolinx has made the following changes to the proposed preliminary design for the Durham-Scarborough Bus Rapid Transit (DS-BRT) project:

¹³ <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX18.3>

- Reducing the number of general traffic lanes on Ellesmere Road between Military Trail and Meadowvale Road from two lanes to one per direction, while proceeding with median bus lanes;
- Adding traffic signals to improve vehicular access for the local community and businesses at Muirbank Boulevard, Mornelle Court, and at driveways between 1970 and 1990 Ellesmere Road to improve vehicular access for the local community and businesses; and
- Proceeding with six lanes for the Kingston Road design between Ellesmere Road and Raspberry Road, with two centre-median bus lanes and four general traffic lanes, two lanes per direction (pending further consultation with MTO).

There are also some outstanding issues which will require more detailed design and analysis, including impacts on goods movement operations, and impacts to the neighbourhood areas on Ellesmere Road between Military Trail and Kingston Road.

Staff have also provided input to Metrolinx regarding the need to acknowledge the local residential context of the Official Plan designated Neighbourhood areas on Ellesmere Road between Military Trail and Kingston Road, and have requested further justification from Metrolinx for requiring a centre median to support the dedicated transit lane for this area. City staff have indicated to Metrolinx general support for the DS-BRT.

City and TTC staff will continue to work with the Metrolinx project team to refine the preferred design to minimize impacts on the local community and secure associated mitigation measures as part of the recommended design option for the completion of the Transit Project Assessment Process (TPAP) or during detailed design of the project.

Next Steps

Metrolinx has indicated that it intends to commence the TPAP in Q3 2021. Currently, Metrolinx and Durham Region are co-proponents for the TPAP.

The TPAP will include public consultation as well as preparation of the Environmental Project Report (EPR). The completion of the TPAP will also include refined cost estimates based on preliminary design, and an updated funding and financing strategy for the DS-BRT corridor. It will also provide environmental approvals required to advance the project to the next phases of work, including procurement and construction.

As the project advances, City staff will seek Council authority as required to negotiate terms for capital construction and operating and maintenance arrangements.

Summary

The Transit Expansion Office will continue to facilitate one-window access to the City to ensure Metrolinx's transit programs conform to local planning direction and policies and the value of the investments is fully realized by transit users and impacted communities. City staff will continue to report back as required to provide Council information on the status of the Metrolinx programs in Toronto.

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SIGNATURE

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ATTACHMENTS

Attachment 1 – Metrolinx correspondence regarding Ontario Line Environmental Assessment and Hybrid Option, dated June 8, 2021

Attachment 2 – Metrolinx correspondence regarding Ontario Line Maintenance and Storage Facility Site Selection Study and Next Steps, dated June 14, 2021