

Update on Metrolinx Subways Program – Second Quarter 2023

Date: May 23, 2023

To: Executive Committee

From: Executive Director, Transit Expansion Division

Wards: All

SUMMARY

The Province of Ontario's Subways Program, being delivered by Metrolinx, is a significant transit expansion project within the City of Toronto. The Subways Program consists of the Ontario Line, Scarborough Subway Extension, Eglinton Crosstown West Extension and Yonge North Subway Extension (YNSE) projects. This report provides updates on procurement, design, construction, and engagement milestones achieved by Metrolinx since staff last reported to City Council on the entirety of the Subways Program in June 2022 and addresses related City Council directives.

Cummer Station

Metrolinx's business case for the YNSE considered a total of six stations, Cummer, Steeles, Clark, Royal Orchard, Bridge and High Tech. Metrolinx indicated that the available project budget would not be able to deliver all the proposed stations and noted that Cummer Station did not perform as well as some of the other stations. City and TTC staff raised concerns with how the business case positioned Cummer Station. In particular, City staff noted that the significant development potential and recent activity in the station area, which far outpaces that of other stations was not sufficiently considered. However, Cummer and Royal Orchard stations were de-scoped from the project by Metrolinx.

Subsequently, the Province offered that any proceeds of Transit Oriented Communities (TOCs) delivered in the proposed Cummer Station area would be turned over to the City to offset the capital cost of the station. City staff have assessed TOC opportunities in the vicinity of Yonge Street and Cummer/Drewery Avenue. The bulk of development properties in the area are well into the development process such that they are not available for consideration as TOC sites. The remaining opportunities are limited mostly to properties directly at the station intersection. Ultimately TOC development, if even feasible, is not expected to contribute significant funding to support the delivery of Cummer Station.

The Province has advised that should the City wish to include Cummer Station in the YNSE project, the City is required to provide the funds required to facilitate the station's delivery. The Province requires a commitment of funds no later than August 2023. The Province has noted the costs of delivering Cummer Station could be undertaken in one of two approaches:

1. Single Build: Building the full station as part of the YNSE project. This approach would cost roughly \$70 million as part of the Advanced Tunnel (AT) contract and \$375-400 million in the Stations, Rail, Systems (SRS) contract, for a total cost of \$445-470 million; or
2. Phased Build: Building part of the station now and completing it later. This approach would cost upwards of \$70 million as part of AT and \$250-275 million in the SRS contract. Additional funding will be needed to complete the station in the future. This means that by 2060 the total cost with the additional funds would reach \$535-545 million, which will be roughly 10-25% more expensive than a single build approach.

However, based on the inability of the City to secure sufficient funds from TOC developments in the station area as noted above, and the City's current significant financial constraints, the City does not have funding budgeted to proceed with either approach to enable the delivery of Cummer Station as part of the YNSE. As such, this report requests the Province fund all associated costs required to deliver Cummer Station as part of its YNSE project. Should the Province not agree to pay for the costs associated with Cummer Station, there would be no funding available for Metrolinx to deliver Cummer Station as part of the YNSE project.

RECOMMENDATIONS

The Executive Director, Transit Expansion Division, recommends that:

1. City Council request that the Province of Ontario fund all associated costs required to deliver Cummer Station as part of the Yonge North Subway Extension.

FINANCIAL IMPACT

This report provides an update as to the current status and milestones of Metrolinx delivered transit expansion projects. Discussions with the Province are ongoing as it relates to direct and indirect operational costs and capital infrastructure investments to support transit expansion.

The report identifies that Metrolinx will not proceed with the construction of the YNSE's Cummer Station unless the City provides the funds required to facilitate the station's delivery, with a commitment of funds no later than August 2023. The preliminary estimated total cost of Single Build delivery for the station is \$445-470M and \$535M-

\$545M for Phased Build delivery. Given the inability to secure sufficient funds through proceeds from TOC projects, the lack of City funding availability and the short timeline required for the commitment of funds, the City is not in support of assuming responsibility for the costs to deliver Cummer Station.

All other financial impacts will be considered in future Capital and Operating Budget processes along with other City priorities, intergovernmental funding opportunities and City funding availability. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

In September 2020, City Council adopted, with amendments, EX16.5 Provincial Priority Transit Expansion Projects - Subway Program Status Update Third Quarter 2020, which provided a status update on the Province's Subway Program in Toronto.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX16.5>

In November 2020, City Council adopted, with amendments, EX18.3 Update on Metrolinx Transit Expansion Projects – Fourth Quarter 2020 and adopted directives related to several Metrolinx transit expansion projects.

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

On July 6, 2021, City Council adopted EX25.5 Update on Metrolinx Transit Expansion Projects - Second Quarter 2021, which provided a status update on Metrolinx-led transit expansion projects currently underway in Toronto.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.EX25.5>

On April 6, 2022, City Council adopted with amendments EX31.2 Ontario Line Transit Oriented Communities, which directed staff to finalize negotiations and execute an agreement on a Value Allocation Framework for the Province's TOC program and to enter into a series of Memorandums of Understanding with the Province at each Ontario Line station to document City and Provincial commitments, including Corktown Station.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2022.EX31.2>

On May 11, 2022, City Council adopted without amendments, MM43.34 Running the Elevated Segment of Eglinton Crosstown West Extension (ECWE) Underground - by Councillor Frances Nunziata, seconded by Councillor Ana Bailão, requesting Metrolinx undertake an assessment of running the elevated segment of the ECWE underground and to identify options that may exist to accommodate this change.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2022.MM43.34>

On June 15, 2022, City Council adopted, with amendments, EX33.1 Metrolinx Transit Expansion Projects - Second Quarter 2022, which provided an update on milestones of the Subways Program and City Council approval for closures of roads, sidewalks and multi-use trails to support construction of the Subways Program.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EX33.1>

On July 19, 2022, City Council adopted MM47.77 Next steps in building the Sheppard West Subway Extension - by Councillor James Pasternak, seconded by Councillor Cynthia Lai, which requested the Executive Director, Transit Expansion and the Chief Planner and Executive Director, City Planning to request the Province of Ontario and Metrolinx to provide the approach and timing to advance the planning for the Line 4 extension from the Sheppard/Yonge Station to Sheppard West Station and to report back by the second quarter of 2023.

Link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.MM47.77>

On May 10, 2023, City Council adopted TE4.70 Update on Metrolinx's Ontario Line Construction within the Toronto and East York District, which provided details on the current status of the Ontario Line project within the boundaries of Toronto and East York Community Council (TEYCC), including timelines, construction mitigation plans, and community engagement milestones. Through the report City Council also directed staff to report back to the May 24, 2023, meeting of TEYCC and the June 6, 2023, Executive Committee with additional information specific to the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE4.70>

On May 24, 2023, TEYCC adopted, with amendments, TE5.46 Report Back on Metrolinx's Ontario Line Construction within the Toronto and East York District, which provided additional details on the Ontario Line project requested by City Council and also directed staff to report to the June 6, 2023, Executive Committee with additional information regarding implementation of the Ontario Line.

Link: <https://secure.toronto.ca/council/agenda-item.do?item=2023.TE5.46>

COMMENTS

Metrolinx, on behalf of the Province, continues to deliver the Subways Program on an accelerated basis. The Subways Program consists of the Ontario Line, Scarborough Subway Extension, Eglinton Crosstown West Extension and Yonge North Subway Extension.

Since City staff last reported to City Council, the Subways Program has reached several significant milestones, with the issuance and award of contracts for delivery of the projects and the initiation of various construction activities.

1. Ontario Line

Figure 1 shows the Ontario Line alignment, including the joint Ontario Line-GO corridor.

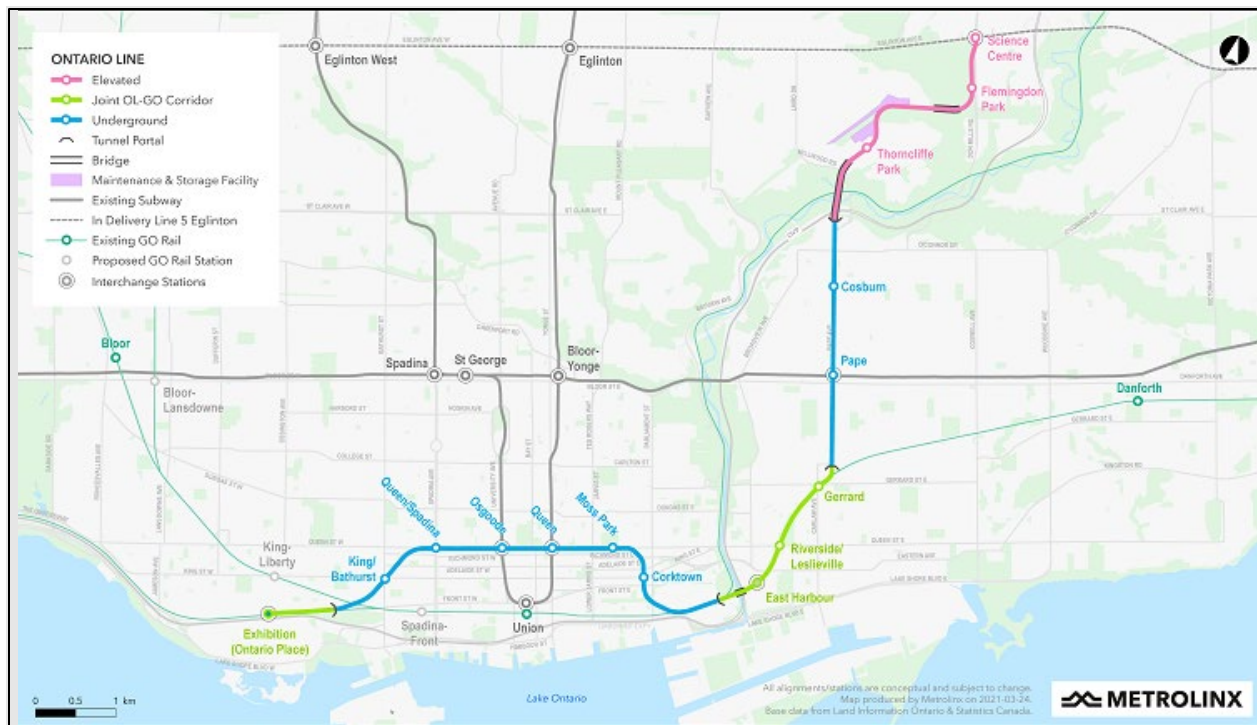


Figure 1 – Ontario Line Alignment

Source: Metrolinx

1.1 Milestone Updates

Updates regarding Ontario Line procurement milestones, timelines, construction mitigation plans, community engagement plans, federal funding, affordable housing and other matters were outlined in the March 22, 2023 report to the Subcommittee on Metrolinx's Ontario Line Construction (*TE4.70*) and in the May 24, 2023 Follow-up Report on Metrolinx's Ontario Line Construction in the Toronto East York District (*TE5.46*). Through *TE4.70*, City Council also directed staff to report to the June 6, 2023, Executive Committee with additional information regarding the Ontario Line, including information requested from the Province and its agencies, which are outlined in the proceeding sections of this report (1.1-1.2).

City Divisions Supporting Delivery of the Ontario Line

City Council requested a list of City divisions involved in the planning, design, and implementation of the Ontario Line. City staff, in addition to the TTC, support the delivery of the project through activities such as reviewing technical drawings and site plans, providing planning approvals and permits, developing required legal agreements, reviewing construction management and traffic management plans, and resolving design and construction issues, among many other activities. Key City divisions supporting the Ontario Line include:

- Transit Expansion
- Toronto Building
- Transportation Services

- Toronto Water
- City Planning
- Engineering and Construction Services
- Parks, Forestry, and Recreation
- Economic Development and Culture
- Social Development, Finance and Administration
- Toronto Fire
- Toronto Paramedics
- Corporate Real Estate Management
- Financial Planning
- Legal Services

Other City divisions not listed above may be involved in supporting Metrolinx's Subway Program on an ad-hoc, as-needed basis.

Traffic Management and Road Closure Impacts

City staff are actively managing the road, lane and sidewalk closures underway for construction of the Ontario Line, and are working closely with TTC, Metrolinx, and Metrolinx's contractors to mitigate congestion while ensuring that the needs and safety of people travelling downtown are prioritized. City staff have worked with Metrolinx to develop detailed construction mitigation plans based on the Traffic and Transit Management Plan submitted by Metrolinx which was outlined in *EX28.14 - Ontario Line Downtown Stations - Temporary Road Closures and Community Impacts*, adopted by City Council on December 15, 2021.

City staff are continually assessing all construction permit applications and the associated traffic management plans to identify opportunities to minimize the overall disruption as construction progresses. This includes reducing non-essential construction, and rescheduling lane closures for mobile crane hoists on all arterial roads, where possible. A particular focus has been placed on Priority Travel Routes, which are being kept clear of as many road restrictions as possible to ensure that there are alternative and parallel routes for road users, including transit users, to utilize. The first Priority Travel Route is Dundas Street, from Jarvis Street to Bathurst Street, which is providing an unobstructed parallel route for vehicles travelling east/west and diverted from Queen Street. Additional Priority Travel Routes will be identified as Ontario Line construction progresses and may have mitigating measures such as reduced on-street parking, restriction on utility work and limited lane restrictions for permitted events and activities.

The City will utilize the services of traffic agents at key congested intersections during the morning and afternoon peak traffic periods to manage the movement of all road users, reduce delays and improve safety. Deployment of the Traffic Agents will be based on evolving traffic demands, but will typically include the following intersections:

- Lower Jarvis Street and Lake Shore Boulevard East
- York Street and Lake Shore Boulevard West
- Bremner Boulevard and York Street

- University Avenue / York Street and Front Street
- Bay Street and Front Street West
- Bay Street and Queen Street West
- University Avenue and Queen Street West
- Bay Street and Lake Shore Boulevard West

Traffic signal timings have also been modified between Parliament Street and Bathurst Street to allow for the efficient flow of eastbound and westbound traffic on Dundas Street, Queen Street, Richmond Street, Adelaide Street, King Street and Wellington Street.

The City's Construction Hubs will continue to provide significant oversight and coordination between Metrolinx, City-led and private developer-led projects and any other works taking place in the public road right-of-way. Prior to commencing any work, notice will be provided to local businesses, the community, the Ward Councillor and other affected stakeholders about lane closures and impacts.

City staff have requested details from Metrolinx regarding financial support and/or compensation for businesses impacted by Ontario Line construction. Metrolinx has informed City staff that the Ontario Line Project Agreements will require contractors to develop and implement plans to support local businesses, including shop local campaigns and business support strategies, Open for Business signage, support for local marketing and events, and setting up Digital Main Street platforms to help businesses adopt technology through tools and resources. Metrolinx contractors are also required to host public tradeshow to provide networking opportunities for local contractors, vendors, community businesses. Through *TE4.70*, City staff outlined a number of programs available to support businesses and communities impacted by Ontario Line construction. These programs are available to Business Improvement Associations (BIAs) and non-profits in the communities impacted by construction associated with each of the four projects under the Subway Program.

As reported in *TE4.70*, with the exception of the 501 Queen Streetcar, buses, streetcars and subway routes will be maintained during the construction of the Ontario Line, but the travel time and reliability of the services will be impacted by construction activities. Details of the 501 Queen Streetcar detour were provided to City Council under *EX28.14*. Furthermore, Metrolinx and the TTC will work together to develop and implement bus bridging plans as required with the objective of minimizing disruption to transit users. Metrolinx and TTC staff are also currently developing a Bus Bridging Framework to establish processes for how bus bridging services due to construction of provincial transit projects will be reimbursed by Metrolinx.

Moss Park

Metrolinx has advised City staff that there are currently no plans to deliver a second entrance for Moss Park Station. Metrolinx notes that there is an opportunity to deliver a second station entrance in the future as part of a development project planned on the southwest corner of Sherbourne Street and Queen Street West. Based on previous plans and Project Specific Output Specifications shared with City staff for review, City

staff cannot confirm that Metrolinx has included a requirement for their contractor to protect for a future below grade, secondary connection.

Osgoode Station and University Park

Through *TE4.70*, City Council directed staff to provide a status report to Executive Committee regarding planning for University Park, including opportunities related to Metrolinx's work on the Ontario Line and the rehabilitation of the University and Queen intersection. City staff in City Planning, Transportation Services, and Parks, Forestry and Recreation were previously directed in July 2022 (via EX34.4) to continue the foundational work needed to advance the University Park concept as a long-term, stage-gated project, and to explore options to speed up delivery of the University Park concept by potentially focusing first on the section north of College Street.

With respect to Osgoode Station, Metrolinx is planning additional workshops in summer 2023 with City staff, key stakeholders, and through Construction Liaison Committees (CLCs) to discuss the reconfiguration options for Osgoode Hall's heritage fence, station entrances, and landscaping. However, Metrolinx has informed City staff that the location of the Osgoode Station entrance at the northeast corner of Queen Street West and University Avenue will not be reconsidered or adjusted without final City Council approval of the alternative and a full funding commitment for the design and construction costs to change the current station plans. As of June 2023, City Council has not provided staff with direction to undertake an Environmental Assessment.

The current stage of foundational work for the University Park concept includes the recent completion of a preliminary subsurface feasibility study to explore the impacts of below grade infrastructure in and around University Avenue (e.g., water mains, utilities, and TTC vents), on a range of road reconfigurations. The study concluded that a consolidated linear public realm on the east side of University Avenue would likely be the preferred configuration, offering the highest quality, best connected and largest public space. The study has informed the location of the water main replacement and upgrade scheduled for construction in 2024, where possible, in order to maximize and protect for the potential of a future public space.

City staff continue to review the various options and timelines for a future Environmental Assessment (or similarly scoped study, as needed), with careful consideration of timing relative to design and construction of the Ontario Line, and the need to advance other high priority transportation projects in a fiscally constrained environment. Funding allocations for an Environmental Assessment, which typically includes numerous technical studies and cost estimates, would need to be completed to actively plan for a University Park. Once completed, this would establish the condition between Richmond Street West and Armoury Street, the Osgoode Station area, and rehabilitation options of the University and Queen intersection beyond restoring it as per existing conditions. At present, no approvals or funding has been allocated for the required Environmental Assessment study.

City staff will present an update to City Council on University Park, including next steps, financial strategy and acceleration options, in conjunction with the other Priority Downtown Parks and Public Realm Opportunities later in 2023.

Corktown Station and First Parliament

First Parliament is the historical site of Upper Canada's first Parliament Buildings. The demolition of buildings related to the automotive dealership and car wash on the First Parliament site was completed in June 2022, in preparation for the construction of Corktown Station. Archeological investigations are underway to identify any artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings, and remnants of early Toronto industry. The First Parliament Interpretation and Commemoration Plan (ICP) collaboration with Ontario Heritage Trust and Indigenous Nations is ongoing, with interpretive installations planned at the future Corktown Station. Additional archaeological work will be carried out and completed in Spring 2023, before major activities such as tunneling, and station construction begin.

City staff worked with Infrastructure Ontario (IO) to review draft plans for the Transit Oriented Communities (TOC) development at Corktown Station. The Corktown TOC will provide 30,000 square feet of space to the City of Toronto. The planned use for this space will be determined through engagement with the community as planning for the site progresses. Parks, Forestry and Recreation has also secured full parkland dedication on-site in the amount of 2,133 square metres and will proceed to investigate parkland dedication opportunities through any future development applications at 43 Parliament Street and 42 Mill Street which are identified in the West Donlands Precinct Plan and King Parliament Secondary Plan.

Once IO selects the development partner that will design and construct the Corktown TOC, further discussions will take place to identify opportunities for the City to lease space within the development and for programming opportunities within the privately-owned publicly accessible spaces, as well as other opportunities to commemorate the cultural and natural history of the site.

1.2 Public Engagement

Construction Liaison Committees

Details regarding Metrolinx's plans for community engagement, including planned CLCs were outlined by City staff in *TE4.70*. The membership and invitations for participation in CLCs are determined by Metrolinx and include Metrolinx project teams, contractors, BIAs, local businesses, community groups, residents, elected officials, City and TTC staff, contractors and other key stakeholders. CLCs meet regularly during project construction to discuss upcoming construction activities and proactively identify solutions to mitigate impacts. CLCs are designed to enable regular access to construction-related information, including schedule and timing information for local business owners, community groups and residents, through direct discussions with Metrolinx and their project team members. CLCs discuss planned and ongoing construction activities, and proactively identify community impacts and solutions that mitigate these impacts within the scope of the project.

City staff have worked with Metrolinx to identify key objectives and best practices for CLCs for each of the Subway Program projects, including the Ontario Line. These best practices include:

- Sharing project information, including, construction timelines, activities, construction site mobilizations and construction mitigation actions.
- Identifying local concerns from the community, with all project partners working together to identify solutions that are within the scope of the project and the CLC.
- Identifying the short and long-term impacts of works and activities, and sharing the steps being taken to address the impact(s) of works and activities in the surrounding area.
- Promoting safety and 'good neighbour' values at and around construction sites. A good neighbour approach includes actions such as regular site safety and cleanliness inspections, work schedules being followed by the contractor, barrier free access, safe movement of construction vehicles, contractor behavior, and timely snow and ice removal.

To support effective participation, City staff have requested that Metrolinx issue timely invitations to the meetings and include a detailed agenda and any presentation materials in advance, followed by meeting minutes to document discussions.

Station Names

Metrolinx has informed City staff that the names currently assigned to Ontario Line station are only intended to serve as placeholders during early planning phases. Metrolinx will seek community feedback on appropriate alternatives for station names, which will be clear and representative of the neighbourhoods they will serve. Details of Metrolinx's consultation on the station names will be shared by Metrolinx in the future. Metrolinx's station naming protocol is based on five principles that guide the selection of station and stop naming: (1) simple, (2) logical, (3) durable, (4) self-locating, and (5) unique. Details regarding engagement opportunities for station names will be made available in the future.

1.3 Next Steps

Key Ontario Line milestones planned by Metrolinx for the remainder of 2023 were outlined in *TE5.46*.

2. Eglinton West Crosstown Extension

The Eglinton Crosstown West Extension (ECWE) will extend Line 5 – Eglinton, currently known as the Eglinton Crosstown Light Rail Transit (ECLRT), from the existing Mount Dennis Station to Renforth Station, spanning 9.2 kilometres. Figure 2 shows the ECWE alignment.

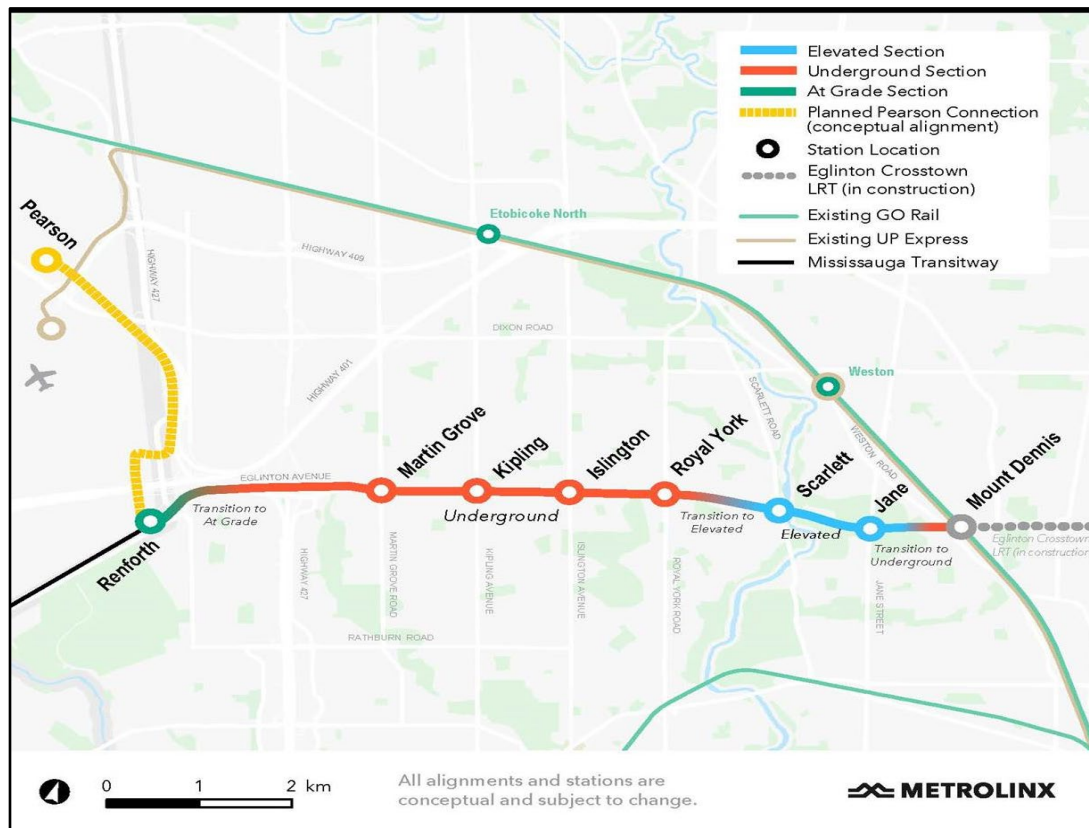


Figure 2 – Eglinton Crosstown West Extension

Source: Metrolinx

2.1 Milestone Updates

Procurement and Construction Milestones

Construction of the ECWE is underway, which is being delivered through four main contracts.

- Advance Tunnel 1 (AT1) contract** – Tunneling as part of the AT1 contract for the tunnel between Renforth Drive and Scarlett Road began in April 2022. The two tunnel boring machines (TBMs) are continuing their excavation and construction of the twin tunnels and as of May 2023 have tunneled over three kilometers each. Construction of headwalls along the alignment is proceeding concurrently with the tunneling work. Headwalls are underground support structures made up of a series of concrete columns that create the frame for future stations and emergency exit buildings. Headwall construction at Martin Grove Avenue was completed in January 2023, while headwall construction at the Kipling, Islington, and Royal York station sites are underway and expected to be complete in Spring 2023. Work for the emergency exit building at Wincott Drive began in August 2022 and will continue until Spring 2023.
- Advance Tunnel 2 (AT2) contract** – The Request for Proposals (RFP) for the AT2 contract for the 500-metre tunnel between Jane Street and Mount Dennis Station was released in April 2022 and closed in November 2022. IO and

Metrolinx are currently in the process of evaluating the proposals submitted by the two shortlisted teams (i.e., Acciona-GIP Joint Venture (AGJV) and Strabag). IO and Metrolinx expect to award the AT2 contract in Spring/Summer 2023.

- **Elevated Guideway contract** – The RFP for the Elevated Guideway contract, for the delivery of the elevated guideway and the Humber River Crossing was released on April 22, 2022, and closed September 19, 2022. IO and Metrolinx are currently in the process of evaluating the proposals submitted by the shortlisted teams (i.e., Aecon, EllisDon, and Westlink Partners).
- **Stations, Rail and Systems (SRS) contract** – City and TTC staff are continuing to work with Metrolinx to review Reference Concept Designs and Project Specifications for the ECWE stations. Once design plans advance further, Metrolinx and IO will initiate the procurement process for the contract to deliver seven stations and related facilities and systems installation and commissioning.

Elevated Guideway

The ECWE will operate above ground from west of Scarlett Road, where it will transition to a 1.5-kilometre elevated guideway, along the north side of Eglinton Avenue West. It will run east of Jane Street before transitioning underground to connect to Mount Dennis Station.

Through various public consultation forums, community members have raised concerns regarding the impacts of the elevated guideway, including visual, environmental and road network impacts in the Mount Dennis community and the Humber River Valley. On May 11, 2022, City Council directed City staff to request Metrolinx undertake an assessment of running the elevated segment of ECWE underground, including options that may exist to implement this change. Metrolinx assessed two tunneling alternatives to the elevated guideway. One alternative was to fully tunnel the ECWE under the Humber River. The depth of excavation for this tunnel would have added up to three additional years to the project schedule and would have required significant traffic and pedestrian closures. This area is also an identified flood plain zone which would create unique construction challenges and threaten the reliability of operations in the event of flooding. Metrolinx also considered a partial tunnel option that would keep the ECWE underground on either side of the Humber River but would cross the river on a bridge structure that would emerge from the river's banks. Similarly, to the first alternative, flooding risks made this option non-viable as large portals would need to be located on the Humber Valley slopes where there would be high potential for flooding during significant rainfall events.

On July 26, 2022, Metrolinx hosted a community open house at the Learning Enrichment Foundation to provide an update on the elevated guideway and presented the project's benefits and the alternative options considered as well as the planned mitigation strategies. On August 25, 2022, Metrolinx outlined their assessment of alternatives in an open letter to residents and communities along the ECWE corridor.¹

¹ ecwe_elevated_guideway_open_letter_updated_aug25.pdf (metrolinx.com)

Metrolinx has also outlined design and maintenance plans to minimize noise and vibration from wheel-on-rail contact on the elevated guideway.

Metrolinx has worked with City staff to mitigate impacts to park space by designing the elevated guideway and elevated stations to span the boulevard as close as possible to Eglinton Avenue West and the existing bridge. Metrolinx has initiated a Design and Restoration Working Group to collect feedback from community representatives as they work to prepare restoration plans below and adjacent to the elevated guideway with the expectation that they will be shared through future public engagement opportunities. Metrolinx has also indicated that discussions are underway between Metrolinx and ENAGB Indigenous Youth Agency, to consider how to further mitigate impacts from the elevated guideway and respond to the concerns raised by ENAGB.

2.2 Public Engagement

Metrolinx continues to hold weekly pop-up events in the neighbourhoods near the ECWE alignment to share information on upcoming engagement opportunities, upcoming construction activities, and to answer any questions from the public. Pop-ups have been held in various neighbourhood locations such Richview, Fergy Brown Park area, the Ukrainian Centre, and Chartwell Retirement Home among others. Most recently, Metrolinx organized an open house on May 15, 2023, at Father Serra Catholic School to provide the community with updates regarding tunnelling and construction. Additionally, Metrolinx opened the first Community Office for the ECWE project on May 13, 2023, which will serve as a dedicated space for the community to connect with the ECWE project team with questions and feedback.

CLCs meet quarterly and provide a forum for residents, businesses or other local interested parties to communicate and share concerns directly with the ECWE project staff. One CLC is currently active for the ECWE project for the Martin Grove-Scarlett area. An additional CLC is planned for Scarlett-Mount Dennis in Spring/Summer 2023.

2.3 Next Steps

Metrolinx is anticipating the following major milestones for the remainder of 2023:

- Advanced Tunnel 2 contract award – Fall 2023
- Elevated Guideway contract award – Fall 2023

3. Scarborough Subway Extension

The Scarborough Subway Extension (SSE) extends Line 2 – Bloor-Danforth by 7.8 kilometres from Kennedy Station to a new terminus at Sheppard Avenue East and McCowan Road. The SSE will run below grade and consists of three stations along McCowan Road at Lawrence Avenue, Scarborough Centre and Sheppard Avenue East. Figure 3 shows the SSE alignment.

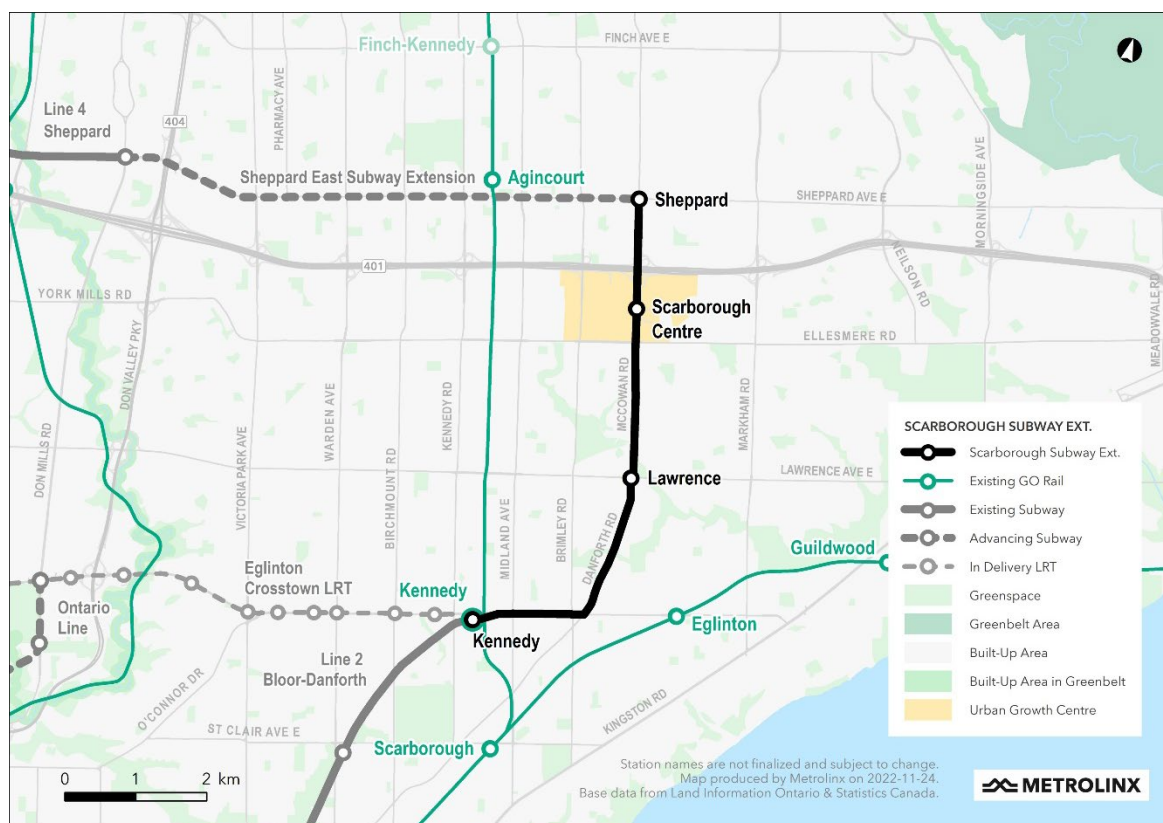


Figure 3 – Scarborough Subway Extension

Source: Metrolinx

3.1 Milestone Updates

Procurement and Construction Milestones

The SSE is being delivered through an Advance Tunnel (AT) contract for the design and construction of the SSE tunnel and a Stations, Rail and Systems (SRS) contract that will include the design and construction of the three stations and associated works. Preparation for tunnel excavation at the northeast corner of Sheppard Avenue and McCowan Road is underway by Strabag Inc. On January 11, 2023, the tunnel boring machine (TBM) commenced tunneling from the launch site at Sheppard Avenue and McCowan Road. Over the next two years, the TBM will dig approximately 6.9 kilometres of the SSE tunnel, moving towards Midland Avenue and Eglinton Avenue where the TBM will be extracted. Work to prepare the extraction site is currently underway. Headwall construction is also underway at various locations for station buildings and emergency exit buildings along the alignment. On November 30, 2022, the RFP for the SRS contract was awarded to Scarborough Transit Connect (STC), the development partner for the SRS contract, and work is underway to review existing design plans with STC and prepare for implementation.

Enabling works are underway at Kennedy Station, including relocation of TTC cable infrastructure and third-party utilities. There are also ongoing discussions about the multiple interfacing projects at Kennedy Station, including the SSE, Line 3 bus replacement, and the Eglinton Crosstown LRT, to understand the cumulative impact on the community and transit users. The City, TTC and Metrolinx are working

collaboratively to minimize the impact of these projects. Parking at the TTC Kennedy Station South Commuter Lot will be permanently closed beginning May 2023. These parking spaces are being repurposed to construct a new TTC bus terminal which will facilitate additional buses part of the TTC's closure of Line 3 - Scarborough RT. Metrolinx is also working with City staff to develop plans to mitigate impacts to users of the Don Montgomery Community Recreation Center during construction of the SSE. Metrolinx and their contractor, working with City staff, will work to minimize disruption impacts to the community as much as possible and will work to optimize any lane closures.

3.2 Public Engagement

Metrolinx hosted Open Houses on March 7, July 6 and December 11, 2022, to provide project updates to the community which focused on responding to outstanding community concerns, including tunnelling impacts, headwall construction and mitigation measures particularly to residential dwellings, Bendale Library and to the Scarborough Health Network. On March 8, 2022, Metrolinx held a virtual meeting to provide updates and receive feedback from surrounding businesses regarding headwall construction on McCowan Road south of Sheppard Avenue. Metrolinx also established four CLCs for McCowan and Sheppard, Scarborough Centre, McCowan and Lawrence, and Midland and Eglinton areas.

Metrolinx continues to hold regular pop-up meetings at various locations to provide projects updates to the community and answer questions. Metrolinx pop-up events have been held at various Toronto Public Library sites, Centennial College, YMCA, the Don Montgomery Community Centre, and the Scarborough Town Centre among many other sites. In 2022, Metrolinx held 62 pop-up events and as of May 2023, Metrolinx is on track to exceed that amount.

3.3 Next Steps

Tunneling work will continue over the next two years until the TBM reaches Midland Avenue and Eglinton Avenue. Early works for the SRS package of work are expected to commence in Winter 2023.

4. Yonge North Subway Extension

The Yonge North Subway Extension (YNSE) will extend the TTC's Line 1 subway service approximately 8 kilometres from the existing terminus at Finch Station spanning from the City of Toronto to York Region, including sections within the cities of Markham, Vaughan and Richmond Hill. Metrolinx latest plans includes five stations at Steeles, Clark, Royal Orchard, Bridge, and High Tech. The extension will connect to the Richmond Hill GO train and Highway 407 GO Bus service, as well as local bus routes at each station. Figure 4 shows the YNSE alignment.

On April 27, 2023, lands for the YNSE were designated by the Province of Ontario as Transit Corridor Lands under the Building Transit Faster Act (BTFA), 2020, which gives the Province and/or Metrolinx powers to expedite the planning, design and construction of the YNSE.



Figure 4 – Yonge North Subway Extension

Source: Metrolinx

4.1 Milestone Updates

Procurement and Construction Milestones

The YNSE is being delivered through an Advance Tunnel (AT) contract for delivery of the tunnel between Finch Station and Bridge Station, and a Stations, Rail and Systems (SRS) contract to construct the stations, systems, and other facilities. On April 27, 2023, Metrolinx and IO issued the Request for Qualifications (RFQ) for the AT contract for the delivery of 6.3 kilometres of tunneling works². The RFQ is the first step in the procurement process to select the teams that will deliver the advanced tunnel works. Timing for the SRS procurement process will be communicated as the project's design progresses.

Furthermore, the Finch Early Works contract, which includes upgrades at Finch Station to accommodate the subway extension, was awarded to Black and MacDonald Limited and the project work initiated on October 6, 2022 and Metrolinx began construction in Spring 2023.

² <https://www.infrastructureontario.ca/en/news-and-media/news/advance-tunnel-yonge-north-subway-extension/request-for-qualifications-issued-for-advance-tunnel-contract-on-the-yonge-north-subway-extension/>

Steeles Station

Staff from the City of Toronto, Vaughan, Markham, TTC, York Region, and Metrolinx are working together to align understanding of future planning work on the Steeles Avenue corridor and are considering design plans for Steeles Station in this context. City and TTC staff are undertaking an operational feasibility study and 10 percent design for rapid transit solutions in the section of Steeles Avenue from Bathurst to Bayview to inform design considerations for future rapid transit on Steeles within that section. Outcomes of the study will inform analysis of the interface options at Steeles Station and will also be utilized in the Metrolinx Initial Business Case for Steeles Avenue rapid transit.

Cummer Station

As part of the business case prepared by Metrolinx for the YNSE, all of the proposed stations were examined through a number of criteria including ridership, development potential, transit operations, mobility and connectivity improvement, cost and feasibility. Cummer Station did not perform as well as some of the other stations in the business case, which also identified budget constraints that would result in only four of six stations proceeding to design and construction. City and TTC staff raised concerns with how the business case positioned Cummer Station. In particular, City staff noted that the significant development potential and recent activity in the station area, which far outpaces that of other stations on the project such as Clark and Royal Orchard, was not sufficiently considered and rather appeared to be subsumed by the fact that the station walkshed area would partially overlap with those of Finch and Steeles stations.

The business case for the YNSE considered a total of six stations: Cummer, Steeles, Clark, Royal Orchard, Bridge and High Tech. Metrolinx indicated that the available project budget would not be able to deliver all of the proposed stations. As a result, Cummer and Royal Orchard stations were de-scoped from the project. However, in response to a request from York Region to reconsider this decision, early in 2022 the Province offered to keep Royal Orchard in the project scope with funding of the station to be secured through Transit Oriented Communities (TOC) projects in the vicinity of that station and potentially other stations along the YNSE alignment. No additional funding would be required from York Region, which is a funding partner in the YNSE. A similar offer was made to the City of Toronto to retain Cummer Station. The Province has offered that any proceeds of TOCs delivered in the proposed Cummer Station area would be turned over to the City to offset the capital cost of the station.

City staff have assessed TOC opportunities in the vicinity of Yonge Street and Cummer/Drewery Avenue. The bulk of development properties in the area are well into the development process such that they are not available for consideration as TOC sites. The remaining opportunities are limited mostly to properties directly at the station intersection. The southeast quadrant is under development through the Newtonbrook Plaza redevelopment while the three remaining quadrants are characterised by relatively small properties which are constrained by existing adjacent developments. Ultimately TOC development, if even feasible, is not expected to contribute significant funding to support the delivery of Cummer Station.

The Province has advised that should the City wish to include Cummer Station in the project, the City is required to provide the funds required to facilitate the station's delivery. The Province requires a commitment of funds no later than August 2023 (i.e., four months after the release of the Advanced Tunnel contract RFQ, which was issued on April 27, 2023).

The Province has noted the costs of delivering Cummer Station could be undertaken in one of two approaches:

1. *Single Build*: Building the full station as part of the YNSE project. This approach would cost roughly \$70 million as part of the Advanced Tunnel contract and \$375-400 million in the SRS contract, for a total cost of \$445-470 million. These are preliminary order of magnitude cost estimates; or
2. *Phased Build*: Building part of the station now and completing it later on in the future. This includes building headwalls, and associated utility relocations and site works as part of the Advanced Tunnel contract. Afterwards, and as part of the SRS contract, building the station box structure, concourse and roof slabs, emergency exits, subway operations service rooms and knock-out panels. This portion of the SRS includes the minimum upfront infrastructure to protect for the future fit-out of the station, as once the subway is operational, it would not be feasible to build the station box due to major disruption and operational risk to train operations that will paralyze the line entirely north of Finch. It would involve removing the tunnel, excavating, and constructing the station.

This approach would cost upwards of \$70 million as part of the Advanced Tunnel and \$250-275 million in the SRS contract. These are preliminary order of magnitude cost estimates. Additional funding will be needed to complete the station in the future once a decision is made to make the station operational. This means that by 2060 the total cost with the additional funds would reach \$535-545 million, which will be roughly 10-25% more expensive than a single build approach.

However, based on the inability of the City to secure sufficient funds from TOC developments in the station area as noted above, and the City's current significant financial constraints, the City does not have funding budgeted to proceed with either approach to enable the delivery of Cummer Station as part of the YNSE. As such, this report requests the Province of Ontario fund all associated costs required to deliver Cummer Station as part of its YNSE project. Should the Province not agree to pay for the costs associated with Cummer Station, there would be no funding available for Metrolinx to deliver Cummer Station as part of the YNSE project.

4.2 Public Engagement

Metrolinx continues to seek community input to refine YNSE planning and design, including through virtual question and answer sessions and community pop-ups. On March 22, 2023, Metrolinx hosted a virtual open house specific to the Finch Early Works. Metrolinx also established a CLC specific to the Finch Early Works project in December 2022 which has met on four occasions and will be meeting on a monthly basis going forward. Metrolinx has held a number of pop-up events at various locations

this year, including the Manulife Centre, North York Seniors Centre, North York Shopping Centre, North American Centre, Centrepont Mall, and the Turnberry Court Condominium, amongst other sites. Pop-up events and information tables will continue be held in neighbourhoods along the alignment to engage with residents and maintain a presence before Metrolinx's permanent community office opens.

4.3 Next Steps

YNSE project milestones for the remainder of 2023 include:

- RFQ Close for ATC – fall/winter 2023.
- RFQ Phase Begins for SRS Contract – to be determined.

Sheppard Subway Extension

In July 2022, City Council directed City staff to request the Province of Ontario and Metrolinx to provide the approach and timing to advance the planning for the Sheppard Subway (Line 4) extension from the Sheppard-Yonge Station to Sheppard West Station. Metrolinx has informed City staff that work is now underway to prepare the Initial Business Case (IBC) for the Sheppard Subway Extension. Metrolinx will engage City staff to provide input to inform the business case analysis, and City staff will provide updates to City Council as plans advance.

Summary

The Transit Expansion Division will continue to facilitate one-window access to the City to ensure Metrolinx's Subway Program conforms to local planning direction and City policies. In addition, City staff will continue to provide input to Metrolinx on local interests and concerns and is committed to providing updates to Council on this multi-billion-dollar transit expansion investment as it develops.

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