

Technical Program Update

SmartTrack Program

This attachment provides a status update on the East Harbour, Bloor-Lansdowne, St. Clair-Old Weston, Finch-Kennedy and King-Liberty stations since the previous report, EX3.9 - Advancing the SmartTrack Stations Program Update¹, adopted by City Council in March 2023. See Figure 1 for map of all five planned stations.

New SmartTrack Stations

Legend









- | | |
|--|---|
|  Subway and LRT Lines |  GO Lines |
|  SmartTrack Stations |  Kitchener Line |
| |  Barrie Line |
| |  Stouffville Line |
| |  Lakeshore East Line |
| |  Other GO Lines |



Figure 1. Map of rapid transit network showing the five planned SmartTrack Stations.

East Harbour Station

East Harbour (EH) Station is planned along the Lakeshore East rail corridor south of the intersection of Eastern Avenue and Broadview Avenue. EH is planned to be a transfer station for the GO Lakeshore East corridor, the GO Stouffville corridor and the Ontario Line (OL) subway. The planned 504 King streetcar line is expected to have a stop at the station in the future.

EH will be a transit hub facility that includes:

¹ [Agenda Item History - 2023.EX3.9 \(toronto.ca\)](https://www.toronto.ca/agenda-item-history-2023-ex3-9)

- rail corridors, structures, berms, embankments, stormwater tanks, utility corridors, buildings, platforms, urban realm components and landscape elements within the project boundary;
- five entrances; and
- both the Primary Station Building and the Secondary Station Building are accessible from sidewalks along Broadview & Eastern Avenues;
- provisions for a future sixth entrance portal from the south/west side of Eastern Avenue to exclusively provide access to the GO Lakeshore platform and GO Stouffville platforms; and
- MUT bridge across the Don River providing a direct connection between the residents on the west side of the river and the station.

Milestones

Metrolinx awarded the contract to the Alliance team Rail Connect Partners (AtkinsRealis & Bird Construction Industrial Service Ltd.) in November 2022. The station reached 60% design in July 2023. However, EH experienced a significant cost increase from the Alliance's first estimate of the 60% design, resulting in the design solution being considered non-viable. Alternative design solutions to significantly reduce costs have been assessed, along with the broader assessment of cost drivers, and a design pivot to a more affordable solution was completed. As such, the revised design reached 30% design at the end of May 2024, and it is currently developing the 60% design, which is anticipated to be completed by January 2025.

The EH construction contract has yet to be awarded and is subject to decision sought from City Council. Metrolinx is tentatively planning for construction contract award in February 2025, with construction expected to start in March 2025. Should the construction of the station proceed according to this planned schedule, substantial completion is projected for July 2028. The station is estimated to be in-service by August 2028.

Early Works

Early works started in April 2023, including construction of Eastern Avenue Bridge:

- installation of caissons for the new Eastern Avenue Bridge north abutment and pier-columns are now complete;
- reinforcing steel for the new north abutment has been placed and formwork has been constructed;
- construction of south abutment footing is complete and south abutment wall has been placed;
- construction of footings (4 of 6 segments) and two wall-stems for retaining wall 1 are complete; and
- installation of reinforcement for the Eastern Avenue bridge deck Stage 1 is in progress.

Stage 1 of the construction of Retaining Wall 1, which includes retaining wall stems, is complete and construction of crash walls is ongoing.

Changes to Station Design

Since March 2023, notable changes to the design have been the following:

- moved the station building components and associated programming from beneath the rail corridor to the north of the rail corridor;
- reduced the length of the rail carrying structure for the station;
- raised the level of the station above the water table; and
- minimized station land requirements.

Bloor-Lansdowne Station

Bloor-Lansdowne (BL) Station is planned along the Barrie GO rail corridor, between the future Spadina-Front GO Station to the south and the under-construction Caledonia GO Station to the north. The station is planned to be situated on the south side of Bloor Street West, west of Lansdowne Avenue, and is planned to have:

- three entrances; and
- a multi-use path (MUP) from the end of Davenport Diamond Greenway (Paton Road), through BL Station to south of Dora Avenue. This MUP is part of the GO Expansion Program and is planned to be delivered by the Bloor-Lansdowne project.

Milestones

The Design Build (DB) contract for BL was awarded by Metrolinx on July 4, 2023, to Grascan Construction Ltd. At present, the City is reviewing the 60% detailed design and Site Plan Application packages. Based on Metrolinx's schedule, 100% detailed design will be completed by April 2025, with major construction planned to start in February 2025. Should the construction of the station proceed according to this planned schedule, substantial completion is estimated for August 2027. The station is estimated to be in-service by December 2027.

Early Works

The design builder has completed the demolition of 17 Dora Avenue, and tree removals inside the Metrolinx railway corridor with surveying and geotechnical borehole site investigations are also underway.

Changes to Station Design

There are no major changes to station design since the last report to City Council.

St. Clair-Old Weston Station

St. Clair-Old Weston (SCOW) Station is planned to be located along the Kitchener GO rail corridor, between the planned King-Liberty Station to the east and the under-construction Mount Dennis Station, part of the Eglinton Crosstown Light Rail Transit project, to the west. The station is planned to be situated on the north side of St. Clair Avenue West, about halfway between Weston Road and Old Weston Road. The station is planned to have:

- four entrances, two on either side of the rail corridor;
- curbside passenger pick-up and drop-off zone on the west side of Union Street near the main entrance;
- TTC bus loop located between the main and secondary entrances with buses approaching from Union Street; and
- Wheel-Trans pick-up and drop-off lay-by within the bus loop, and adjacent to the main station building entrance.

The station delivery is planned to include components of the St. Clair Transportation Master Plan (STMP) such as Union Street improvements, and the extensions of Gunns Road and Davenport Road.

Milestones

The Construction Manager at Risk (CMAR) development phase contract for SCOW was awarded by Metrolinx to Graham Construction and Engineering Inc., on April 22, 2022. Since staff last reported to City Council in March 2023, Metrolinx along with its Consultant and Construction Manager (CM) completed the 90% design. Currently, the City is reviewing the 90% Issued For Tender (IFT) design. The construction contract has yet to be awarded and is subject to the decision sought from City Council. Metrolinx is tentatively planning for construction contract award in June 2025, with construction scheduled to start in June 2025. Should the construction of the station proceed according to this planned schedule, substantial completion is estimated for October 2031. The station is estimated to be in service in December 2031.

Early Works

The following early works were completed at SCOW:

- Decommissioning and removal of the signal bridge completed in October 2024;
- Site set up at 2-4 Union completed in June 2024; and
- Tree removal at Union Street completed in September 2024.

Changes to Station Design

There are no major changes to station design since the last report to City Council.

Finch-Kennedy

Finch-Kennedy (FK) Station is planned along the Stouffville GO rail corridor in Scarborough, between Milliken Station to the north (at Steeles Avenue East) and Agincourt Station to the south (at Sheppard Avenue East). The station is planned to be integrated with a new grade separation at Finch Avenue and is approximately halfway between Kennedy Road and Midland Avenue. The station is planned to have:

- four entrance building located at the four corners of the grade separation with two on either side of the street;
- passenger pick-up and drop-off facility at the north-east quadrant, adjacent to the main station building through a new public street from Finch Avenue East; and
- lay-by stops for TTC buses near the entrances on both sides of Finch Avenue East.

Milestones

The CMAR development phase contract for FK was awarded by Metrolinx to SmartTrack Construction Partners (STCP) on April 22, 2022. Since staff last reported to City Council in March 2023, Metrolinx along with its Consultant and Construction Manager (CM) completed the 100% design. Metrolinx along with its TA and CM, are working with the City to close all outstanding design issues. As per Metrolinx's schedule, the detailed design will be completed by December 2024. The construction contract has yet to be awarded and is subject to the decision sought from City Council. Metrolinx is tentatively planning for construction contract award in February 2025, with construction scheduled to start in February 2025. Should the construction of the station proceed according to this planned schedule, substantial completion is estimated for October 2029. The station is estimated to be in-service by August 2030.

Early Works

The following early utility relocation works are currently ongoing at the site:

- cabling and civil early works for utilities (Bell, THESL, Rogers, Zayo, EGI) including joint utility trench, civil work and cable pulling completed in August 2024;
- Bell Phase 2 cut-cover is ongoing and expected to complete by December 2024;
- site fencing and preparation completed October 2024;
- access road construction is ongoing and expected to complete by February 2025;
- tree removals in-corridor completed in June 2024; and
- installation of pile mats (working platform for piling rigs) completed in November 2024.

Changes to Station Design

Since March 2023, the only notable change to the design has been to replace the MUP on the northwest quadrant with dedicated access road for maintenance vehicles. This design change was made to align with Metrolinx's operational requirements and safety protocol as Metrolinx maintenance vehicles cannot share the road with pedestrians and cyclists due to safety concerns.

King-Liberty Station

King-Liberty (KL) Station is planned to be located along the Kitchener GO rail corridor, between Union Station to the east and the planned SCOW Station to the west. The station will be on the north side of King Street West, between Sudbury Street and Joe Shuster Way, on the north and south sides of the rail corridor. The station is planned to have:

- three entrances, the main entrance on King Street West and the other two entrances on Sudbury Street and Joe Shuster Way;
- secured bike storage in the service building;
- two outdoor covered bike parking facilities, one near the Joe Shuster Way entrance and one near the Sudbury Street entrance; and
- MUP from south of Dora Ave to West Toronto Rail Path. This MUP is part of the GO Expansion program and is planned to be delivered through the KL station project.

Milestones

The CMAR development phase contract was awarded by Metrolinx for the KL station to Kiewit Corporation on April 22, 2022. Since staff last reported to City Council in March 2023, Metrolinx, along with its Consultant and CM, completed the 90% design and Issued For Construction (IFC) design. The construction contract has yet to be awarded and is subject to decision sought from City Council. Metrolinx is tentatively planning for construction contract award in March 2025, with construction scheduled to start in April 2025. Should the construction of the station proceed according to this planned schedule, substantial completion is estimated for November 2029. The station is estimated to be in-service by January 2030.

Early Works

The following early utility relocation works are currently ongoing at the site:

- tree removals in-corridor completed August 2023;
- existing noise wall demolition is completed, and new noise wall is under construction and expected to complete by February 2025;
- in-corridor fiber optic splice relocation completed;
- in-corridor Bell 360 relocation (civil) ongoing and expected to complete in February 2025; and
- laydown and mobilization to site is completed.

Changes to Station Design

There are no major changes to station design since the last report to City Council.