

Subway Program Update

1. Ontario Line

The Ontario Line will be a new 15.6-kilometre subway with 15 stops that will run from Exhibition Place to the Ontario Science Centre on a mix of tunnelled, above-ground and elevated tracks. Construction of the Ontario Line began in December 2021 when Metrolinx initiated early works at Exhibition Station, and the project is expected to be complete by 2031. Figure 1 shows the Ontario Line alignment.

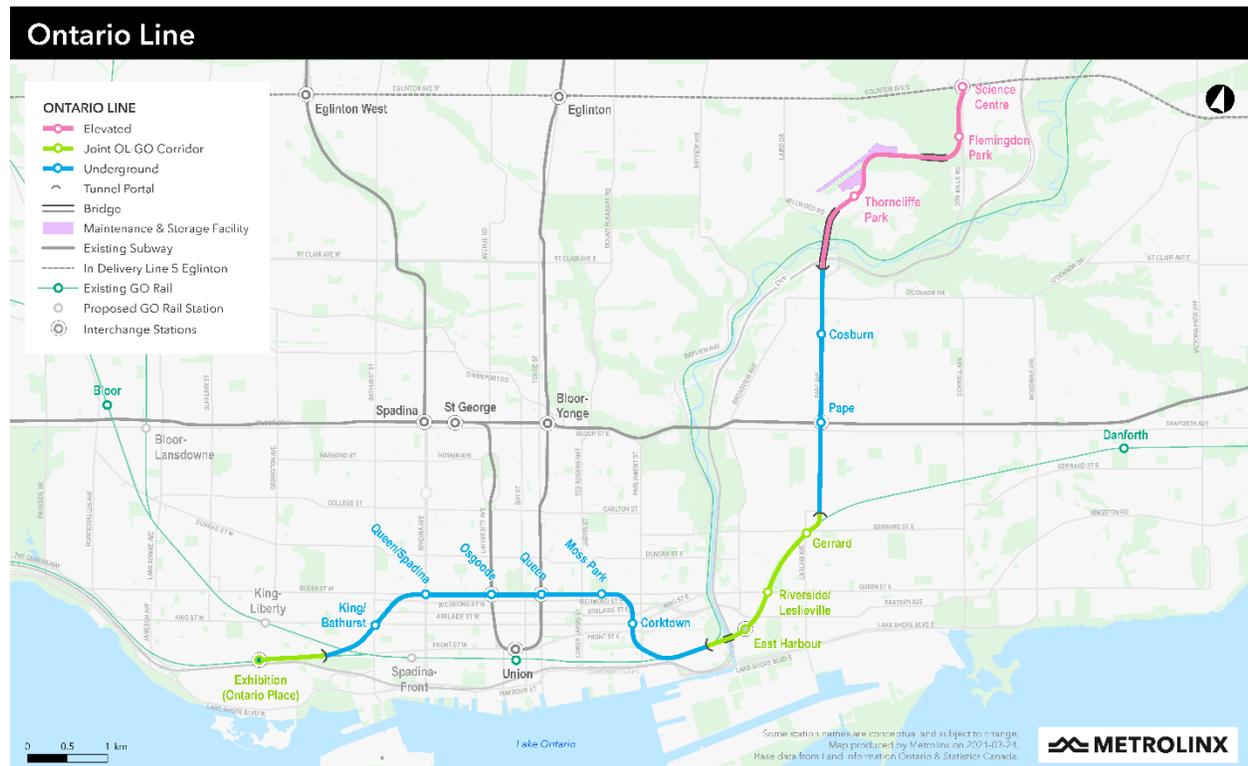


Figure 1: Ontario Line (Source: Metrolinx)

1.1 Milestone Updates

Package of Work	Description & Timing
Key Early Works	<p><u>Lakeshore East (LSE) Joint Corridor Advanced Works</u> In August 2022, Metrolinx released the construction tender for the LSE Joint Corridor advanced works, which includes the reconfiguration of GO tracks, replacement of existing rail bridges, and construction of new bridges, retaining walls, and noise barriers to support future Ontario Line infrastructure.</p>

	<p>Construction commenced in April 2023. As reported in TE13.28, construction of new retaining walls between Eastern Avenue and Dundas Street East began on the eastern side of the railway in May 2024. Noise barriers will be installed after each section of the retaining walls are completed. Early Works are expected to be completed by January 2026.</p> <p><u>Lower Don Bridge and Don Yard Enabling Works</u> In August 2022, Metrolinx awarded the construction contract to build a new bridge over the Lower Don River and modify the existing rail bridge and GO tracks in the vicinity to accommodate the Ontario Line.</p> <p>Construction commenced in Spring 2023, with utility relocations in the Lower Don Yard. Major construction started in late April 2024 on the new Lower Don Bridge.</p> <p>On May 3, 2024, Metrolinx awarded the contract for the Don Valley Crossings Early Works to Leaside Valley Builders GP. The project scope includes long span segmental structures at the Don Valley and West Don Crossings, the Beth Neilson Underpass structure and grade separation, support of excavation works at the Minton Place Portal, slope stabilization and other works to enable construction. Construction is expected to commence August 2024.</p>
Rolling Stock, Systems, Operations and Maintenance Contract (RSSOM)	<p>On November 17, 2022, IO and Metrolinx awarded the contract to Connect 6ix for the entire Ontario Line. The contract scope of work will be to design, build, finance, operate and maintain the rolling stock and systems (e.g., trains, train control systems, Wi-Fi, and closed-circuit television) for a 30-year term.</p> <p>Connect 6ix started organizing crews to prepare for design work in 2023. The start of construction works for the operations, maintenance and storage facility (OMSF) commenced in August 2023. City staff continue to work with Metrolinx to refine design plans for the OMSF to ensure consistency with City requirements. Work on the electrical substation at Exhibition Station started in April 2024.</p>
Southern Civil, Stations and Tunnel Contract	<p>On November 9, 2022, IO and Metrolinx awarded the contract to Ontario Transit Group to design, build and finance the Ontario Line Southern Civil package.</p> <p>The contract covers the southern segment from Exhibition Station/Ontario Place to Corktown Station and includes delivery of the six-kilometre tunnels and associated tunnelling works from Exhibition Station to the Don Yard portal, ground works for tunnels and stations, guideway structures, and seven stations.</p>

	<p>Station construction has begun with piling works. As teams prepare and stabilize the grounds at the sites for excavation and tunnelling, this will allow for future tunnel boring machines (TBM) to pass through caverns, connecting all the underground stations. Piling started in the spring and early summer of 2024 at Exhibition, King-Bathurst, Queen-Spadina, Osgoode, Moss Park and Corktown stations.</p>
Elevated Guideway and Stations contract	<p>On February 20, 2024, IO and Metrolinx signed an agreement with Trillium Guideway Partners to deliver the Elevated Guideway and Stations Contract. The development stage is anticipated to take up to 20 months (until October 2025), though early works construction to facilitate the guideway may commence during this phase.</p> <p>The contract scope includes three kilometres of an elevated guideway (tracks and bridge structures) and five elevated stations (i.e., Riverside-Leslieville, Gerrard, Thorncliffe Park, Flemington Park, and Science Centre), one emergency exit building, interface with the operations and maintenance storage facility as well as with the Eglinton Crosstown LRT Line 5 and sections of existing Metrolinx-owned rail corridor where Ontario Line trains will operate.</p> <p>Work Commencement – 2024 (Exact Date TBD)</p>
Pape Tunnel and Underground Stations contract	<p>On January 17, 2024, IO and Metrolinx selected Pape North Connect to deliver the Pape Tunnel and Underground Stations contract. The scope of work for the contract includes three kilometres of twin tunnels underneath Pape Avenue between the Gerrard portal and the Don Valley bridge and two underground stations (Pape and Cosburn). Early works construction is anticipated to begin during the development phase, which is anticipated to take approximately 24 months.</p> <p>Work Commencement – 2024 (Exact Date TBD)</p>

Construction Updates

Updates on Ontario Line construction, including work on the Joint Corridor, were provided via TE10.40 Metrolinx’s Ontario Line Construction within the Toronto and East York District – First Quarter Update, and TE12.57 Update on the Ontario Line Joint Corridor Noise Barrier and Retaining Walls. Additional updates are provided in the following sections.

Pape Station

Metrolinx is preparing for major construction of the Ontario Line and the new subway connection at Pape Station¹. As reported in TE10.40, there will be long-term TTC impacts at Pape Station. Phase 2 of construction has begun, and the bus terminal at

¹ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/notices/pape-station-update>

Pape Station is fully closed until Fall 2024². As reported in EX14.2 Ontario Line Pape Segment Advanced Works – Temporary Road Closures and Transportation Impacts, there will be long-term traffic impacts in the area, which began June 1, 2024.

Metrolinx has stated to City staff that their construction plans assume the continued operation of the Pape Junior Public School in its current location and that any decision to relocate the school's students and staff will be made by the Toronto District School Board (TDSB). In May 2024, the TDSB began seeking feedback from the school community regarding the potential temporary relocation of students to a nearby facility on Jones Avenue while Metrolinx completes its adjacent Ontario Line construction. The TDSB has stated that a decision has not yet been made regarding a relocation of Pape Junior Public School and they will continue to engage with the school community.

Queen Street Detour

Metrolinx continues to work with the TTC and the City to build a permanent streetcar infrastructure along Adelaide and Richmond streets, connecting via York and Church streets to allow for the long-term detour of Queen streetcar services during Ontario Line construction. Metrolinx crews are currently performing utility removals and relocations along York and Queen Streets as well as other necessary roadway work such as track slab excavation, pouring of a track slab foundation, and conducting work on the traffic signals to support the installation of new streetcar tracks³. In a letter response to City staff regarding TE10.40 in April 2024, Metrolinx stated that their project teams have communicated to stakeholders that work on the York Street portion of streetcar track restoration is scheduled to be complete by August 2024, while acknowledging the possibility of variances in work schedules. Metrolinx will continue to coordinate with property owners to provide advance notice of impacts to driveways or parking lots. Impacts will be mitigated via ongoing communication of the various construction phases well in advance, so appropriate coordination can take place. The City's track work along Adelaide is substantially complete and pending the TTC's completion of TTC overhead wiring work, the detour route is anticipated to be complete and operational in fall 2024.

1.2 Public Engagement

Metrolinx continues to meet regularly with the community through public meetings and Construction Liaison Committees (CLCs) to communicate project updates and work to reduce impacts of construction. Metrolinx also continues to meet with various City staff on a weekly basis to discuss Ontario Line project details.

There are currently 9 CLCs, which are: Exhibition, King-Bathurst, Queen-Spadina, Osgoode, Yonge-Queen, Moss Park, Corktown, Lakeshore East Joint Corridor, and Pape Junior Public School⁴.

² <https://www.ttc.ca/riding-the-ttc/Updates/Pape-Station-construction>

³ https://assets.metrolinx.com/image/upload/v1711635953/Images/Metrolinx/UPDATED_OL_Construction_Notice_-_York_Street_Track_Work_-_April_4_2024.pdf

⁴ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/community-meetings>

Each CLC generally consists of community members, BIA and business community, local Councillors and other elected officials, and City and Metrolinx staff. CLCs meet regularly, typically once a month.

Metrolinx will be organizing additional CLCs as their contractors are onboarded in the northern segments of the alignment. Metrolinx has informed City staff that it is seeking to initiate CLCs for Pape-Danforth and Pape-Cosburn later this year.

In addition to the regular CLC meetings, the Ontario Line team at Metrolinx holds open houses, pop-ups and attends local events⁵. In 2024, Metrolinx has held 12 community open houses and public meetings. There are two community offices as well, at 770 Queen Street East and 45 Overlea Boulevard in the East York Town Centre, where residents can visit to connect with Metrolinx staff⁶.

1.3 Subcommittee Recommendations

Through TM2.1 – City of Toronto Recommendations for Metrolinx’s Ontario Line Construction within the Toronto and East York District and TE10.40, Metrolinx was requested to implement City Council approved recommendations for Ontario Line Construction within the Toronto and East York District, as well the North York District. Metrolinx has responded acknowledging the recommendations and that they are applying the lessons and advice from the recommendations to the entirety of the Ontario Line.

The City’s Transit Expansion (TE) and Social Development, Finance and Administration (SDFA) Divisions continue to be engaged with Metrolinx staff through the newly formed Community Benefits & Supports Working Group that meets quarterly to monitor and oversee how Metrolinx is implementing community benefits and the City of Toronto’s recommendations from TM2.1.

City staff also met with Toronto Community Benefits Network (TCBN) following their submission to TE10.40 pertaining to their efforts to advance opportunities for community benefits through Metrolinx’s design and construction of the Ontario Line. City staff sent a letter to Metrolinx re-iterating the feedback received from the TCBN and requested an update on how Metrolinx is implementing community benefits. City staff will continue to work with Metrolinx to advocate for community benefits and implementation of all of the recommendations adopted by City Council.

On June 27, 2024, Metrolinx released a summary of their first Community Benefits and Supports Annual Report for 2023-24⁷, which included results of their community benefits key performance indicators. Results included that 46% of new hires were from Black, Indigenous and people of colour (BIPOC) communities and that 74 apprentices were hired for the Subway and LRT programs. There was also roughly \$30 million spent

⁵ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/events>

⁶ <https://www.metrolinx.com/en/projects-and-programs/ontario-line/ontario-line-contact-us>

⁷ https://assets.metrolinx.com/image/upload/v1718902961/Documents/Jun_27_Item_15_-_Community_Benefits_and_Supports_En.pdf

in local businesses and \$5.7 million in social enterprise spending. Metrolinx estimates there were also \$128 million in local access and accessibility improvements, and \$173 million in estimated active transportation improvements. Metrolinx has advised City staff that the full Annual Report will be publicly released shortly.

1.4 Next Steps

Major construction is underway for the southern portion of the Ontario Line, including utility relocations, excavation and demolition works, and works to prepare for delivery of new bridges across the Lakeshore East Joint Corridor. For the northern portion of the Ontario Line, the design development stage of the Elevated Guideway and Stations contract and Pape Tunnel and Underground Stations contract is underway and expected to conclude in late 2025 and early 2026, respectively. Once the design development phase is completed, Metrolinx will further plan and contract for delivery of the projects, and more details will be shared on upcoming construction milestones.

City staff will report to both Toronto and East York Community Council and the North York Community Council with updates on the Ontario Line in Q3 2024 and Q4 2024, respectively.

2. Scarborough Subway Extension (SSE)

The 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 East, Scarborough Centre and Sheppard Avenue East. Figure 2 shows the SSE alignment.



Figure 2: Scarborough Subway Extension (Source: Metrolinx)

2.1 Milestone Updates

Package of Work	Description & Timing
Advance Tunnel Project	<p>In May 2021, IO and Metrolinx awarded the contract to Strabag Inc. to design, build and finance the tunnel for the SSE. The scope of work includes tunnelling the 7.8-kilometre subway extension from Kennedy Station to McCowan Road and Sheppard Avenue, and associated activities necessary to build the tunnel. Tunnelling began in January 2023.</p> <p>As reported in SC11.10, Metrolinx requested a time extension for a sidewalk closure at McCowan Road and Sheppard Avenue East that is accommodating tunnel boring operations, citing unforeseen challenges to the original tunnel boring schedule. On March 20, 2024, City Council approved extending the sidewalk closure from March 31, 2024, to December 31, 2025. Advance tunnelling is now expected to be completed by September 2025.</p>
Stations, Rail and Systems (SRS) Contract	<p>In November 2022, Metrolinx and IO awarded the Stations, Rail and Systems contract to Scarborough Transit Connect, led by Aecon Group Inc. The scope of work includes designing and constructing three underground stations and bus terminals, and installing, testing and commissioning all systems equipment and interconnection with</p>

	existing TTC systems. The development phase is anticipated to be complete in October 2024.
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Sheppard-McCowan Station

Between Winter 2022 and Fall 2023, City staff actively coordinated with Metrolinx to ensure the design of SSE Sheppard East Station would accommodate the proposed EELRT terminal. This led to the SSE Sheppard East Station headhouse being set back to allow space for the EELRT terminal in the median of a widened Sheppard Avenue right-of-way and confirmation that other EELRT interface requirements will be accommodated. In December 2023, through EX10.17, City Council approved funding to secure a knockout panel in the SSE concourse construction, to create a future underground passenger connection between EELRT and SSE at Sheppard-McCowan Station. Metrolinx has agreed to accommodate the knockout panel and staff will work to develop necessary agreements and design plans to facilitate this work. Agreements related to EELRT interface accommodations at Sheppard-McCowan will be influenced by Metrolinx’s ongoing work to study the Sheppard Subway Extension. City staff will work with Metrolinx to ensure this is reflected.

2.2 Public Engagement

Metrolinx continues to hold regular pop-up meetings at various locations to provide project updates to the community and answer questions⁸. In January 2024, Metrolinx completed an online survey that sought community input on the design of feature walls inside SSE stations. Throughout May and early June 2024, Metrolinx project staff hosted four pop-up display booths at targeted construction areas of the SSE. Metrolinx has informed the City that it intends to re-commence its CLC engagement for the project in the near future.

2.3 Scarborough Rapid Transit

In July 2023, the TTC decommissioned service on Line 3, Scarborough Rapid Transit (SRT). The SRT Bus Replacement project is being delivered in two phases. The first phase was implemented in November 2023, and involved various transit priority measures, such as: bus priority lanes; traffic signal modifications; changes at key intersections to allow for more efficient movement of buses in mixed traffic; modifying the bus platforms and capacity at Scarborough Centre Bus Terminal; and, building a temporary bus terminal at Kennedy Station.

Phase 1 work was accelerated to deliver the major components related to bus terminal improvements and transit priority measures ahead of the original planned date for the commencement of the bus replacement service on November 19, 2023.

Phase 2 involves converting the SRT Right-of-Way (ROW) into a Busway. The buses would operate in the converted busway between Ellesmere and Kennedy stations and

⁸ <https://www.metrolinx.com/en/projects-and-programs/scarborough-subway-extension/events>

would operate on the priority lanes on Ellesmere Road between Ellesmere and Scarborough Centre stations. Stops are planned at Tara Avenue, Lawrence East Station, and Ellesmere Station.

As reported to the TTC Board in January 2024, the design is anticipated to be completed in Q4, 2024, with construction starting in 2025⁹. The conversion work is expected to take approximately two years to complete.

As part of the Mayor's recommended 2024 Operating and Capital Budgets, full funding for the SRT Busway project was included, which was achieved through a funding reallocation within the TTC's 2024-2033 Capital Budget and Plan that minimized the impact on the TTC's other critical priorities in the immediate term. As such, the 2024-2033 Capital Budget and Plan that was approved by the TTC Board on December 20, 2023, was revised and subsequently approved by City Council on February 14, 2024, reflecting the funding reallocation necessary to accommodate full funding of the SRT Busway project based on a 60% design estimate. However, City Council directed City staff to continue negotiations with the Province as part of the Subway Agreement in Principle (AIP) to fully recover the cost of the SRT Busway project.

On May 21, 2024, City staff requested the Province confirm it will fund 100% of the capital costs, including design, of the SRT Busway project, and to also fund 100% of the costs to demolish and decommission the SRT.

On June 14, 2024, the Province responded that they will only be responsible for costs of demolishing and decommissioning the SRT to the extent required to facilitate the construction of the SSE. In response, for the SRT Busway Project, the Province noted it is a City-funded initiative and they will not set aside funds to support the design or capital costs associated with it. The Province's letter to the City is included as Confidential Attachment 3, as it contains information explicitly supplied in confidence to the City of Toronto by the Province of Ontario and relates to ongoing negotiations with the Province.

2.4 SSE Next Steps

Tunnelling work will continue until the TBM reaches Midland Avenue and Eglinton Avenue, which is anticipated in late 2025. Upon completion of the development phase for the SRS package of work, construction is anticipated to begin in early 2025.

3. 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

⁹ https://cdn.ttc.ca/-/media/Project/TTC/DevProto/Documents/Home/Public-Meetings/Board/2024/January-25/4_SRT_Line_3_Bus_Replacement_and_Busway_Status_Update.pdf?rev=b66682f2ab294b7c94adfa6c147e6d40&hash=5D75EE70250BC933A0E5446DAB9F52A2

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 3 shows the YNSE alignment.

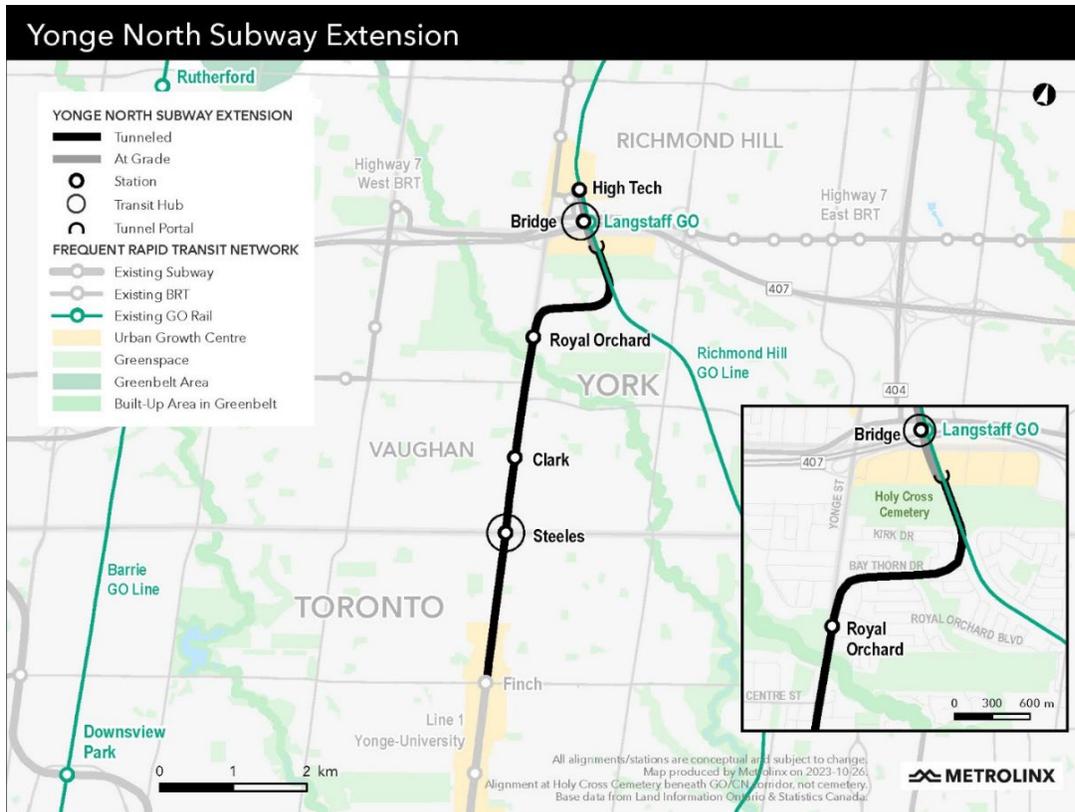


Figure 3 – Yonge North Subway Extension (Source: Metrolinx)

3.1 Milestone Updates

Package of Work	Description & Timing
Finch Station Early Works	In February 2023, Metrolinx began construction on early upgrades at Finch Station to prepare for major construction on the YNSE. The work included installing new traction power infrastructure required to energize trains on the subway extension, upgrading equipment/electrical rooms and modifying the ‘tail track’ area beyond the station platforms. This work reached substantial completion in December 2023.
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 currently undertaking an operational feasibility study

	and an update will be provided to Council in future reporting, when available.
Advance Tunnel Contract	<p>On December 1, 2023, Infrastructure Ontario and Metrolinx announced they released the RFP for the Advance Tunnel Contract (ATC) and invited three shortlisted teams from the RFQ to respond. The 3 teams are the CrossTransit Group, North End Connectors, and Toronto-York Tunnel Connectors. IO and Metrolinx expect to award the contract in late 2024. The scope of work for the ATC contract includes designing the tunnels, supplying the tunnel boring machines, and building the launch shaft and extraction shaft.</p> <p>The successful tunnelling team will also design and construct the walls that will support the underground stations and emergency exit buildings and relocate some existing utilities along the route. Tunnelling work will begin after a detailed schedule is finalized with the future tunnelling team.</p>
Stations, Rails and Systems (SRS) contract	There will be a separate SRS contract to complete construction of the YNSE project, to commence after the ATC contract. The Request for Qualifications for the SRS contract is anticipated to be issued in 2025.

Cummer Station

The Province and Metrolinx descope Cummer Station from YNSE due to funding constraints but offered to deliver the station if the City provided the funding for the station in its entirety. On December 22, 2023, the City requested the Province to reconsider funding the delivery of Cummer Station as part of YNSE, as directed by Council through EX10.16. On February 1, 2024, the Province responded that their position remained the same, and Cummer Station would only be delivered if the City committed to providing the full funding required to deliver the station, with a deadline of February 9, 2024, to confirm the City’s funding commitment. As outlined in EX10.16, the preliminary project cost estimate to deliver Cummer Station that the City would need to commit to fund, ranges from \$445 million to over \$545 million, depending on the delivery approach.

On February 14, 2024, through CC15.1 Budget Implementation Including Property Tax Rates, User Fees and Related Matters, City Council requested the Federal and Provincial governments to allocate their respective funding for Cummer Station at Yonge Street and Cummer Avenue as part of the YNSE project in their 2024 budget announcements. Neither the Province nor the Government of Canada included funding for Cummer Station in their respective 2024 budgets. The City is unable to commit to funding the delivery of Cummer Station due to the City’s financial position and the station is not in the Province’s scope of work for YNSE.

3.2 Public Engagement

Metrolinx continues to seek community input to refine YNSE planning and design,

including through open houses and community pop-ups¹⁰. Metrolinx has held two open houses in January and April 2024 to share updates about the YNSE and opened a community office in Richmond Hill in May 2024¹¹. Metrolinx also convened a Finch Station Early Works Construction Liaison Committee to provide updates to communities throughout the Finch Early Works construction¹². Seven meetings were held between Dec 2022 and Oct 17, 2023.

3.3 Next Steps

IO and Metrolinx are expected to award the ATC contract in late 2024. The Request for Qualifications for the SRS contract is anticipated to be issued in 2025.

4. Eglinton Crosstown West 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 4 shows the ECWE alignment.



¹⁰ <https://www.metrolinx.com/en/projects-and-programs/yonge-north-subway-extension/events>

¹¹ <https://www.metrolinx.com/en/projects-and-programs/yonge-north-subway-extension/events/yonge-north-subway-extension---book-a-meeting>

¹² <https://www.metrolinx.com/en/projects-and-programs/yonge-north-subway-extension/community-meetings>

Figure 4 – Eglinton Crosstown West Extension (Source: Metrolinx)

4.1 Milestones Update

Package of Work	Description & Timing
Advance Tunnel 1 (AT1) contract	<p>In May 2021, IO and Metrolinx awarded the AT1 contract to West End Connectors to design, build and finance the tunnels for ECWE. The scope of work included approximately six kilometres of tunnelling from Renforth Drive to Scarlett Road, for the 9.2-kilometre extension and related activities necessary to build the tunnel. Two TBMs began tunneling works between Renforth Drive and Scarlett Road in April 2022.</p> <p>Tunnel boring has been completed after about two years of tunnelling. The first TBM broke through the last wall at the Scarlett Road extraction shaft on April 26, 2024. The second TBM reached the extraction shaft on May 22, 2024. AT1 is expected to reach substantial completion by December 31, 2025.</p>
Advance Tunnel 2 (AT2) contract	<p>On February 16, 2024, IO and Metrolinx awarded the AT2 contract to Strabag Inc. to design, build and finance the second underground segment of the ECWE, which includes a 500-metre tunnel from east of Jane Street to Mount Dennis Station. The scope of work includes a 500-metre tunnel from east of Jane Street to Mount Dennis Station and associated works.</p> <p>Enabling works for the project are underway. Major construction is expected to begin later in 2024 and reach final completion by January 4, 2028.</p>
Elevated Guideway Contract	<p>In December 2023, IO and Metrolinx awarded the contract to design and build the Elevated Guideway to Aecon Group Inc. The scope of work includes the design and construction of a 1.5-kilometre elevated guideway that will run along the north side of Eglinton Avenue West, from just east of Jane Street to just west of Scarlett Road, where the line will continue underground again and connect with the future Mount Dennis Station.</p> <p>Early works have begun and are ongoing. Major construction is expected to commence in 2025, with anticipated final completion in September 2028.</p>
Stations, Rail and Systems (SRS) contract	<p>On March 25, 2024, IO and Metrolinx issued a Request for Qualifications (RFQ) for the Stations, Rail and Systems (SRS) contract which closed on June 27. The scope of work comprises of seven stations, installation, testing, and commissioning of rail and track components and systems equipment, and roadway modifications and utility works.</p>

A Request for Proposals is anticipated to be released to the short-listed bidders in August 2024.

4.2 Public Engagement

In 2024, Metrolinx hosted three open house meetings for the ECWE in which they provided construction updates and displayed restoration plans for parks and natural areas along the alignment. Metrolinx continues to hold regular pop-up meetings at various locations to provide project updates to the community and answer questions¹³. On June 4, 2024, Metrolinx hosted an open house to share information on the construction of the elevated guideway and the second tunnelled section of the project. Residents can also visit the ECWE community office, located at 326 Scarlett Road, to connect with Metrolinx staff¹⁴.

As reported in EY12.1, City Planning held a virtual community consultation meeting for ECWE zoning by-law amendments on February 1, 2024. Concerns were raised about the elevated guideway alignment, loss of trees and greenspace at Eglinton Flats, Fergy Brown Park and Pearen Park and along Eglinton Avenue West. In addition, through IE11.4, City staff reviewed potential opportunities to minimize setback requirements and relocate the guideway closer to Eglinton Avenue West in response to these concerns. It was concluded that setback reductions have already been made to improve the placement of the guideway and any further reduction would not be feasible without compromising operational efficiency and safety.

The City continues to work with Metrolinx to address community concerns regarding the impact of the elevated guideway in Eglinton Flats, Fergy Brown Park and Pearen Park and mitigation measures are being developed and are under review.

4.3 Next Steps

Construction is expected to begin this year for the elevated guideway and second tunnelled section.

¹³ <https://www.metrolinx.com/en/projects-and-programs/eglinton-crosstown-west-extension/events>

¹⁴ <https://www.metrolinx.com/en/projects-and-programs/eglinton-crosstown-west-extension/contact-us>