

Metrolinx Scarborough Subway Extension – Long-term Temporary Road Closures and Public Highway Dedication – Kennedy Station Connection, Emergency Exit Building-1, and Lawrence East Station

Date: November 20, 2024

To: Scarborough Community Council

From: Deputy General Manager, Transportation Services

Wards: Ward 20 - Scarborough Southwest, Ward 21 - Scarborough Centre, Ward 23 - Scarborough North and Ward 24 - Scarborough-Guildwood

SUMMARY

As the Toronto Transit Commission (TTC) operates transit service on McCowan Road, Lawrence Avenue East, and Eglinton Avenue East, City Council approval of this report is required.

Construction of the Scarborough Subway Extension (SSE) Kennedy Station Connection, Emergency Exit Building-1 (EEB-1) and Lawrence East Station will require long-term temporary road closures and associated traffic by-law amendments. Additionally, certain road segments on Eglinton Avenue East, Midland Avenue, McCowan Road and Lawrence Avenue East will require temporary realignment to create sufficient space for construction activities while maintaining traffic flow and access for vehicles and pedestrians. These temporary diverted sections of the roadways, located on Metrolinx-owned or privately-owned lands, will need to be designated as public highways to ensure compliance with municipal standards and facilitate enforcement of traffic by-laws. The public highway dedication will become effective upon the transfer of the required land interest to the City and the registration of the highway designation bylaw on those lands.

This staff report seeks City Council approval for the long-term temporary road closures and traffic by-law amendments along the east Service Road, Eglinton Avenue East, Winter Avenue, McCowan Road and Lawrence Avenue East for the construction of the Kennedy Station Connection and EEB-1 and Lawrence East Station. Additionally, the report seeks approval for public highway dedication by-laws to temporarily designate portions of diverted roadways as public highways upon the transfer of the required land interest to the City.

Furthermore, the report seeks City Council approval for an extension of the temporary east sidewalk closure on McCowan Road, between Sheppard Avenue East and Nugget

Avenue till June 30, 2026. This extension is required to accommodate the ongoing tunnel boring operations, which have experienced schedule adjustments due to challenges associated with the tunnel boring machine operation and maintenance.

The report also seeks City Council approval for an extension of the existing temporary closure of Eglinton Avenue East, between Midland Avenue and Huntington Avenue, and the temporary closure of Commonwealth Avenue at Eglinton Avenue East to facilitate construction at the tunnel extraction shaft site on Eglinton Avenue East and Midland Avenue. This time extension is requested until December 31, 2030, inclusive.

RECOMMENDATIONS

The Deputy General Manager, Transportation Services recommends that:

East Sidewalk Closure on McCowan Road:

1. City Council authorize the continuation of the temporary closure of the east sidewalk to pedestrian traffic on McCowan Road, between Sheppard Avenue East and Nugget Avenue, from January 1, 2025 to June 30, 2026, inclusive, to facilitate the Scarborough Subway Extension tunnel construction work.
2. City Council direct that the east sidewalk and boulevard space on McCowan Road, between Sheppard Avenue East and Nugget Avenue, be returned by Metrolinx to its pre-construction or better condition when the project is completed.

Tunnel Boring Machine Extraction Site:

3. City Council authorize the continuation of the temporary closure of Eglinton Avenue East, between Midland Avenue and Huntington Avenue, to both pedestrians and vehicular traffic from January 1, 2025 to December 31, 2030, inclusive, to facilitate the construction of the Scarborough Subway Extension project.
4. City Council authorize the continuation of the temporary closure of Commonwealth Avenue at Eglinton Avenue East, to vehicular traffic from January 1, 2025 to December 31, 2030, inclusive, to facilitate the construction of the Scarborough Subway Extension project.
5. City Council authorize the temporary closure of the existing northerly westbound and southerly eastbound reserved lanes on Eglinton Avenue East, between Midland Avenue and Huntington Avenue, to vehicular traffic from January 1, 2025, to December 31, 2030, inclusive, to facilitate the construction of the Scarborough Subway Extension project.

Emergency Exit Building-1:

6. City Council authorize the temporary closure of the existing northerly westbound and southerly eastbound reserved lanes on Eglinton Avenue East, between Huntington Avenue and a point 100 metres east of Falmouth Avenue, to vehicular traffic from July

1, 2025, to December 31, 2030, inclusive, to facilitate the construction of the Scarborough Subway Extension project.

7. City Council authorize the temporary closure of the two-way left-turn-only lanes on Eglinton Avenue East, between Huntington Avenue and Falmouth Avenue, to vehicular traffic from July 1, 2025 to December 31, 2030, inclusive, to facilitate the construction of the Scarborough Subway Extension project.

8. City Council authorize the temporary closure of Winter Avenue, between Eglinton Avenue East and a point 36 metres south, to both pedestrians and vehicular traffic from July 1, 2025 to December 31, 2030, inclusive, to facilitate the construction of the Scarborough Subway Extension project.

9. City Council prohibit northbound left-turns at all times (emergency vehicles excepted) at Huntington Avenue and Eglinton Avenue East, from July 1, 2025 to December 31, 2030, inclusive.

10. City Council prohibit westbound left-turns at all times at Eglinton Avenue East and Huntington Avenue, from July 1, 2025 to December 31, 2030, inclusive.

11. City Council prohibit northbound left-turns at all times at the driveway access at 2581 Eglinton Avenue East and Eglinton Avenue East, from July 1, 2025 to December 31, 2030, inclusive.

12. City Council prohibit southbound left-turns at all times at the driveway access at 2562 Eglinton Avenue East and Eglinton Avenue East, from July 1, 2025 to December 31, 2030, inclusive.

13. City Council prohibit eastbound left-turns at all times at Eglinton Avenue East and the driveway access at 2562 Eglinton Avenue East, from July 1, 2025 to December 31, 2030, inclusive.

Kennedy Station Connection:

14. City Council approve the temporary closure of the east Service Road (south side), between Town Haven Place and a point 90 metres west, to both pedestrians and vehicular traffic from January 1, 2025 to April 30, 2027, inclusive, to facilitate the construction of the Scarborough Subway Extension project.

15. City Council prohibit southbound left-turns at all times at the east Service Road (north side) and Eglinton Avenue East, from January 1, 2025 to December 31, 2030, inclusive.

16. City Council prohibit northbound left-turns at all times at the east Service Road (south side) and Eglinton Avenue East, from January 1, 2025 to April 30, 2027, inclusive.

17. City Council prohibit westbound left-turns at all times at Eglinton Avenue East and the east Service Road (south side), from January 1, 2025 to April 30, 2027, inclusive.

18. City Council approve the temporary closure of east Service Road (south side), between Eglinton Avenue East and a point 150 metres west, to both pedestrians and vehicular traffic from January 1, 2027, to December 31, 2030, inclusive, to facilitate the construction of the Scarborough Subway Extension project.

19. City Council authorize the temporary closure of the existing northerly westbound and southerly eastbound reserved lanes on Eglinton Avenue East, between Midland Avenue and a point 275 metres west of Midland Avenue, to vehicular traffic from January 1, 2027, to December 31, 2030.

20. City Council authorize the temporary closure of Eglinton Avenue East, between Midland Avenue and a point 143 metres west, to both pedestrians and vehicular traffic from January 1, 2027, to December 31, 2030, inclusive, to facilitate the construction of the Scarborough Subway Extension project.

21. City Council authorize public highway designation for the diversion road, to be known as the “Eglinton Avenue East diversion road”, between Midland Avenue and a point 143 metres west, as shown in Attachment 1 to the report (November 20, 2024) from the Deputy General Manager, Transportation Services to become effective upon the transfer to the City of the required interest in lands forming the diversion road and the registration of the highway dedication bylaw on those lands.

22. City Council prohibit stopping at all times on both sides of Eglinton Avenue East diversion road, between Midland Avenue and a point 143 metres west, from January 1, 2027, to December 31, 2030, inclusive.

23. City Council designate a 40 km/h speed limit on Eglinton Avenue East diversion road, between Midland Avenue and a point 143 metres west, from January 1, 2027 to December 31, 2030, inclusive.

24. City Council designate a 40 km/h speed limit on Eglinton Avenue East, between a point 143 metres west of Midland Avenue and a point 132 metres further west, from January 1, 2027 to December 31, 2030, inclusive.

25. City Council authorize public highway designation and dedicate the lands, described as Parts 1, 3, 5, 11 and 12 on Reference Plan 66R-33850 set out as Attachment 2 of the report (November 20, 2024) from the Deputy General Manager, Transportation Services to become effective upon the transfer of the required land interest to the City and the registration of the highway designation bylaw on those lands.

Lawrence East Station:

26. City Council authorize the alteration of the north-east corner of Lawrence Avenue East at McCowan Road, to remove the west-to-northbound right-turn channel.

27. City Council authorize public highway designation for the diversion road, to be known as the “McCowan Road Diversion”, between Lawrence Avenue East and a point 162 metres south, as shown in Attachment 3 to the report (November 20, 2024) from the Deputy General Manager, Transportation Services to become effective upon the

transfer of the required land interest to the City and the registration of the highway dedication bylaw on those lands.

28. City Council authorize the temporary closure of McCowan Road, between Lawrence Avenue East and a point 162 metres south, to both pedestrians and vehicular traffic from October 1, 2025 to December 31, 2030, inclusive, to facilitate the construction of the Scarborough Subway Extension project.

29. City Council prohibit stopping at all times on both sides of McCowan Road Diversion, between Lawrence Avenue East and a point 162 metres south, from October 1, 2025 to December 31, 2030, inclusive.

30. City Council designate a 40 km/h speed limit on McCowan Road Diversion, between Lawrence Avenue East and a point 162 metres south, from October 1, 2025 to December 31, 2030, inclusive.

31. City Council designate a 40 km/h speed limit on McCowan Road, between Lawrence Avenue East and a point 180 metres north, from October 1, 2025 to December 31, 2030, inclusive.

32. City Council authorize a temporary compulsory stop control for eastbound traffic at the intersection of McCowan Road Diversion and the temporary driveway lane serving the properties at 628 to 640 McCowan Road, from October 1, 2025 to December 31, 2030, inclusive.

33. City Council authorize the temporary closure of the eastbound and westbound curb lanes on Lawrence Avenue East, between Valparaíso Avenue and a point 100 metres east of McCowan Road, to both pedestrians and vehicular traffic from August 1, 2025 to January 31, 2027, inclusive.

34. City Council prohibit eastbound and westbound left-turns (emergency vehicles excepted) at all times at Lawrence Avenue East and McCowan Road/McCowan Road Diversion, from August 1, 2025 to January 31, 2027, inclusive.

35. City Council prohibit stopping at all times on both sides of Lawrence Avenue East, between Valparaíso Avenue and a point 100 metres east of McCowan Road, from August 1, 2025 to January 31, 2027, inclusive.

36. City Council designate 40 km/h speed limit on Lawrence Avenue East, between Valparaíso Avenue and a point 100 metres east of McCowan Road, from August 1, 2025 to January 31, 2027, inclusive.

37. City Council authorize public highway designation and dedicate the lands described as Part 1 on Reference Plan 66R-34215, set out as Attachment 4 to the report (November 20, 2024) from the Deputy General Manager, Transportation Services to become effective upon the transfer of the required land interest to the City and the registration of the highway designation bylaw on those lands.

38. City Council authorize public highway designation and dedicate the lands described as Part 1 on Reference Plan 66R-34214, set out as Attachment 5 to the report (November 20, 2024) from the Deputy General Manager, Transportation Services to become effective upon the transfer of the required land interest to the City and the registration of the highway designation bylaw on those lands.

General:

39. City Council authorize the appropriate City officials to take all steps necessary to implement the proposed dedication referred in Parts 22, 26, 28, 38 and 39 above, including requesting the City Solicitor to prepare and submit the relevant Bills and to pay any costs necessary to register the resultant By-laws, if required.

40. City Council authorize the Deputy General Manager, Transportation Services, to negotiate, enter into and execute an agreement with Metrolinx on terms and conditions satisfactory to the Deputy General Manager, Transportation Services, in relation to, among other things, the construction, maintenance and warranty work of the diversion roads; as well as to negotiate, enter into and execute any necessary agreements and documents, and take steps and measures necessary, on behalf of the City, to temporarily exercise the City's authority.

41. City Council authorize the General Manager, Transportation Services, in issuing any requisite permits to include additional permit terms and conditions as the General Manager, Transportation Services deems necessary and appropriate.

42. City Council authorize the appropriate City officials to submit directly to City Council at the appropriate time any necessary Bills to amend the appropriate City of Toronto Municipal Code and/or Chapters, and any Schedules to the Chapters, to reinstate the traffic and parking regulations to what they were immediately prior to the By-law amendments made in connection with the report (November 20, 2024) from the Deputy General Manager, Transportation Services.

43. City Council authorize the appropriate City officials to submit directly to City Council at the appropriate time any necessary Bills to amend the effective date of any dedication By-law(s) and/or traffic and parking by-law(s) made in connection with the report (November 20, 2024) from the Deputy General Manager, Transportation Services to, among other things, insert a specific effective date, in order to give effect to Parts 1 to 39, inclusive, above.

44. City Council authorize the City Solicitor to introduce the necessary Bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments as may be identified by the City Solicitor or the General Manager, Transportation Services in order to give effect to Parts 1 to 43, inclusive, above.

FINANCIAL IMPACT

There is no financial impact to the City. Metrolinx and its contractors are responsible for all costs, including payment of fees to the City for occupancy of the road right-of-way.

DECISION HISTORY

City Council, at its meeting on January 29, 2020, delegated to the General Manager, Transportation Services, the authority to temporarily close to pedestrian and vehicular traffic highways or portion of highways for a period up to and including 365 consecutive days, until December 31, 2030, with the exception of those highways listed in section 937-4 of Chapter 937, as required for the purpose of the construction of the Line 2 Scarborough Subway Extension and exempt the General Manager, Transportation Services, in carrying out this delegated authority from Section 937-5 of Chapter 937, that being the requirement to notify the local Ward Councillor of the pending closure and the requirement to report on the proposed closure if so requested by the local Ward Councillor.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.IE11.13>

City Council, at its meeting on March 9, 2022, adopted Item 2022.SC30.12 "Metrolinx Scarborough Subway Extension - Closure of Sidewalk on McCowan Road" and authorized the temporary closure of the east sidewalk on McCowan Road, between Sheppard Avenue East and Nugget Avenue, from April 1, 2022, to March 31, 2024, to facilitate the Scarborough Subway Extension tunnel construction work.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.SC30.12>

City Council, at its meeting on March 20, 2024, adopted Item 2024.SC11.12 "Metrolinx Scarborough Subway Extension - Time Extension of Temporary Sidewalk Closure on McCowan Road" and authorized continuation of the temporary closure of the east sidewalk on McCowan Road, between Sheppard Avenue East and Nugget Avenue, from April 1, 2024, to December 31, 2024.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.SC11.10>

City Council, at its meeting on June 15, 2022, adopted Item 2022.EX.33.1 "Metrolinx Transit Expansion Projects - Second Quarter 2022" and approved the temporary full closure of Eglinton Avenue East, between Midland Avenue and Huntington Avenue, and Commonwealth Avenue at Eglinton Avenue East, from October 1, 2022 to December 31, 2024. Additionally, City Council approved the public highway designation for the diversion road, known as the Eglinton Avenue East diversion road, between Midland Avenue and Huntington Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.EX33.1>

City Council, at its meeting on July 19, 2022, adopted Item 2022.SC.33.26 "Metrolinx Scarborough Subway Extension - Long-term Temporary Road Closures - Emergency Exit Buildings and Scarborough Centre Station and approved temporary road closure to facilitate the Scarborough Subway Extension tunnel construction work.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.SC33.26>

City Council, at its meeting on May 10, 2023, adopted Item 2023.EX4.10 “Transit priority Measures to Support Scarborough SRT Bus Replacement”. As part of this decision, City Council approved the implementation of priority bus lanes on westbound Eglinton Avenue from a point 300 metres west of Midland Avenue to Kennedy Station. In addition, City Council endorsed several other road and intersection-level transit priority measures to support Scarborough SRT bus replacement service.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EX4.10>

COMMENTS

The SSE is a 7.8-kilometre-long underground rapid transit line that extends the TTC Line 2 subway service from Kennedy Station to Sheppard Station in the City of Toronto. The SSE project will consist of three stations along McCowan Road located at Lawrence Avenue, Bushby Drive and Sheppard Avenue East. Figure 1 below shows the subway route alignment and locations of the stations and EEBs.

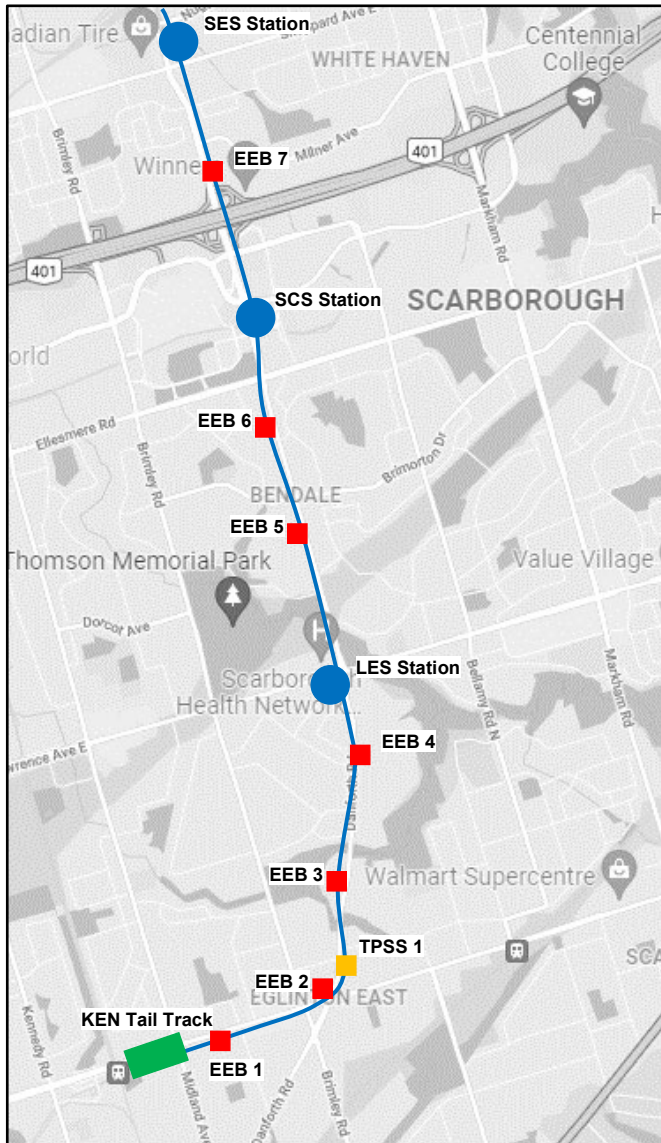


Figure 1 – SSE Alignment and Construction Sites
Source: Metrolinx

October 1, 2022, to December 31, 2024, as approved by City Council under Item 2022.EX.33.1. Figure 2 shows the existing road network in the area, particularly the realignment of Eglinton Avenue East at Midland Avenue to accommodate the extraction shaft site

Currently, tunnelling is in progress under the Advanced Tunnelling Contract. Metrolinx's tunnelling contractor, Strabag, is actively operating the tunnel boring machine (TBM) from the launch shaft site at the north-east corner of Sheppard Avenue East and McCowan Road. The TBM has progressed approximately 1 kilometre south from the launch shaft site along the project alignment. Additionally, the headwall piling at the three stations and seven EEBs has been completed.

To facilitate the tunnelling work at the launch shaft site, the east sidewalk on McCowan Road, between Sheppard Avenue East and Nugget Avenue, has been temporarily closed since April 2022, as approved by City Council under Items 2022.SC.30.12 and 2024.SC.11.10.

The TBM will finish its tunnelling work at the extraction shaft site located on Eglinton Avenue East at Midland Avenue. To enable the construction of the extraction shaft within the existing road right-of-way, travel lanes on a section of Eglinton Avenue East, between Midland Avenue and Huntington Avenue, have been temporarily realigned to the north. This realignment has been in effect from

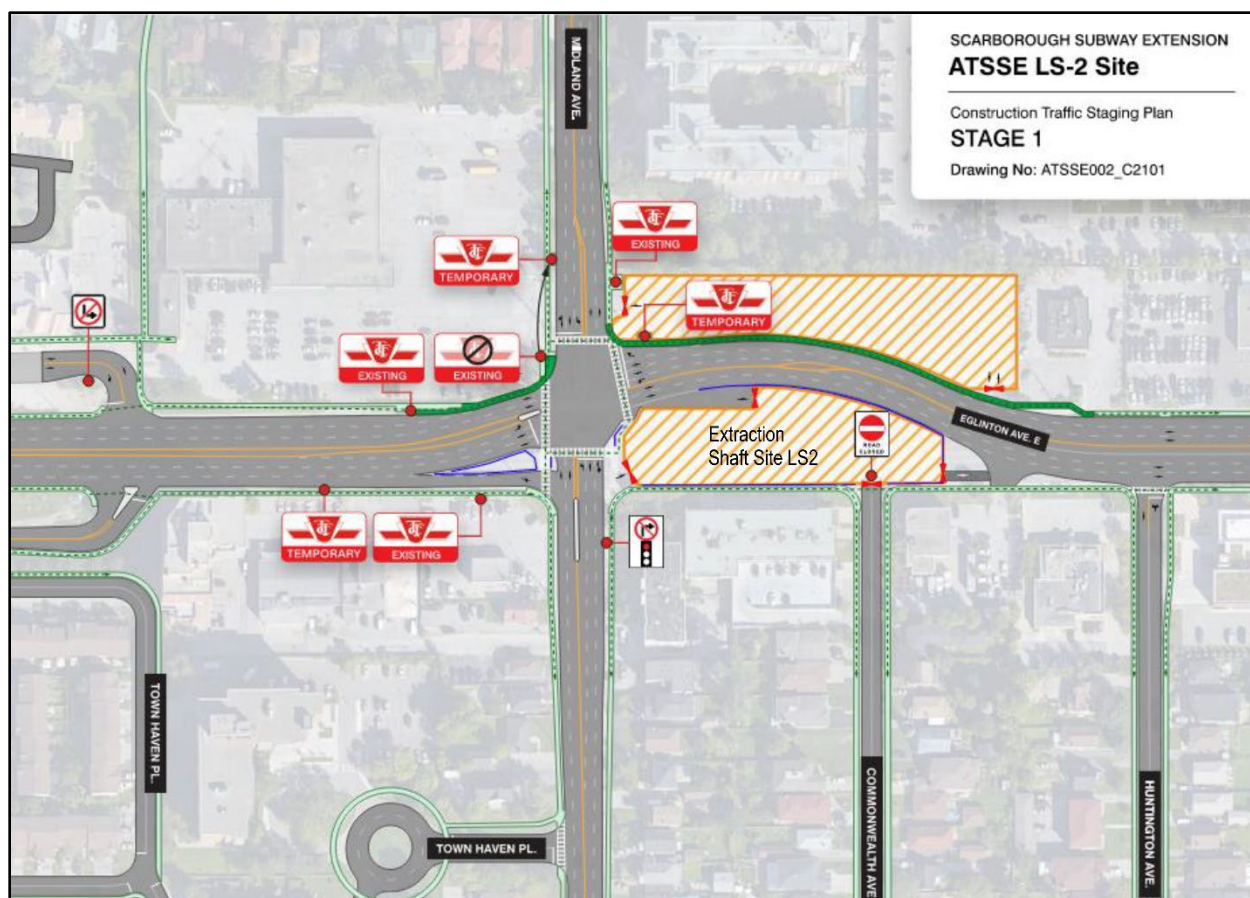


Figure 2 – Existing Road Network near TBM Extraction Site LS2

Source: Metrolinx

While tunnelling is underway, Metrolinx has awarded the Stations, Rail and Systems (SRS) contract to Scarborough Transit Connect (STC). STC will be responsible for constructing the three new stations, installing rail infrastructure, and developing operating systems needed for the expanded subway service. Early works program is underway including utility relocations, demolition of buildings, removal of vegetation, and construction of road diversions to prepare for the SRS contract related construction activities. As an example of the ongoing enabling works for the SRS contract, Metrolinx has successfully demolished the Progress Avenue Overpass to support the future Scarborough Centre station box construction.

As part of the station development phase, the Metrolinx project team established long-term temporary road closure requirements to facilitate the construction of Scarborough Centre Station and EEBs 2 to 6 (refer to Figure 1 for their locations). City Council approved these initial temporary road closure requirements under Item 2022.SC.33.26. Subsequently, the Metrolinx team developed additional long-term temporary road closure requirements for the Kennedy Station Connection, EEB-1, and Lawrence East Station (refer to Figure 1 for their locations).

This staff report seeks City Council approval for the long-term temporary road and sidewalk closures to support the ongoing development and construction of the following critical components of the subway extension:

- A time extension of the temporary closure of the east sidewalk on McCowan Road, between Sheppard Avenue East and Nugget Avenue to facilitate the tunnelling works at the launch shaft site.
- A time extension of the temporary road diversion of Eglinton Avenue East, between Midland Avenue and Huntington Avenue, to facilitate the extraction shaft construction.
- Public highway designation for road diversions and long-term temporary lane closures required to facilitate construction of the Kennedy Station Connection, EEB-1, and Lawrence East Station.

Temporary Sidewalk Closure on McCowan Road

Metrolinx is requesting an additional extension of the temporary closure of the east sidewalk on McCowan Road, between Sheppard Avenue East and Nugget Avenue, to support ongoing TBM operations at the launch shaft site. The current City Council approval for this temporary closure is set to expire on December 31, 2024.

Tunnel construction for the SSE is progressing, with the TBM having travelled over one kilometre and now located south of Highway 401. The TBM will continue its southward journey along the project alignment until it reaches the extraction shaft site.

To ensure pedestrian safety and facilitate the continued operations of the TBM at the launch shaft site, Metrolinx is seeking City Council approval to extend the temporary closure of the east sidewalk until June 30, 2026. During this extended temporary closure, pedestrian will continue to be directed to the west sidewalk on McCowan Road, with safe crossings provided at the signalized intersections of McCowan Road at Sheppard Avenue East and at Nugget Avenue. This arrangement eliminates potential conflicts between pedestrians and construction vehicles accessing the site and maintains a safe environment for both pedestrians and construction activities.

TBM Extraction Shaft Site

The realignment of Eglinton Avenue East, east of Midland Avenue was required to enable the construction of the TBM extraction shaft within the road right-of-way. Figure 2 shows the existing road network and travel lane configurations surrounding the extraction shaft site. The current City Council approval for the temporary full closure of Eglinton Avenue East, between Midland Avenue and Huntington Avenue, and the temporary full closure of Commonwealth Avenue at Eglinton Avenue is set to expire on December 31, 2024.

To support the ongoing construction activities at the extraction shaft site and its future integration with the Kennedy Station Connection, City Council approval is required for an extension of the temporary full closure of sections of Eglinton Avenue East and Commonwealth Avenue until December 31, 2030. This extension is critical to ensure continuity of construction operations and minimize disruptions to the surrounding road network. During the temporary closure of a portion of Eglinton Avenue East, east and westbound vehicular traffic will continue to be maintained on the Eglinton Avenue East diversion road. Additionally, vehicular access to Commonwealth Avenue will be available from Brussels Road.

Kennedy Station Connection

The Kennedy Station Connection for the SSE will be established through a 500-metre-long underground box structure linking the existing tail tracks at Kennedy Station to the underground tunnel at the extraction shaft site. The construction of this underground connection will consist of two main segments:

- 1) A 410-metre underground section extending from Kennedy Station to the area west of Midland Avenue, which will be constructed using the cut-and-cover method. The vertical alignment at the existing Kennedy Station necessitates the use of a cut-and-cover box structure due to insufficient ground cover for conventional tunnelling methods.
- 2) A 90-metre underground section extending from west of Midland Avenue to the extraction shaft site, which will be constructed using the sequential excavation method.

Figure 3 shows the location of the Kennedy Station Connection with respect to the surrounding road network.

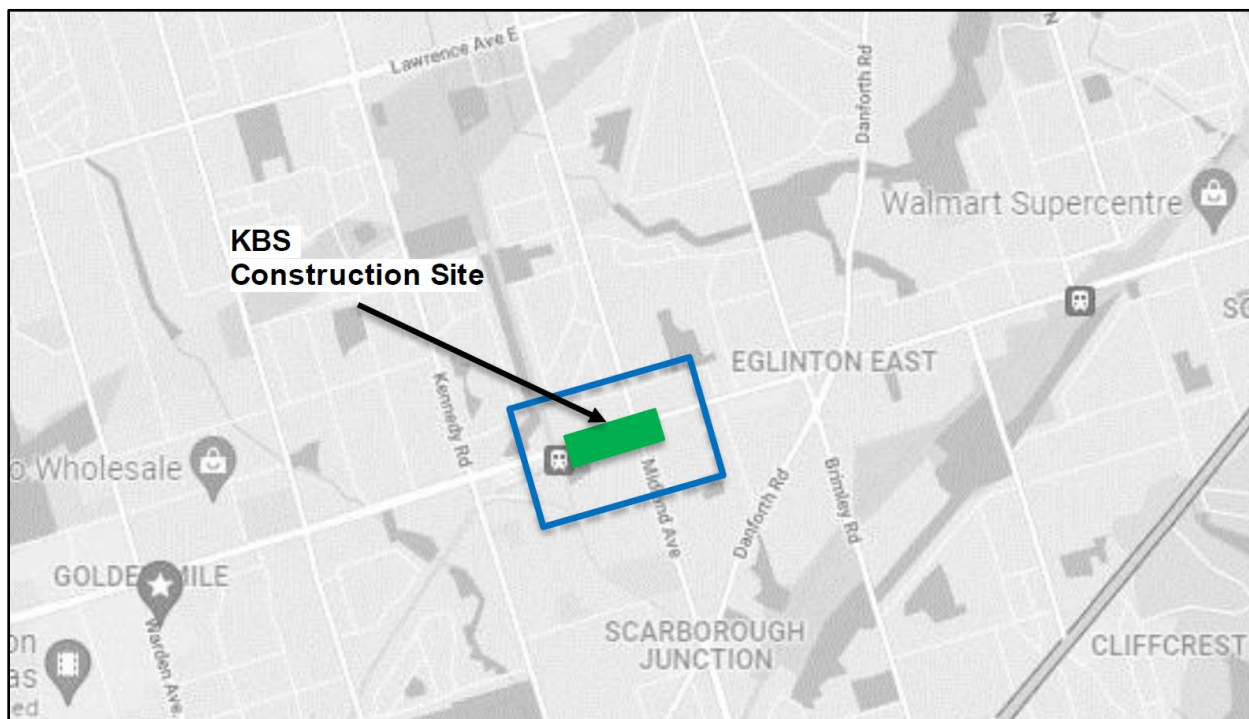


Figure 3 – Kennedy Station Connection Location

Source: Metrolinx

The Kennedy Station Connection construction will be completed in the following multiple stages:

Stage 1 – January 1, 2025 to April 30, 2027:

- Demolition of existing tail track located underneath the north parking lot of the Don Montgomery Community Recreation Centre
- Grading works of Eglinton Avenue East embankment at the east Service Road (south side)
- Utility relocations

- Installation of temporary support of excavation (SOE)
- Road widening on Eglinton Avenue East

Stage 2 - January 1, 2027 to July 31, 2027:

- Shifting Eglinton Avenue East, west of Midland Avenue, northward to accommodate excavation and construction access
- Road widening on Midland Avenue
- Geometric modifications of intersections and sidewalks
- Continuation of temporary SOE
- Installation of pedestrian decking

Stage 3 – March 1, 2027 to December 31, 2030:

- Continuation of temporary SOE
- Installation of geotechnical instrumentation, dewatering system
- Bulk excavation
- Construction of a cut-and-cover box structure and SOE headwall with installation of the mechanical, electrical, systems equipment
- Backfill and permanent utility relocations
- Road reinstatement, including hardscape and softscape
- Final traffic restoration

Figures 4 to 6 below show the road network during the above-listed construction stages.

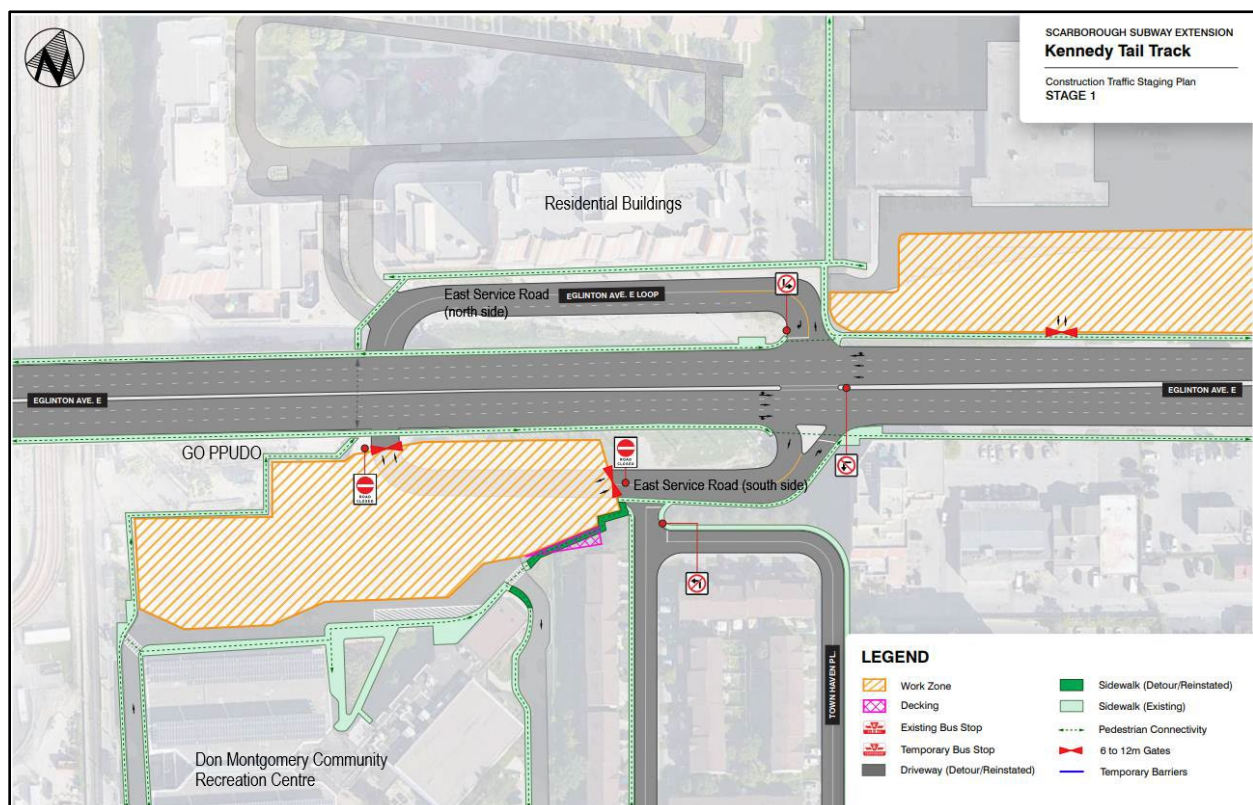


Figure 4 – SSE-Kennedy Station connection Construction – Stage 1

Source: Metrolinx

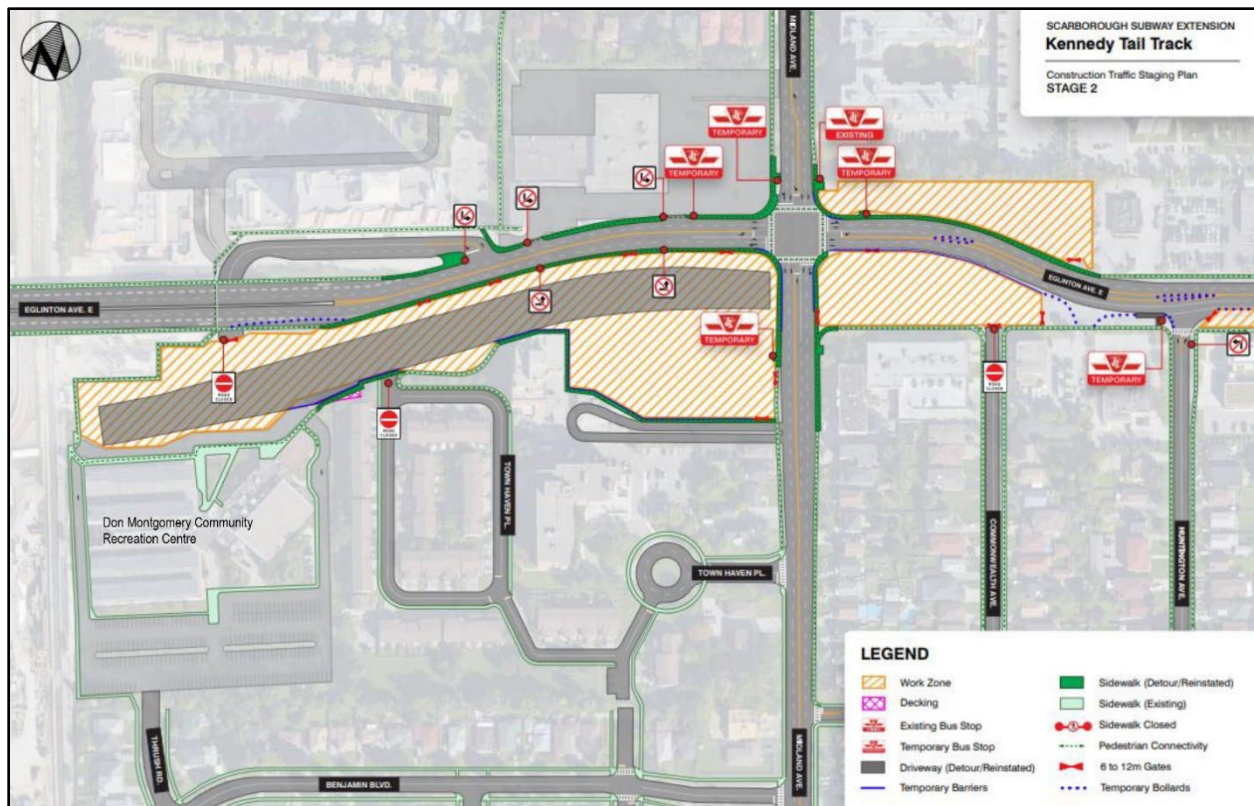


Figure 5 – SSE-Kennedy Station Connection Construction – Stage 2

Source: Metrolinx

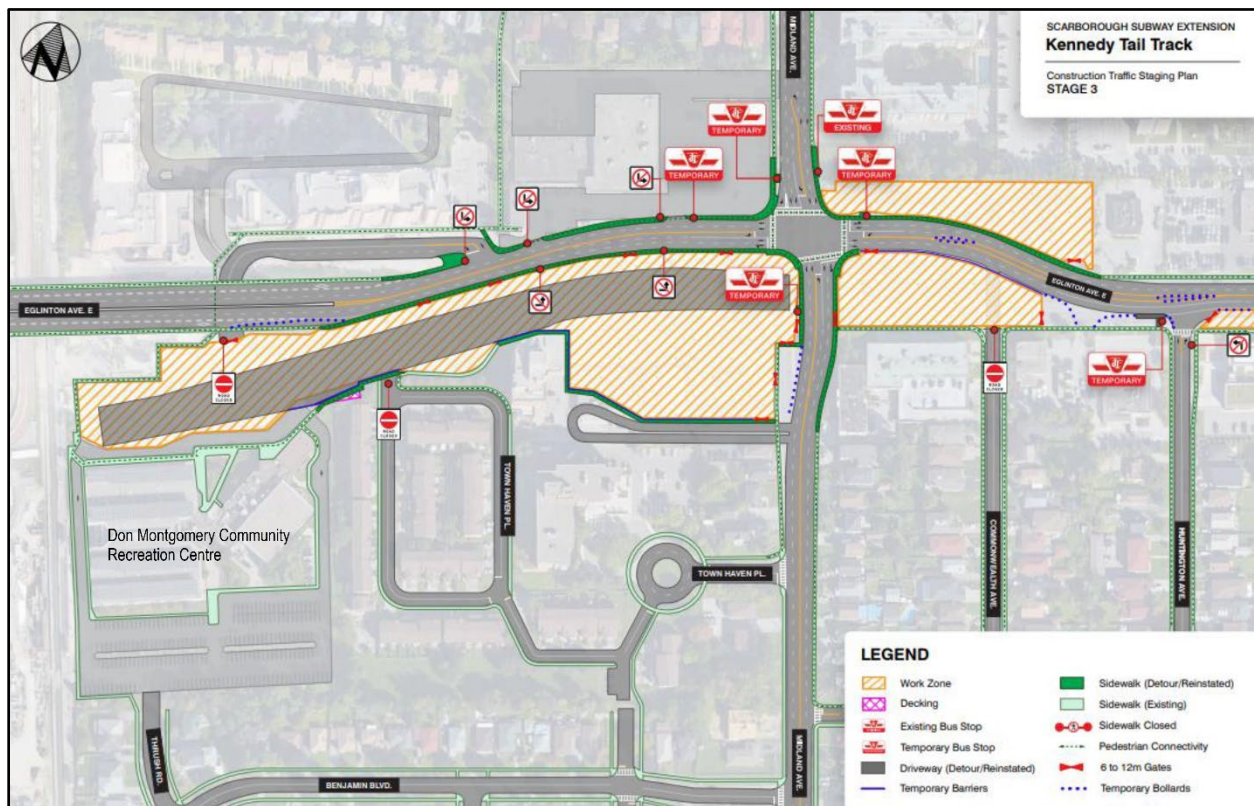


Figure 6 – SSE-Kennedy Station Connection Construction – Stage 3

Source: Metrolinx

The following long-term temporary lane closures will be required during the SSE Kennedy Station Connection construction:

East Service Road (south side):

- Temporary closure of the east Service Road (south side), between Town Haven Place and a point 90 metres west, from January 1, 2025, to April 30, 2027, inclusive (Stage 1).
- Temporary closure of the east Service Road (south side), between Eglinton Avenue East and a point 150 metres west, from January 1, 2027, to December 31, 2030, inclusive, (Stages 2 and 3).

Eglinton Avenue East:

- Temporary closure of Eglinton Avenue East, between Midland Avenue and a point 143 metres west, from January 1, 2027, to December 31, 2030, inclusive, (Stages 2 and 3). During this temporary closure, the eastbound and westbound traffic will be maintained on the Eglinton Avenue East diversion road.
- Temporary closure of the existing northerly westbound and southerly eastbound high-occupancy vehicle (HOV) lanes on Eglinton Avenue East, between Midland Avenue and a point 275 metres west of Midland Avenue from January 1, 2027, to December 31, 2030, inclusive, (Stages 2 and 3).

The temporary lane closure impacts during various construction stages are discussed below:

Auto Access Impacts

Stage 1 works:

Stage 1 works, expected to last approximately two years and three months, will involve the demolition of the existing tail track beneath the north parking lot of the Don Montgomery Community Recreation Centre (DMCRC) and related construction activities. These activities will require the temporary closure of the north access and parking lot for the DMCRC. This temporary closure will remain in effect throughout Stages 2 and 3 to support the progression of construction activities. However, vehicular access to the south parking lot of the DMCRC will remain available from Thrush Road.

In addition, Stage 1 construction will result in the temporary closure of a 90-metre-long section of the east Service Road on the south side of Eglinton Avenue East. This temporary closure will prevent eastbound motorists on Eglinton Avenue East from accessing the GO passenger pick-up and drop-off (PPUDO) area beneath the Eglinton Avenue bridge structure, as well as nearby residential buildings along the east Service Road on the north side of Eglinton Avenue East.

To maintain vehicular access, a section of the raised median on Eglinton Avenue East, west of Midland Avenue, will be removed to allow for a shared eastbound left-turn onto the east Service Road on the north side of Eglinton Avenue East. This modification will ensure continued access to the GO PPUDO and residential properties. However, left-

turn movements from the Service Roads on both the north and south sides of Eglinton Avenue East onto Eglinton Avenue East will be prohibited. Additionally, the westbound left-turn movement from Eglinton Avenue East onto the east Service Road on the south side of Eglinton Avenue East will be restricted.

The Stage 1 works will not impact the intersection of Eglinton Avenue East and Midland Avenue, which will continue to operate with existing lane configurations and the east leg diversion to the north.

Stage 2 works:

Stage 2 works, anticipated to last approximately 7 months, will extend the tail track construction site into the road right-of-way of Eglinton Avenue East. This expanded work zone is necessary to facilitate the construction on the east fan ventilation shaft and pocket track, collectively referred to as the Kennedy Box Structure.

To accommodate the expanded work zone, the west leg of the intersection of Eglinton Avenue East and Midland Avenue will be diverted to the north (refer to Figure 5). This diverted west leg will align with the previously shifted east leg of the intersection, which was moved northward to make space for the TBM extraction shaft site. Together, the diversion of both the west and east legs will form an integrated section of the Eglinton Avenue East diversion road.

A portion of the west leg will be diverted onto privately-owned lands at 2480-2480A Eglinton Avenue East, over which Metrolinx holds a temporary easement. This section of the diverted road will be designated as a public highway, and traffic by-laws will be enacted and enforced by the City. The dedication by-law and any proposed traffic by-law amendments will come into effect once Metrolinx has completed the construction of the west leg of the Eglinton Avenue diversion road to the satisfaction of the City's Transportation Services Division and after the road is accepted, commissioned, and the necessary land interest in the diversion road transferred to the City. Figure 7 shows the Eglinton Avenue East diversion with respect to the Metrolinx work zone on Eglinton Avenue East.

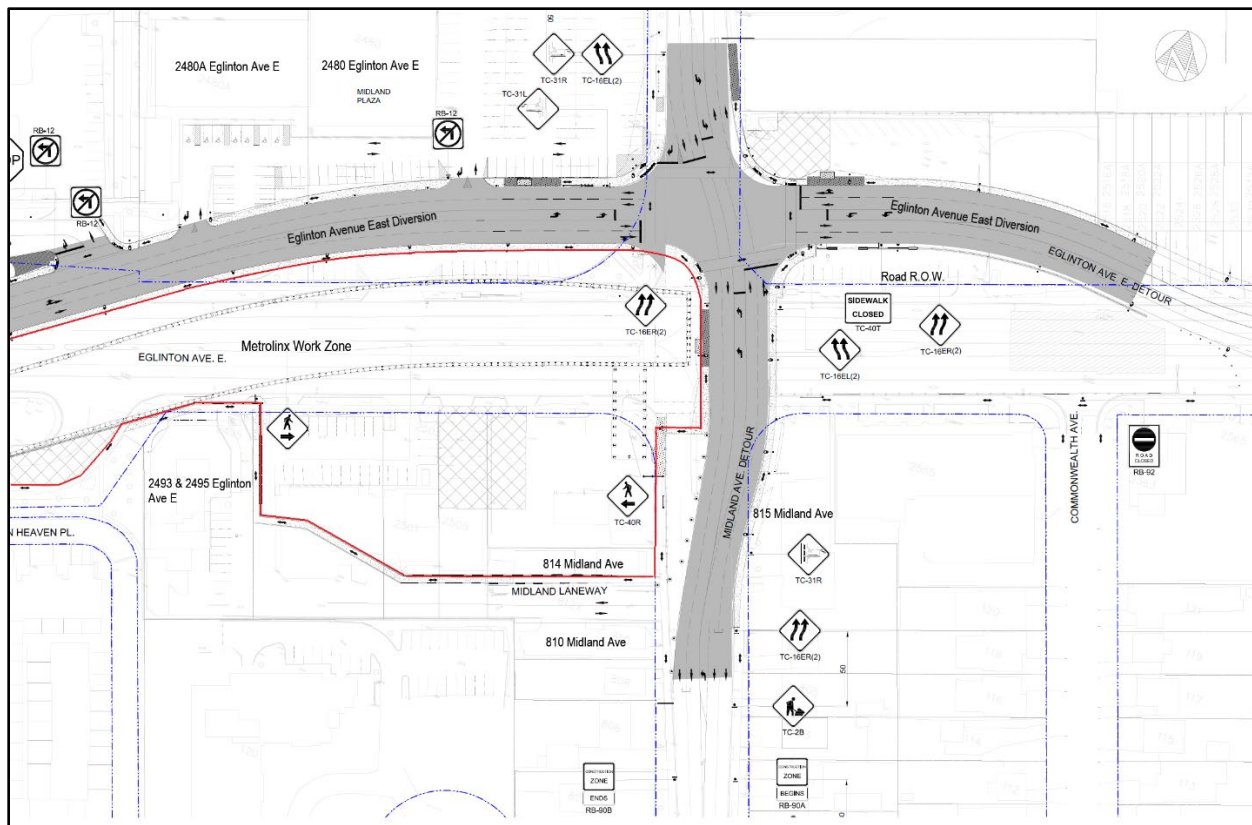


Figure 7 – SSE-Kennedy Station Connection Construction – Road Diversion

Source: Metrolinx

Due to space constraints within the construction zone, the HOV lanes on Eglinton Avenue East, between Midland Avenue and a point 275 metres west of Midland Avenue, will be temporarily removed. Despite this temporary lane reduction, traffic flow will be maintained on two eastbound and two westbound through traffic lanes on Eglinton Avenue East within the construction zone. Additionally, all east-west and north-south turn lanes at the intersection of Eglinton Avenue East and Midland Avenue will remain operational.

Furthermore, the extension of the work zone during Stage 2 will temporarily close a portion of the east Service Road on the south side of Eglinton Avenue East, between Eglinton Avenue East and a point 150 metres west. With this temporary road closure in place, the eastbound motorists on Eglinton Avenue will still be able to access the GO PPUDO and residential properties on the north side through the gap in the roadway median on Eglinton Avenue East. Additionally, properties on Town Haven Place will remain accessible from Midland Avenue.

The driveway for residential and commercial properties at 2493 and 2495 Eglinton Avenue East will become inaccessible from Eglinton Avenue East due to the work zone. Access to these properties will be available through an existing laneway at 810/814 Midland Avenue.

Stage 3 works:

Stage 3 works, expected to last approximately 3 years and 10 months, will involve the continued construction of the Kennedy Box Structure beneath Eglinton Avenue East and Midland Avenue. All temporary road closures and traffic modifications implemented during Stage 2 will remain in place during Stage 3.

Additionally, the work zone will require a realignment of a portion of Midland Avenue at Eglinton Avenue to the east (refer to Figures 6 and 7). This realignment will require a portion of the travel lanes to pass through privately-owned lands at 815 Midland Avenue. Metrolinx is in the process of obtaining a temporary easement for these lands to facilitate the diversion of travel lanes. This section of the diverted road will need to be dedicated as public highway. The dedication by-law and any traffic by-law amendments will take effect once Metrolinx completes the realignment to the satisfaction of the City's ECS Division and transfers the necessary land interest to the City.

All other auto impacts during Stage 3 will remain consistent with those outlined for Stage 2.

Transit Impacts

Due to the expanded work zone for the Kennedy Station Connection and the resulting diversion road, there is insufficient space to maintain the three-lane-per-direction configuration on Eglinton Avenue East, Midland Avenue and a point 275 metres west of Midland Avenue. Consequently, the HOV lanes on this section of Eglinton Avenue East will be temporarily removed, with all traffic maintained on a two-lane-per-direction cross-section. This temporary reduction to two general purpose traffic lanes was recognized in the staff report "Transit Priority Measures to Support Scarborough SRT Bus Replacement" approved by City Council under Item 2023.EX4.10.

With reduced road capacity, TTC buses may experience increased travel times in this section, particularly during peak hours. To mitigate these impacts, TTC, Metrolinx and the City will regularly monitor bus and general traffic operations and coordinate on enhanced traffic management measures, aiming to sustain efficient bus service throughout the construction period.

Figures 4, 5 and 6 show the locations of existing and temporary transit stops within the work zone during Stages 1, 2 and 3. TTC and Metrolinx will coordinate to ensure that relocated bus stops meet temporary bus stop design and placement criteria, ensuring passenger safety, accessibility, and convenience during construction.

Pedestrian Impacts

As shown in Figure 4, during Stage 1 works, pedestrian connectivity on Eglinton Avenue East and the east Service Road on the north side of Eglinton Avenue East will be maintained on the existing sidewalks. However, a portion of the existing sidewalk on the east Service Road on the south side of Eglinton Avenue East will be temporarily closed to accommodate the work zone. To ensure continued pedestrian access to the DMCRC, Kennedy GO Station and residential buildings to the north, Metrolinx will establish a detour along the south and west sides of the work zone. This detour will include a minimum 1.8-metre-wide walkway, maintained to ensure pedestrian safety and

connectivity. Metrolinx will install way finding signage, keep the walkway well-lit, clear of debris and loose material, and free from snow and ice.

During Stages 2 and 3, as shown in Figures 5 and 6, Metrolinx will establish temporary pedestrian walkways along the Eglinton Avenue East diversion Road. Additionally, the temporary pedestrian walkway along the south and west sides of the work zone will continue to be provided, maintaining pedestrian connectivity to the DMCRC, Kennedy GO Station and residential buildings to the north.

Cycling Impacts

With the planned temporary removal of HOV lanes on Eglinton Avenue East within the construction zone, cyclists who currently use these lanes will need to share the general-purpose travel lanes with general traffic during the construction period.

To mitigate the impacts on cyclists due to the temporary removal of HOV lanes, several safety measures will be implemented. A reduced speed limit (40 km/h) will be implemented and enforced within the construction zone, along with “Share the Road” signage to remind motorists of cyclists in the shared travel lanes on Eglinton Avenue East. Additionally, Metrolinx will maintain the roadway within the construction zone to ensure it remains clear of dirt, debris, loose materials and promptly addressing any potholes or uneven surfaces that could affect cyclists. Metrolinx will undertake regular inspections to ensure these safe conditions are upheld throughout the construction period, minimizing risks for cyclists in the area.

Emergency Vehicle Impacts

With the temporary lane closures in place for the Kennedy Station Connection construction, emergency vehicle access through the work zones will be maintained at all times. Metrolinx will coordinate with the emergency services staff to implement any work zone accommodations enabling emergency vehicle access to all properties.

Business Impacts

Metrolinx will ensure uninterrupted public road access to all businesses and properties within the construction zone throughout the project. The north access to the DMCRC will be temporarily closed during all stages of construction activities. However, vehicular access to the DMCRC will be available from Thrush Road.

Furthermore, the driveway for commercial properties at 2493 and 2495 Eglinton Avenue East will become inaccessible from Eglinton Avenue East due to the work zone. Access to these properties will be available through an existing laneway at 810/814 Midland Avenue.

Haul Routes

Figure 7 shows the potential inbound and outbound haul routes to the Kennedy Station Connection construction site.

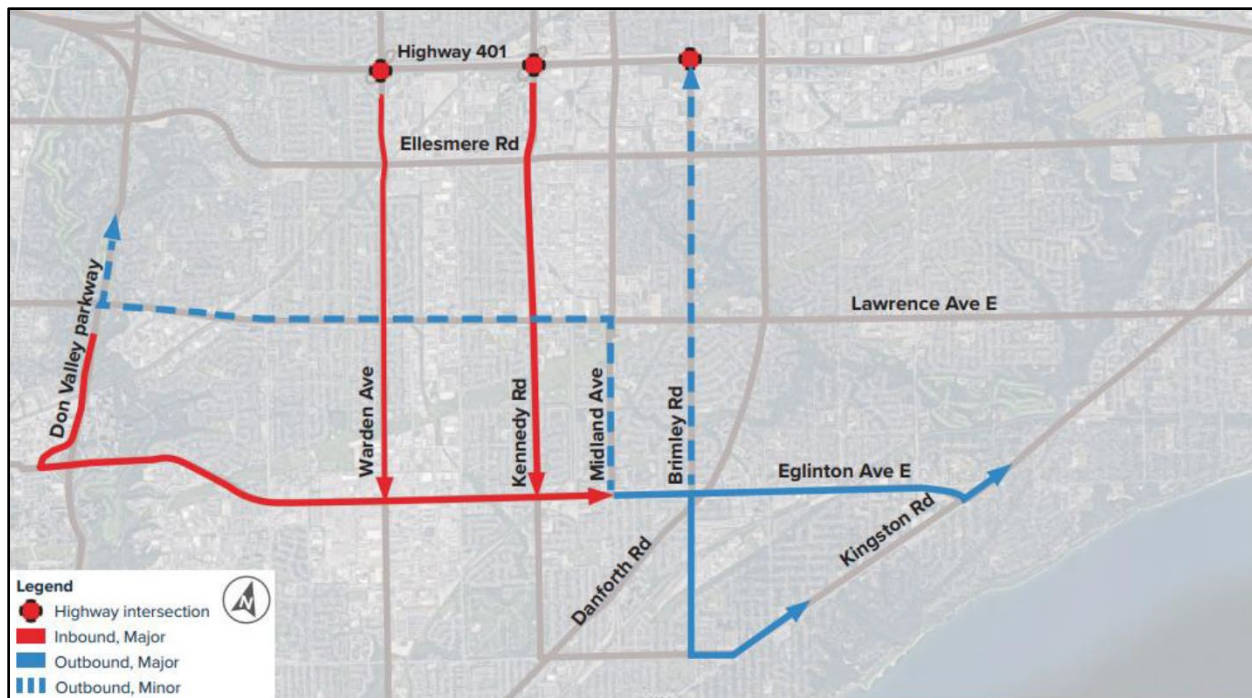


Figure 8 – Potential Inbound and Outbound Haul Routes for Kennedy Station Connection

Source: Metrolinx

As shown on Figure 8, construction trucks accessing the site may utilize the Don Valley Parkway to Eglinton Avenue or Highway 401 to Warden Avenue or Kennedy Road, allowing them to approach the site from the west or north. Upon exiting the site, construction trucks will travel eastbound on Eglinton Avenue East, connecting with Brimley Road to access Highway 401 in the north or Kingston Road in the south. Alternatively, the trucks may connect with Midland Avenue and Lawrence Avenue to connect with the Don Valley Parkway.

Construction trucks will enter the site in a forward motion, with traffic control personnel positioned at site access points to prevent any conflicts between construction vehicles and pedestrians. The work zone will be well-lit, ensuring full visibility to both pedestrians and truck drivers, enhancing safety throughout the area. Metrolinx will coordinate with the City to establish clear signage and implement any additional traffic management measures along these haul routes, prioritizing the safety of both construction and general traffic.

According to Metrolinx estimates, up to 10 trucks per hour are expected during the excavation phase of the Kennedy Station Connection works. During the structural work phases, up to 18 trucks per hour are expected for the invert pour, up to 4 trucks per hour for the wall pour, and up to 12 trucks per hour for the roof pour.

Emergency Exit Building-1

The emergency exit building 1 (EEB-1) will be located in the south-west corner of Eglinton Avenue East and Winter Avenue as shown in Figure 9 below.

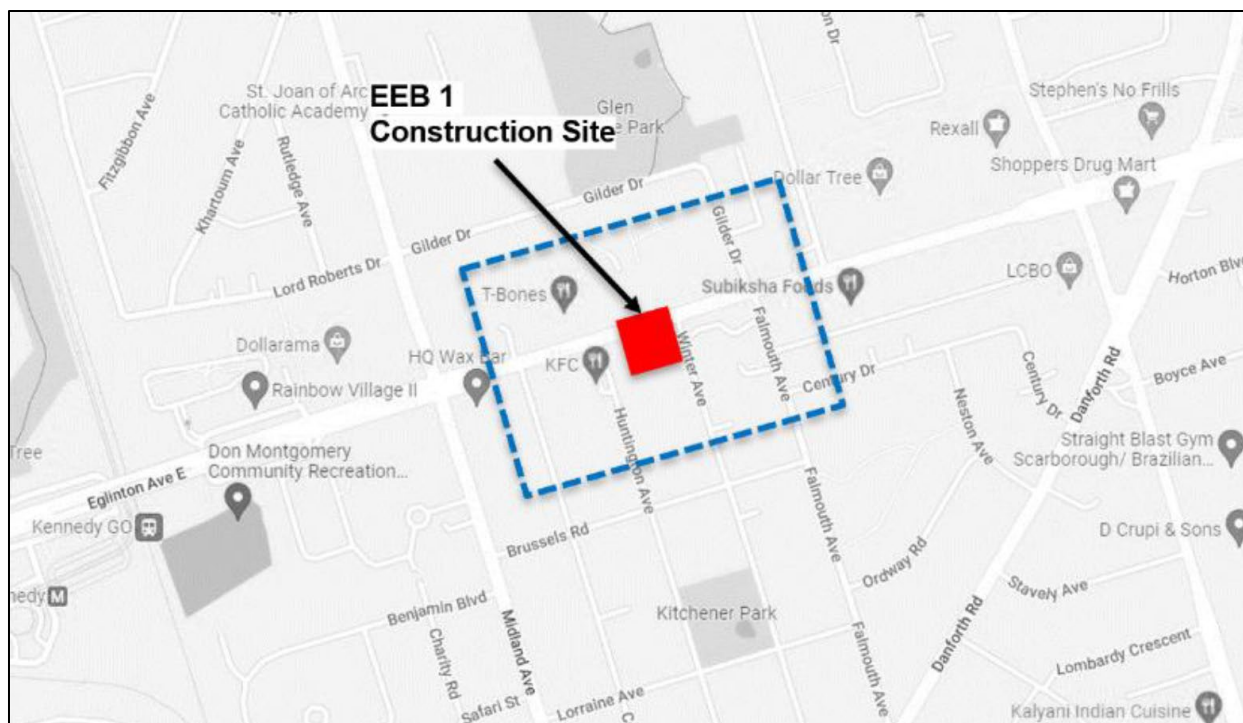


Figure 9 – SSE EEB-1

Source: Metrolinx

The EEB-1 construction will be completed in multiple activities from July 1, 2025 to December 31, 2030 as described below:

- Piling
- Jet Grouting
- Sequential Excavation Method (SEM) Ground Treatment
- Bulk Excavation of the Shaft
- Shaft Reinforcement/Steel Framing
- SEM Tunnelling
- Permanent Concrete Works
- Architectural Works
- Mechanical, Electrical, Plumbing and Systems Installation
- Reinstatement and Landscaping

Figure 10 shows the road network during the construction.

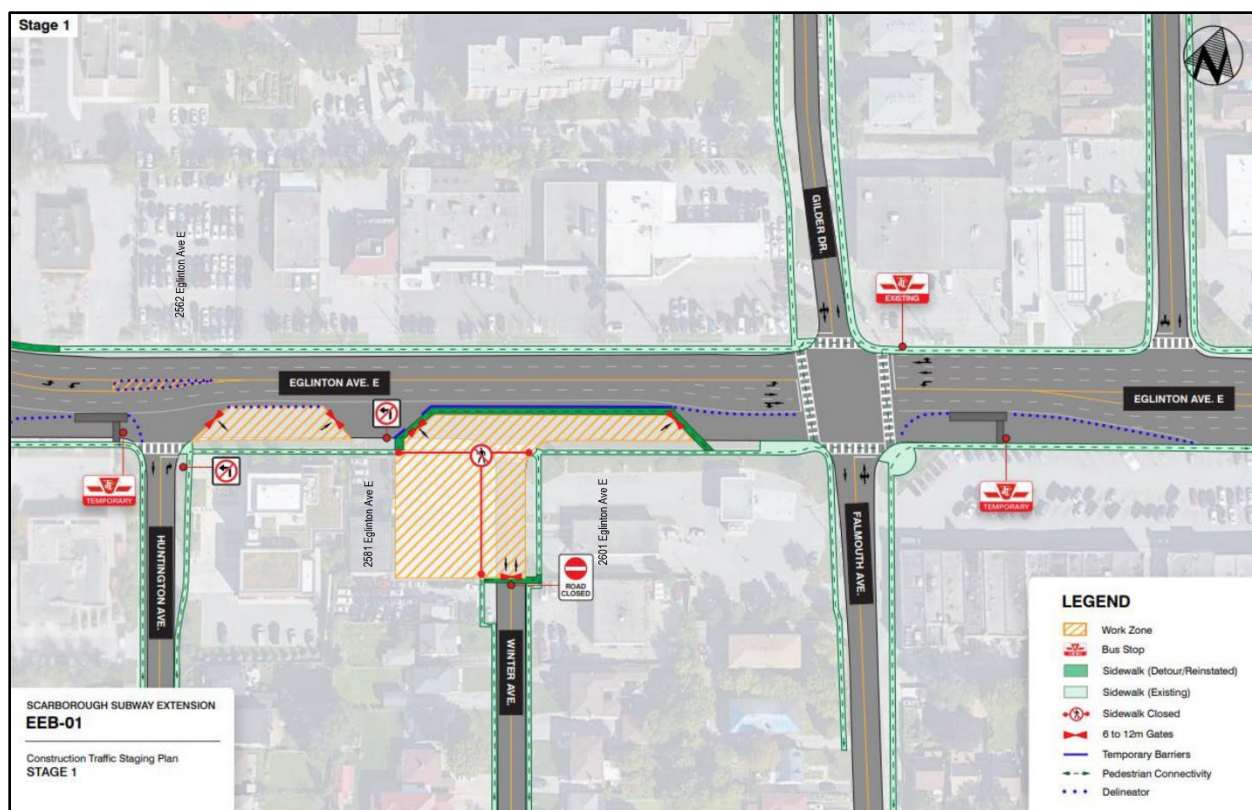


Figure 10 – SSE EEB-1 Construction Staging

Source: Metrolinx

Traffic staging for the construction of EEB-1 will require temporary lane closures on Eglinton Avenue East, spanning from Huntington Avenue to a point 100 metres east of Falmouth Avenue. The traffic configuration on Eglinton Avenue in the vicinity of the EEB-1 work zone will align with the traffic setup implemented during Stage 2 and 3 of the Kennedy Station Connection Works.

The following long-term temporary lane closures will be required during the EEB-1 construction:

Winter Avenue:

- Temporary closure of Winter Avenue, between Eglinton Avenue East and a point 36 metres south, from July 1, 2025 to December 31, 2030, inclusive.

Eglinton Avenue East:

- Temporary closure of the existing northerly westbound and southerly eastbound HOV lanes on Eglinton Avenue East, between Huntington Avenue and a point 100 metres east of Falmouth Avenue from July 1, 2025, to December 31, 2030, inclusive.
- Temporary closure of the existing two-way left-turn-only lanes on Eglinton Avenue East, between Huntington Avenue and Falmouth Avenue, from July 1, 2025, to December 31, 2030, inclusive.

The temporary lane closures impacts are discussed below:

Auto Access Impacts

The construction of EEB-1 will require a work zone footprint that makes it unfeasible to maintain the existing three-lane-per-direction configuration on Eglinton Avenue East, between Huntington Avenue and a point 100 metres east of Falmouth Avenue. As a result, Eglinton Avenue East in the vicinity of EEB-1 construction site will temporarily operate with two eastbound and two westbound traffic lanes. All turn lanes at the nearest signalized intersection of Falmouth Avenue/Glider Drive and Eglinton Avenue East will be maintained.

A portion of Winter Avenue at Eglinton Avenue East will be temporarily closed to vehicular traffic to accommodate the construction activities. As a result of this temporary closure, vehicular access to the adjacent gas station at 2601 Eglinton Avenue East will be restricted. However, access to the gas station will remain available from Falmouth Avenue, while properties on Winter Avenue can be accessed from Brussels Road.

Additionally, the northbound left-turns from 2581 Eglinton Avenue East will be prohibited due to proximity of the adjacent work zone and inadequate sightlines to ensure safe turning manoeuvres.

Further restrictions include the temporary prohibition of southbound and eastbound left-turns at the driveway for 2562 Eglinton Avenue East due to traffic management setup on Eglinton Avenue East. Moreover, northbound and westbound left-turns at the intersection of Huntington Avenue and Eglinton Avenue East will be prohibited due to traffic management setup on Eglinton Avenue East.

Transit Impacts

The construction of EEB-1 will require the temporary removal of HOV lanes on Eglinton Avenue East, between Huntington Avenue and a point 100 metres east of Falmouth Avenue. As a result, all traffic will be maintained on a two-lane-per-direction general purpose cross-section. TTC buses operating in this section may experience increased travel times, particularly during peak hours.

To mitigate these impacts, TTC, Metrolinx, and the City will collaborate to regularly monitor bus and general traffic operations and implement enhanced traffic management measures as required, ensuring efficient bus service is maintained throughout the construction period.

Figure 10 shows the location of transit stops within the work zone. TTC and Metrolinx will work together to ensure that relocated bus stops comply with temporary bus stop design and placement criteria, prioritizing passenger safety, accessibility, and convenience during construction.

Cycling Impacts

With the planned temporary removal of HOV lanes on Eglinton Avenue East within the construction zone, cyclists will share general-purpose lanes with motorists during the construction period.

To enhance cyclist safety, a reduced temporary speed limit of 40 km/h will be implemented and enforced, accompanied by “Share the Road” signage to remind motorists of shared lane use. Metrolinx will also maintain clear and well-conditioned roadways, addressing dirt, debris, potholes, and uneven surfaces through regular inspections to ensure safe conditions for cyclists throughout the construction period.

Emergency Vehicle Impacts

With the temporary lane closures in place for the EEB-1 construction, emergency vehicle access through the work zones will be maintained at all times. Metrolinx will coordinate with the emergency services staff to implement any work zone accommodations enabling emergency vehicle access to all properties.

Business Impacts

Metrolinx will ensure uninterrupted public road access to all businesses and properties within the construction zone throughout the project.

The northbound left-turns from the property at 2581 Eglinton Avenue East will be temporarily prohibited due to safety issues arising from inadequate sightlines caused by adjacent work zone. Despite this prohibition, property access from Eglinton Avenue East will remain available.

Access to the gas stations at 2601 Eglinton Avenue East will also be affected due to the temporary closure of Winter Avenue at Eglinton Avenue East, which forms part of the construction staging area for EEB-1. Alternative vehicular access to the gas station will remain available from Falmouth Avenue, while properties on Winter Avenue can be accessed from Brussels Road.

Additionally, the southbound and eastbound left-turns at the car lot located at 2562 Eglinton Avenue East will be restricted due to the traffic management setup on Eglinton Avenue East. However, driveway access to the property will be maintained from Eglinton Avenue East.

Metrolinx and the City will actively collaborate to optimize the construction work zones and traffic management setups, ensuring safe and efficient access to all properties throughout the construction period.

Haul Routes

Figure 11 shows the potential inbound and outbound haul routes to the Kennedy Station Connection construction site.

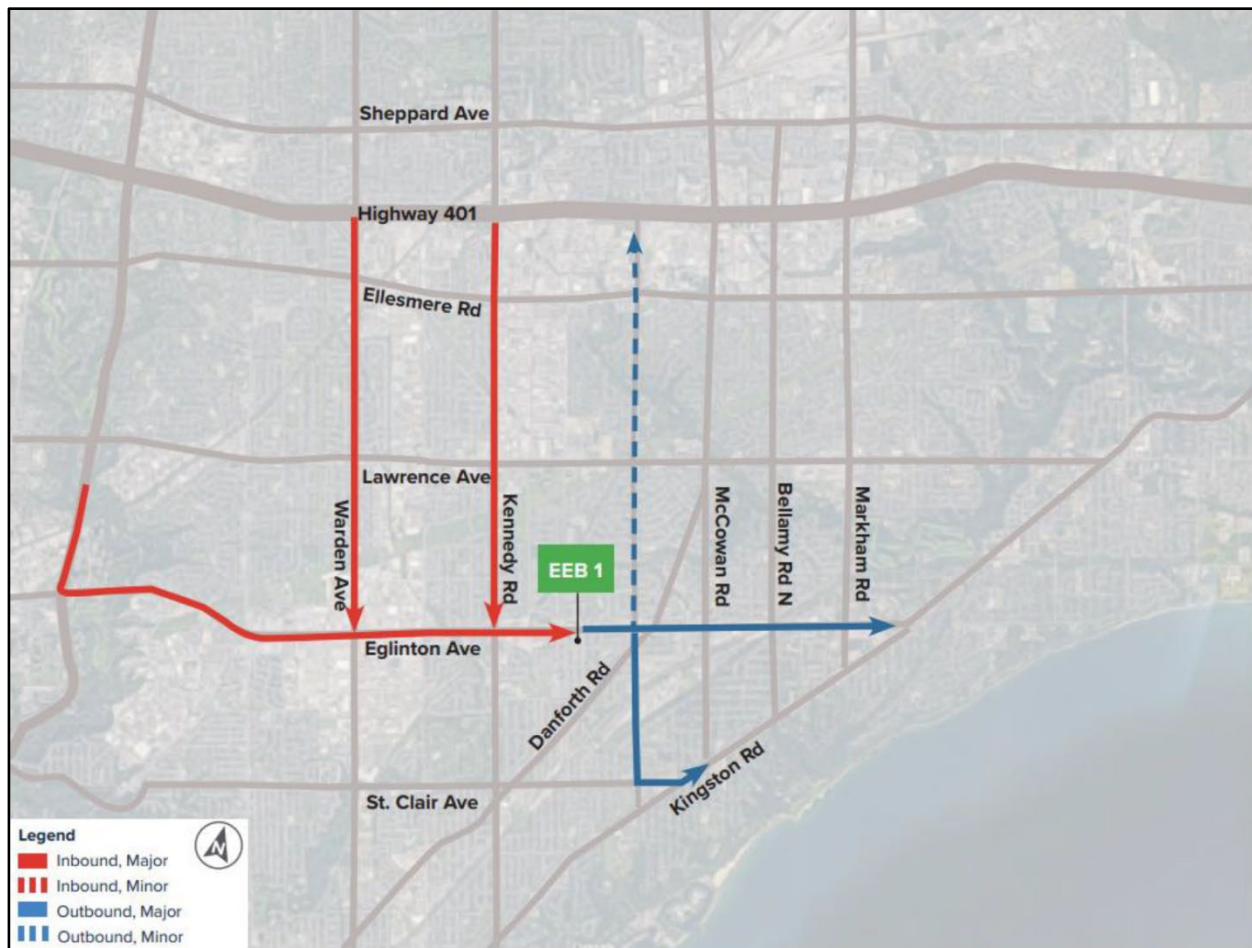


Figure 11 – Potential Inbound and Outbound Haul Routes for EEB-1 Construction

Source: Metrolinx

As shown on Figure 11, construction trucks accessing the site may utilize the Don Valley Parkway to Eglinton Avenue or Highway 401 to Warden Avenue or Kennedy Road, allowing them to approach the site from the west or north. Upon exiting the site, construction trucks will travel eastbound on Eglinton Avenue East, connecting with Brimley Road to access Highway 401 in the north or Kingston Road in the south. Alternatively, the trucks may continue travelling eastbound on Eglinton Avenue East to connect with Kingston Road.

Construction trucks will enter the site in a forward motion, with traffic control personnel positioned at site access points to prevent any conflicts between construction vehicles and pedestrians. The work zone will be well-lit, ensuring full visibility to both pedestrians and truck drivers, enhancing safety throughout the area. Metrolinx will coordinate with the City to establish clear signage and implement any additional traffic management measures along these haul routes, prioritizing the safety of both construction and general traffic.

According to Metrolinx estimates, up to the sequential excavation operations at the EEB-1 site are expected to generate up to 4 construction truck trips per hour (2 dump trucks and 2 concrete trucks).

Lawrence East Station

The Lawrence East Station will be located in the south-west corner of the intersection of Lawrence Avenue and McCowan Road. Figure 12 shows the location of the station with respect to the surrounding road network.



Figure 12 – SSE Lawrence East Station Location

Source: Metrolinx

The major construction activities for the Lawrence East Station will involve excavating and constructing the underground station box and station building infrastructure. A bus terminal will also be constructed in the southwest quadrant (refer to Figure 12 for location) of the intersection of Lawrence Avenue East and McCowan Road. To facilitate the station box excavation and construction, a portion of McCowan Road at Lawrence Avenue will be temporarily diverted to the east. Additionally, temporary decking will be installed across Lawrence Avenue East at McCowan Road, enabling travel lanes to remain open while station box construction continues beneath the roadway.

The Lawrence East Station construction will be completed in the following multiple stages:

Pre-Stage 1 – July 2025 to October 2025:

- Construction of the McCowan Road Diversion and associated infrastructure on Metrolinx-owned property within the south-east corner of the intersection of McCowan Road and Lawrence Avenue East.

Stage 1 – October 2025 to October 2025:

- Connection of McCowan Road Diversion to existing roadways.
- Shifting the intersection of McCowan Road and Lawrence Avenue East to the east of its current alignment to accommodate station box construction area.
- Shoring and excavation of station box in the north-west and south-west corners of the intersection of McCowan Road and Lawrence Avenue East.

Stage 2 – August 2025 to May 2026:

- Realignment of Lawrence Avenue East travel lanes to the south.
- Shoring, decking and shallow excavation on the north side of Lawrence Avenue East to support long-term traffic flow during construction.

Stage 3 – March 2026 to January 2027:

- Realignment of Lawrence Avenue East travel lanes to the north.
- Shoring decking and shallow excavation on the south side to accommodate long-term traffic flow during construction.

Stage 4 – November 2026 to December 2030:

- Installation of decking and support of excavation across Lawrence Avenue East.
- Continuation of station box construction and associated infrastructure development.

Figures 13 to 17 below show the above-listed construction stages and the road network during construction of the Lawrence East Station.

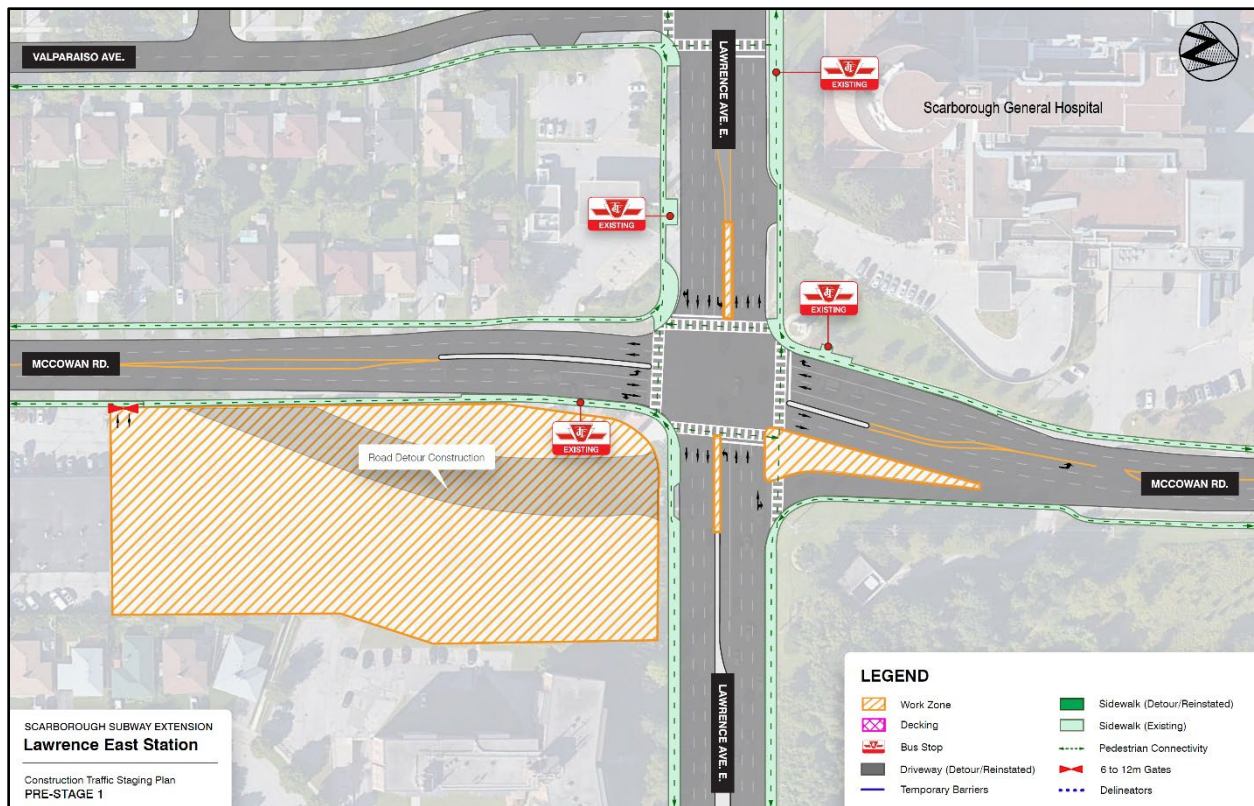


Figure 13 – SSE Lawrence East Station Construction Pre-Stage 1

Source: Metrolinx

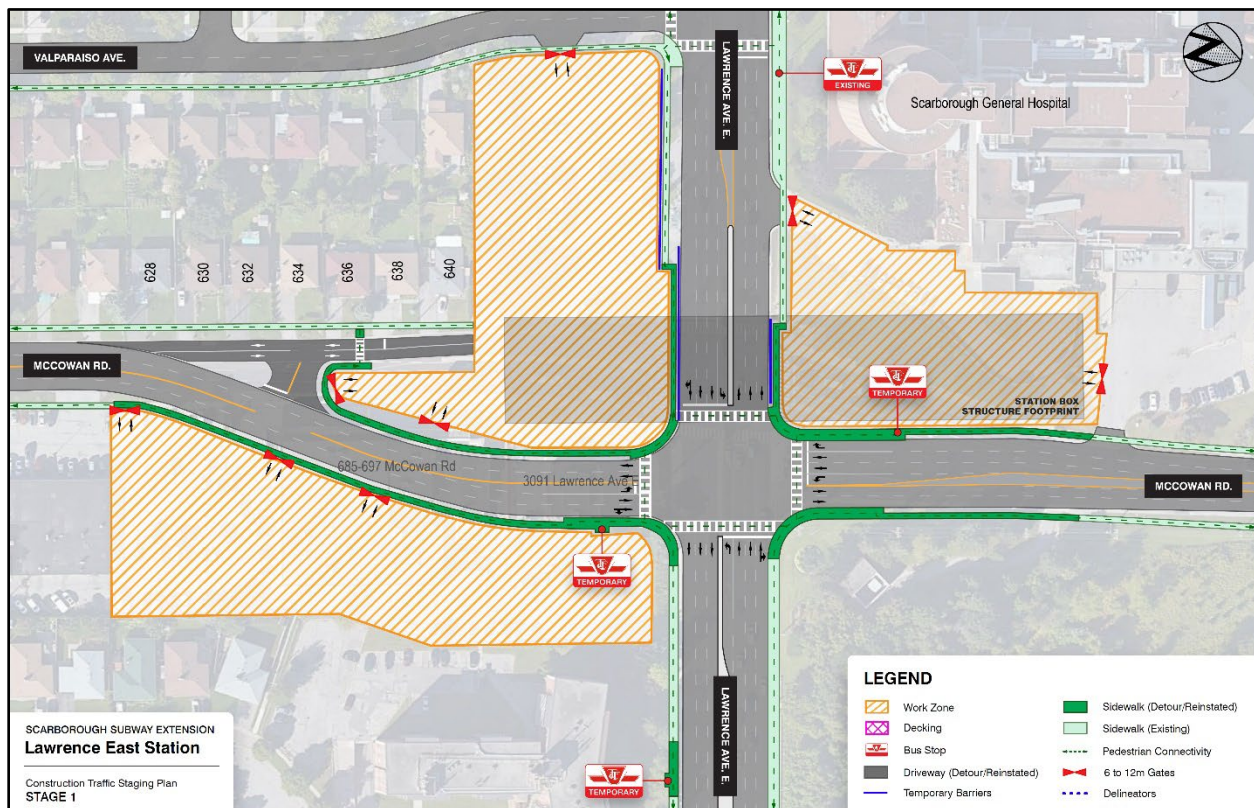


Figure 14 – SSE Lawrence East Station Construction Stage 1

Source: Metrolinx

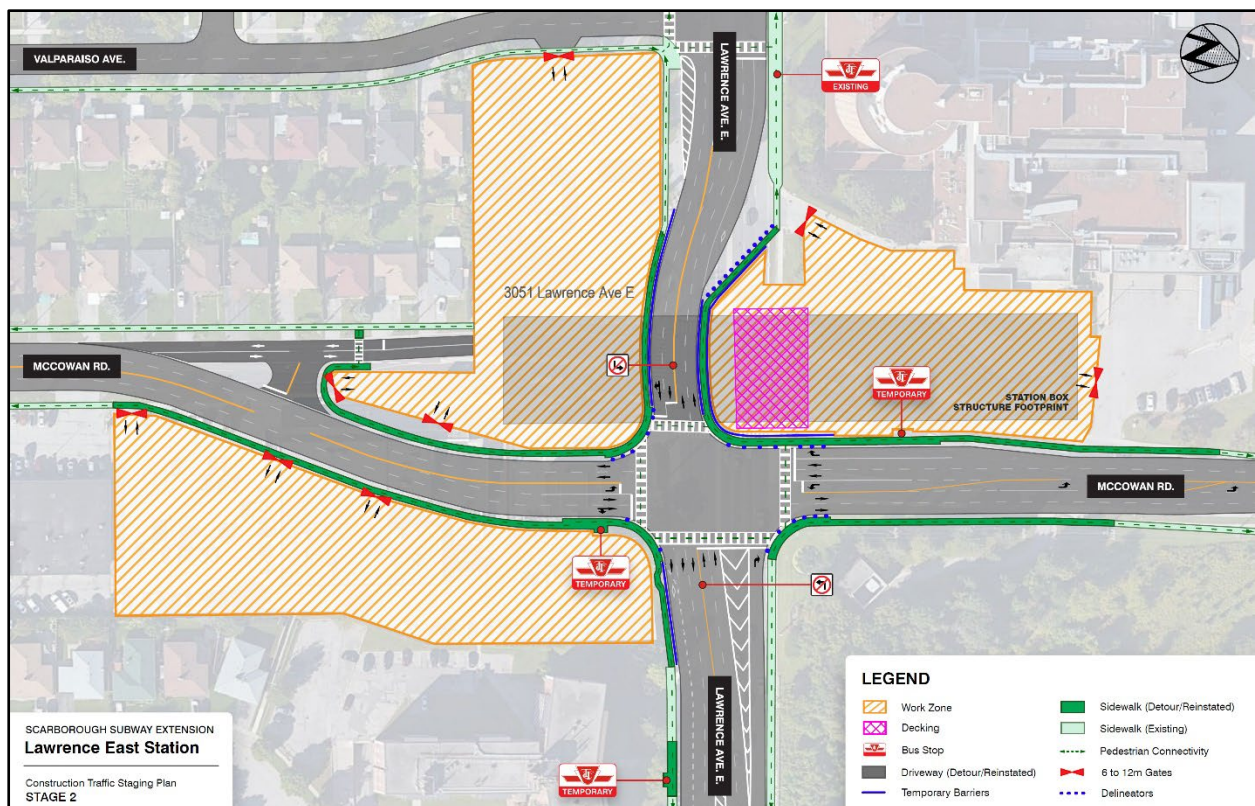


Figure 15 – SSE Lawrence East Station Construction Stage 2

Source: Metrolinx

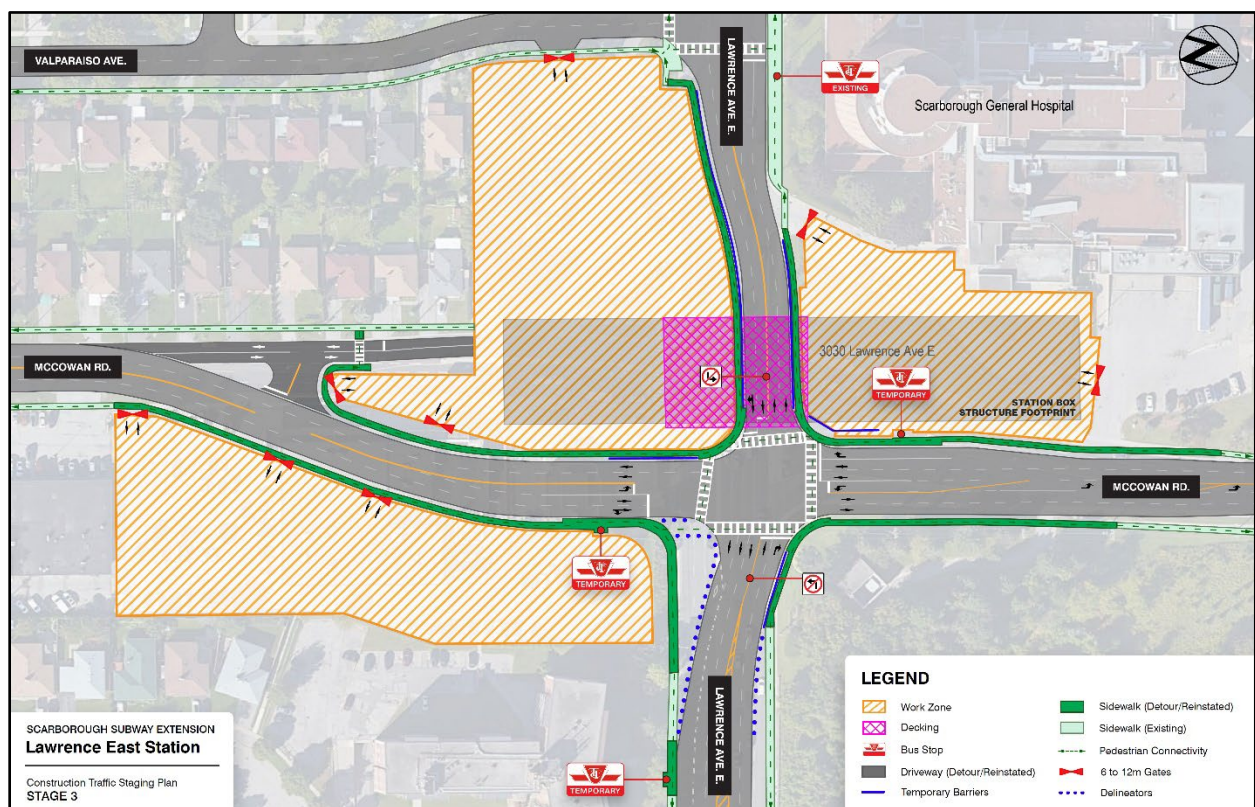


Figure 16 – SSE Lawrence East Station Construction Stage 3

Source: Metrolinx

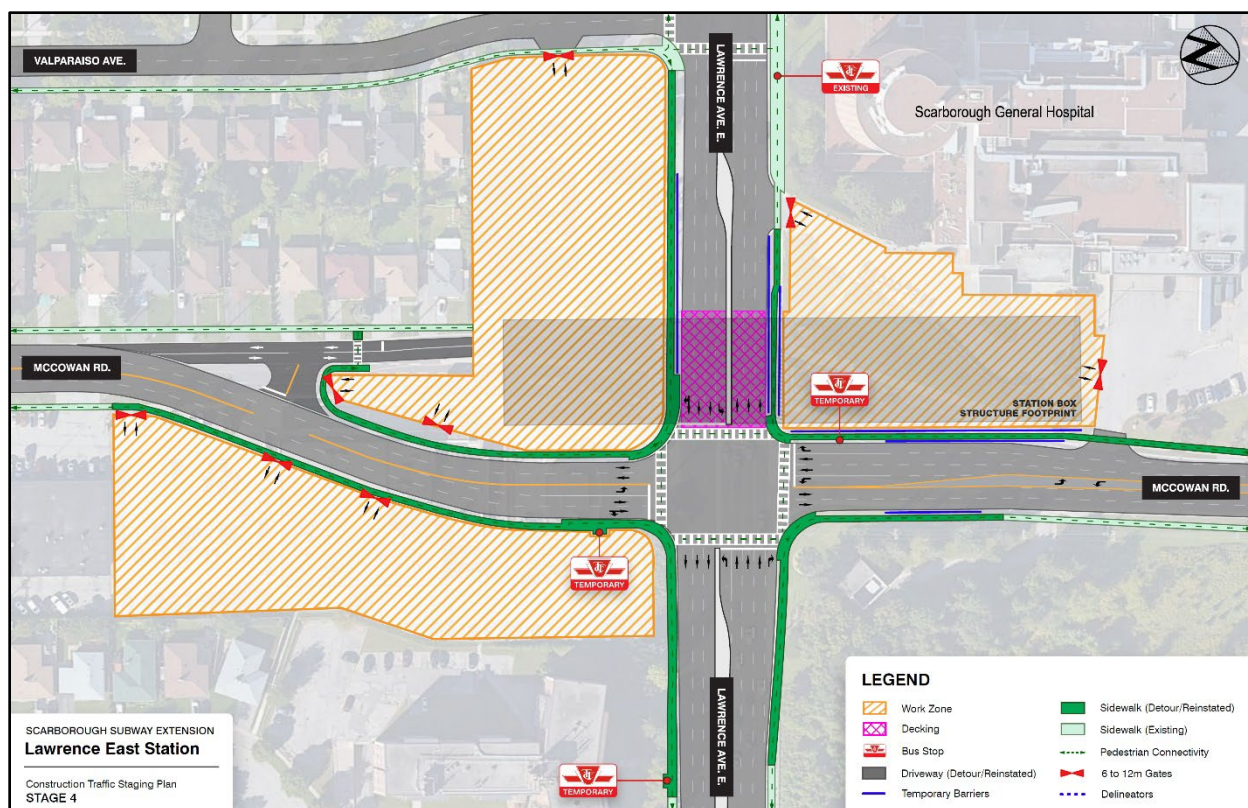


Figure 17 – SSE Lawrence East Station Construction Stage 4

Source: Metrolinx

The following long-term temporary lane closures will be required for the construction of the Lawrence East Station.

Lawrence Avenue East:

- Removal of west-to-northbound right-turn channel in the north-east corner of the intersection of Lawrence Avenue East and McCowan Road. (Stages 1 to 4 leading to permanent intersection modification).
- Temporary closure of one eastbound and one westbound travel lane on Lawrence Avenue, between Valparaiso Avenue and a point 100 metres east of McCowan Road, from August 1, 2025 to January 31, 2027, inclusive, (Stages 2 and 3).
- Temporary prohibition of eastbound and westbound left-turn movements (emergency vehicles excepted) at the intersection of Lawrence Avenue East and McCowan Road, from August 1, 2025 to January 31, 2027, inclusive (Stages 2 and 3).

McCowan Road:

- Temporary closure of McCowan Road, between Lawrence Avenue East and a point 162 metres south, from October 1, 2025 to December 31, 2030, inclusive, (Stages 2 to 4). During this temporary closure, the northbound and southbound traffic will be maintained on the McCowan Road Diversion.

The temporary lane closure impacts during various construction stages are discussed below:

Auto Access Impacts

Pre-Stage 1 works:

Pre-Stage 1 works, expected to last approximately three months, will involve constructing the McCowan Road Diversion in the south-east quadrant of the intersection of Lawrence Avenue East and McCowan Road. These activities will be performed outside of the road right-of-way and will not require any temporary road closures on the surrounding road network.

Stage 1 works:

Stage 1 works, anticipated to last about one month, will involve shifting the intersection of Lawrence Avenue East and McCowan Road eastward and connecting it to the newly constructed McCowan Road Diversion. This realignment is essential to sufficient space for the excavation and construction of the underground station box in the north-west and south-west corners of the intersection.

A portion of the McCowan Road Diversion will traverse lands at 685-697 McCowan Road and 3091 Lawrence Avenue East, currently owned by Metrolinx. This portion of the diverted roadway will be designated as a public highway, with traffic by-laws enacted and enforced by the City. The dedication by-law and any proposed traffic by-law amendments will take effect once Metrolinx completes the road diversion to the satisfaction of the City's Transportation Services Division, along with the acceptance, commissioning, and transfer of the required land interest to the City.

The realignment of McCowan Road will temporarily impact access for single-family residential properties located at 628-640 McCowan Road, as their driveway will no longer directly connect to the McCowan Road Diversion. To address this, a temporary driveway lane will be established along the frontage of these properties, ensuring uninterrupted vehicular access for residents throughout the construction period. This temporary driveway lane will connect to the McCowan Road Diversion and will include a temporary stop sign at its intersection with the McCowan Road Diversion to ensure safe merging of vehicles onto the main roadway. This traffic management setup will remain effective throughout all construction stages until the final restoration of McCowan Road to its original alignment.

Additionally, the Stage 1 works will include the removal of the existing west-to-northbound right-turn channel at the intersection of Lawrence Avenue East and McCowan Road. Right-turn movements will be integrated into the traffic signal system. This modification, aimed at enhancing pedestrian safety and moderating vehicle speeds, will continue through Stages 2 to 4 and remain permanent upon completion.

During Stage 1, the existing travel lane configuration on Lawrence Avenue East and McCowan Road will be maintained to minimize traffic disruptions.

Stages 2 and 3:

During Stages 2 and 3, construction activities will focus on the phased installation of temporary decking on Lawrence Avenue East, just west of its intersection with the McCowan Road diversion. This decking will allow excavation and construction of the station box to proceed beneath the roadway while maintaining safe traffic flow.

Stage 2, expected to last approximately 10 months, will involve realigning travel lanes on Lawrence Avenue East to the south to facilitate construction activities on the north side of the roadway. This shift will encroach upon Metrolinx-owned lands at 3051 Lawrence Avenue East. Metrolinx will grant a temporary lease to the City for these lands, allowing the City to register its interest and designate the encroached area as a public highway upon the satisfactory completion of the road infrastructure.

Similarly, Stage 3, also anticipated to last approximately 10 months, will shift the focus to the south side of Lawrence Avenue, with travel lanes shifted to the north. The shifting of travel lanes to the north will result in encroachment over Metrolinx-owned lands at 3030 Lawrence Avenue East. Metrolinx will provide a temporary easement to the City, enabling the City to register its interest and designate the encroached lands as a public highway once the road infrastructure is constructed to the City's satisfaction.

Due to space constraints during both stages, one eastbound and one westbound through traffic lane on Lawrence Avenue East, between Valparaíso Avenue and a point 100 metres east of McCowan Road, will be temporarily closed. Despite these closures, two eastbound and two westbound through traffic lanes will be maintained within the construction zone to ensure two-way traffic flow.

Additionally, the eastbound and westbound left-turn movements on Lawrence Avenue East at McCowan Road will be temporarily prohibited to general traffic to facilitate construction activities and ensure efficient traffic management during this period. However, emergency vehicles will be exempt from these restrictions ensuring their unimpeded access.

Stage 4:

Stage 4, expected to last approximately five years, will focus on advancing the station box construction and completing the station buildings. During this stage, both Lawrence Avenue East and McCowan Road will be restored to their original travel lane configuration, ensuring full roadway capacity while construction progresses. Additionally, McCowan Road and the intersection of Lawrence Avenue East and McCowan Road will be shifted back to their original alignment upon the completion of Stage 4, marking the final restoration of the roadway network.

Transit Impacts

Existing TTC transit service will be generally maintained, although construction activity reducing road capacity during Stages 2 and 3 may slow down transit operations for customers, especially during busy peak hours.

Figures 14 to 17 show the locations of existing and temporary transit stops within the work zone during Stages 1 to 4. TTC and Metrolinx will coordinate to ensure that relocated bus stops meets temporary bus stop design and placement criteria, ensuring passenger safety, accessibility, and convenience during construction.

Pedestrian Impacts

Metrolinx will maintain pedestrian connectivity around the Lawrence East Station construction site. The site setup, signage, and maintenance of temporary pedestrian walkways around work zones will ensure pedestrian safety, including keeping them free of debris, loose material, snow and ice.

Cycling Impacts

There are currently no dedicated bike lanes on Lawrence Avenue East and McCowan Road. People cycling will continue to share the travel lanes with the general traffic. Metrolinx contractor will install “Share the Road” advisory signage to remind motorists of cyclists in the shared travel lanes. Additionally, a reduced speed limit (40 km/h) will be implemented and enforced within the construction zone.

Metrolinx will maintain the roadway within the construction zone to ensure it remains clear of dirt, debris, loose materials and promptly addressing any potholes or uneven surfaces that could affect cyclists. Metrolinx will undertake regular inspections to ensure these safe conditions are upheld throughout the construction period, minimizing risks for cyclists in the area.

Emergency Vehicle Impacts

Figure 18 shows the access points to Scarborough General Hospital, situated in the north-west quadrant of the intersection of Lawrence Avenue East and McCowan Road.



Figure 18 – Scarborough General Hospital Access during SSE Construction

Source: Metrolinx

The main hospital access, which provides entry to the Emergency Department, is located west of Valparaiso Avenue, and will remain fully operational throughout all stages of construction.

Additionally, access to the hospital parking lot from Lawrence Avenue East and McCowan Road will be maintained during construction. Emergency vehicles will continue to pass through any temporary lane closures to ensure uninterrupted access to and from the hospital facilities.

Metrolinx will continue to collaborate with the hospital administration, providing regular updates on construction activities to ensure smooth coordination and minimal disruption to hospital operations.

Business Access Impacts

Metrolinx will maintain all business and property access.

Haul Routes

Figure 19 shows the potential inbound and outbound haul routes to the Lawrence East Station construction site.

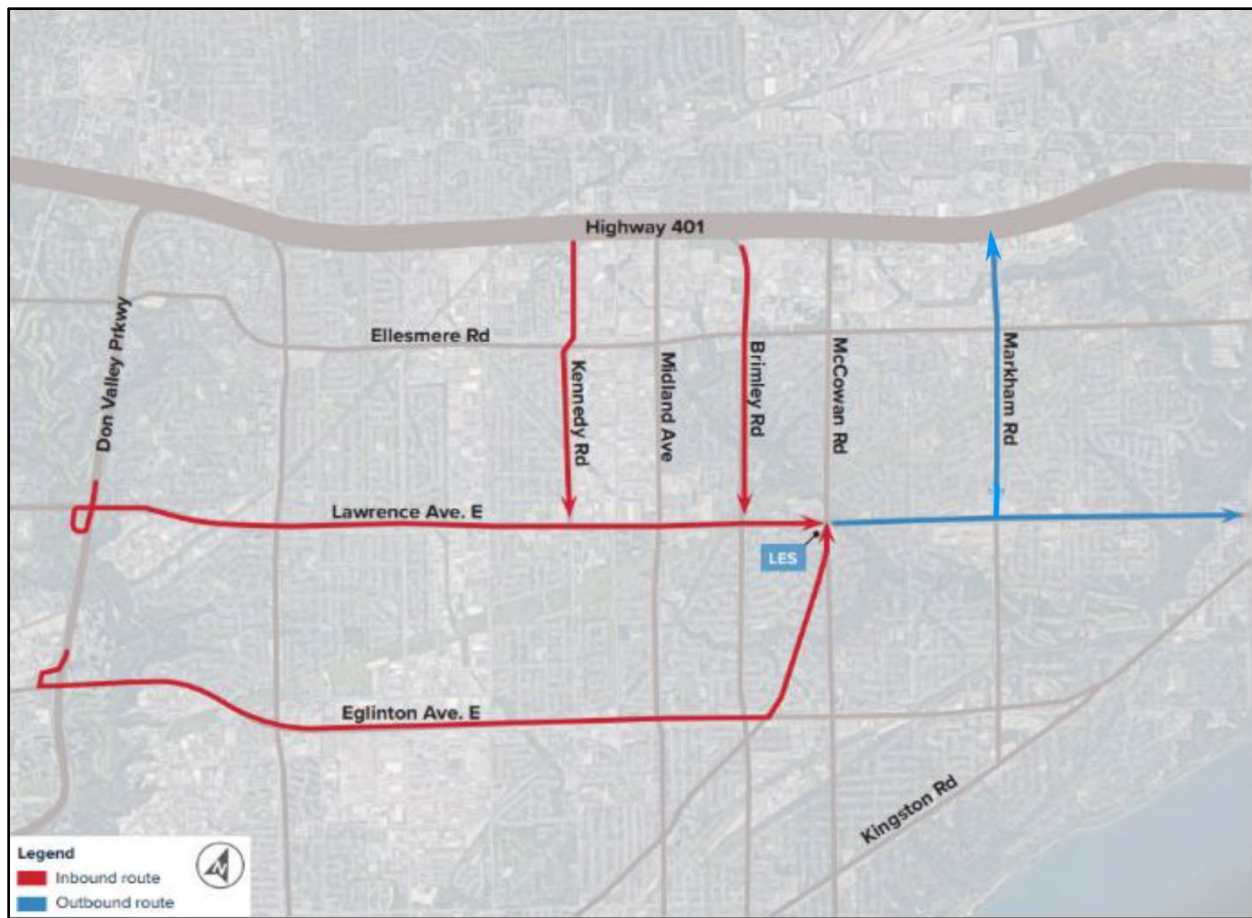


Figure 19 – Potential Inbound and Outbound Haul Routes for Lawrence East Station

Source: Metrolinx

As shown on Figure 19, construction trucks accessing the site may utilize the Don Valley Parkway to Eglinton Avenue or Lawrence Avenue, allowing them to approach the site from the west. Alternatively, construction trucks may utilize Highway 401 to Kennedy Road or Brimley Road to access the site. Upon exiting the site, construction trucks will travel eastbound on Lawrence Avenue East connect with Kingston Road or Markham Road to access Highway 401.

Construction trucks will enter the site in a forward motion, with traffic control personnel positioned at site access points to prevent any conflicts between construction vehicles and pedestrians. The work zone will be well-lit, ensuring full visibility to both pedestrians and truck drivers, enhancing safety throughout the area. Metrolinx will coordinate with the City to establish clear signage and implement any additional traffic management measures along these haul routes, prioritizing the safety of both construction and general traffic.

According to Metrolinx estimates, up to 10 trucks per hour are expected during the excavation phase of the Lawrence East Station works. During the structural work phases, up to 18 trucks per hour are expected for the invert pour, up to 4 trucks per hour for the wall pour, and up to 12 trucks per hour for the roof pour.

Construction Impacts Mitigation

Metrolinx and the Project Co. will utilize traffic management strategies to minimize the impact of the SSE works on network-wide traffic congestion and maintain safety and mobility of all road users in the work zones. City staff will coordinate with Metrolinx and the Project Co. to implement site specific safe work zone accommodations.

With technical input from Metrolinx, the City will implement traffic signal timing modifications to minimize impacts on the boundary road network. Furthermore, frequent monitoring of the traffic operations will be undertaken to ensure modifications are optimized and reflect any changing conditions, for example, due to observed issues or a new or revised work zone.

The Project Co. will install advanced advisory signage including portable variable message signs at the network level to inform road users of the temporary road closures. Additionally, temporary road closure information will be provided through the project website, social media and traditional media to encourage alternative routes or travel schedules. The Project Co. will submit the Road Disruption Activity Reporting System (RoDARS) notification and inform the web-based network service providers such as Google and Waze etc. of the temporary road closures.

In order to encourage alternative modes of travel and reduce auto trips, Metrolinx will maintain existing transit service and transit stops in the construction zone. Additionally, safe cycling connectivity will be maintained in the work zones.

Metrolinx and the Project Co. will install advanced advisory signage to guide people cycling in the work zones. Additionally, "Share the Road" advisory signage will be installed to direct motorists and cyclists to share the available traffic lane. Metrolinx and the Project Co. will maintain travel lanes and bicycle routes free of dust, debris, and ice.

In keeping with the City's Vision Zero Road Safety Plan, Metrolinx will maintain safe pedestrian connectivity in the work zones. In the event of a sidewalk closure, the Project Co. will install minimum 1.8 metres wide temporary walkways around the work zone. In an occasional case, when the temporary walkway cannot be provided due to space constraint, the pedestrians will be safely detoured to the alternative sidewalk at the nearest controlled crossing. Temporary traffic signage will be installed to inform the pedestrians of the sidewalk closure and guide them to the temporary walkways or alternative sidewalk. The Project Co. will provide temporary curb ramps to ensure easy access for people with mobility challenges. The temporary walkways will be well lit, protected from vehicular traffic and covered when required to protect pedestrians from falling debris or overhead hazards. Additionally, the Project Co. will ensure pedestrian walkways in the work zones are kept free of dirt, loose material, snow, and ice.

At the construction sites, site accesses and the hoarding will be designed to ensure clear sightlines for the truck drivers and pedestrians and traffic control persons will be positioned to avoid any conflicts between the construction vehicles and pedestrians. The Project Co. will prepare a construction vehicle haul route plan, which will be reviewed by the City staff to ensure the impacts on the traffic flow can be adequately mitigated and that pedestrian and cycle safety is given the highest priority. The haul

trucks will not be allowed to stage on the City roads and vehicle idling will be discouraged and enforced in accordance with the City's Idling Control By-law.

Additionally, Metrolinx and the Project Co. will encourage site construction workers to take transit to the work sites. Private vehicle parking will not be allowed in the work zones.

Finally, in accordance with the City of Toronto Municipal Code Chapter 743, Metrolinx contractors will obtain a permit before undertaking any street work or temporary street occupation within the City road right-of-way. As part of the permit application, the Project Co. will need to prepare and submit traffic control plans that are compliant with the City and Provincial policies and standards. These plans will be carefully reviewed by City staff to ensure safety and mobility needs of the travelling public, businesses and community are met. Once implemented, City staff, in coordination with Metrolinx and Project staff, will monitor the installation to ensure its compliance with the approved traffic control plan. In the event the permit holder violates the terms and conditions of the permit, the issued permit may be cancelled in accordance with authority given by Chapter 743.

Communication and Stakeholder Engagement

Metrolinx has implemented a comprehensive communication plan to actively engage the area residents, businesses, institutions, and elected officials. The plan aims to provide regular construction updates, address concerns, and minimize disruptions during the SSE construction works.

The key elements of Metrolinx's Communication Plan include:

- **Dedicated Communication Channels:** A project website supplemented by other information portals such as social media, e-newsletter, construction notices, public open houses, and pop-up events, provides detailed updates on project progress, construction activities, and associated impacts.
- **Area-wide Communication:** Regular updates regarding traffic impacts and mitigation measures are shared with the community, focussing on areas adjacent to construction sites as well as the wider geographic area affected by anticipated traffic and community disruptions.
- **24/7 Communication Access:** Metrolinx has established a 24-hour phone number and email address for residents and businesses to report concerns directly to the Metrolinx communication staff. Contact details are shared on the project website and with the Toronto 311 service to ensure accessibility.
- **Complaints Protocol:** A formal protocol ensures timely responses to complaints received through Metrolinx's dedicated communication channels or directed from the City 311 service or local Councillor offices. Complaints are logged and resolved collaboratively by Metrolinx, their contractor, and City staff.
- **Traffic Management Committee (TMC):** A TMC has been established with representatives from City staff, City Emergency Services, Toronto Police, TTC, Metrolinx, and their Project Co. The committee meets regularly to review traffic impacts and coordinate mitigation measures related to SSE construction.

Metrolinx's project website serves as a hub for construction notices, activity updates, traffic impacts and mitigation measures. To further support engagement efforts, Metrolinx conducts localized briefings with area Councillors to address project milestones and emerging issues. City staff will supplement these efforts by providing one-on-one updates to Councillors on construction activities and by liaising with Metrolinx and Project Co. to address potential disruptions.

Finally, prior to any significant road closures, Metrolinx will ensure Councillors and stakeholders are informed well in advance. These efforts aim to maintain transparency, minimize disruptions, and ensure the community remains well-informed throughout the construction period.

CONTACT

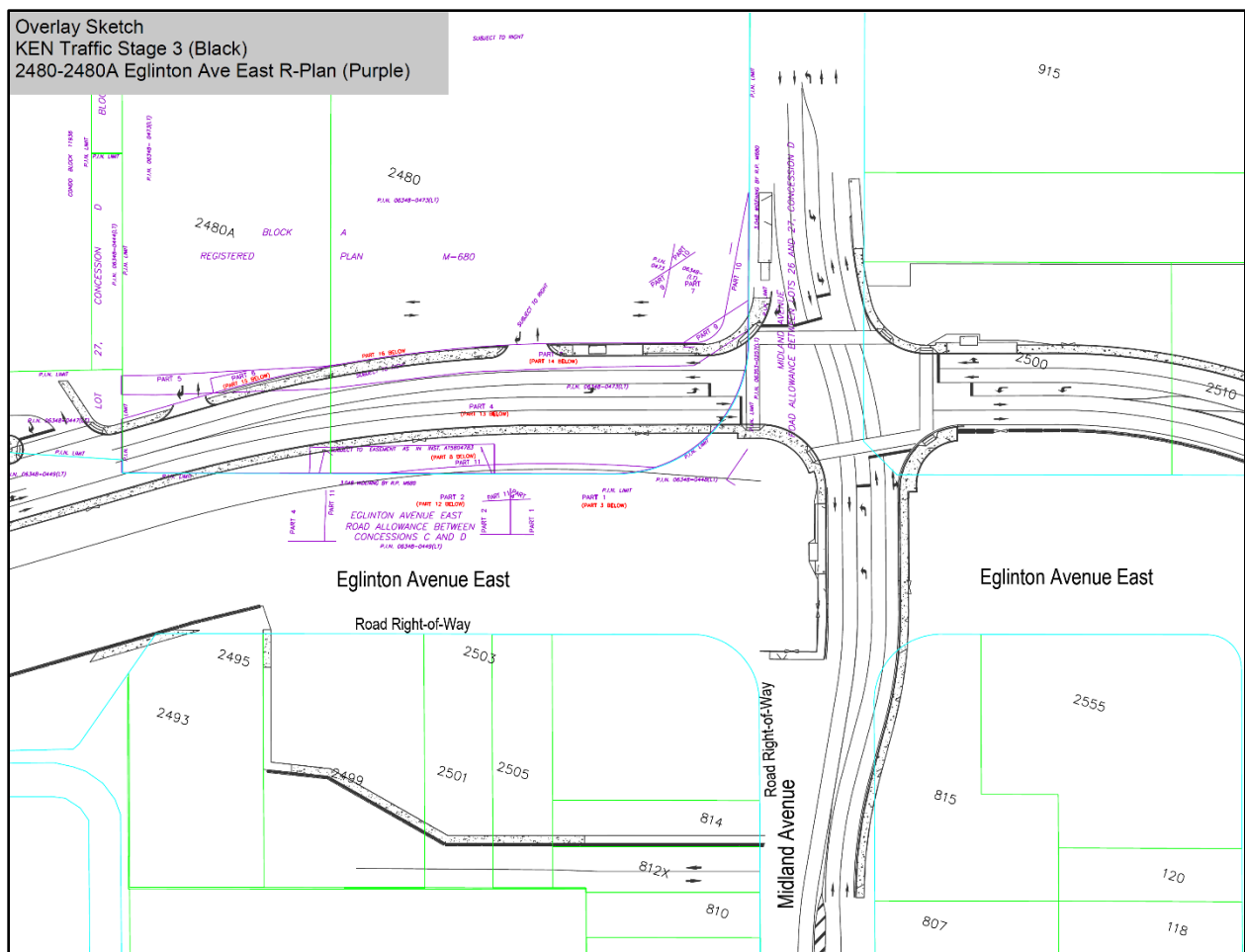
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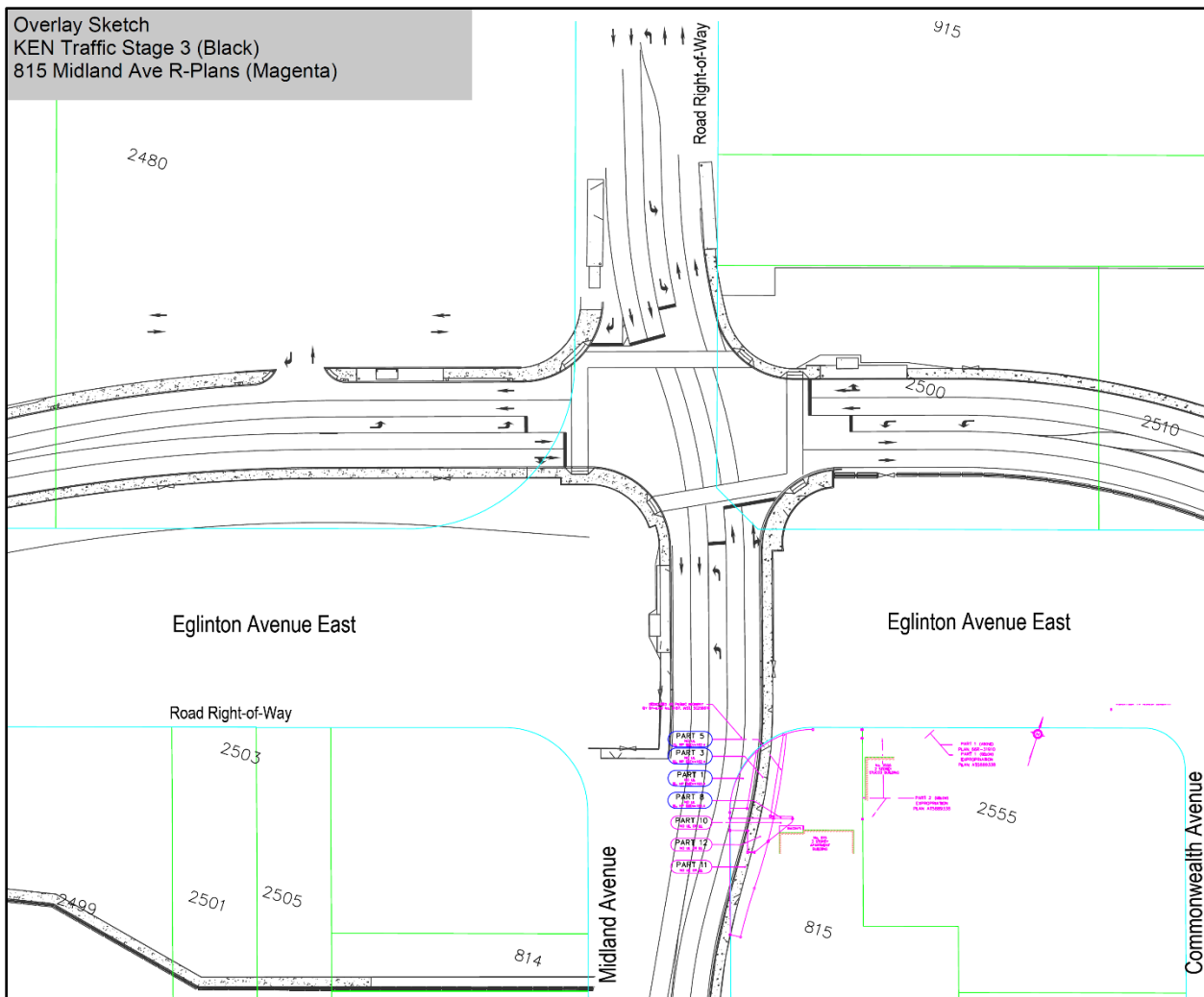
ATTACHMENTS

Attachment 1: Kennedy Station Connection – Eglinton Avenue East Diversion Road
Attachment 2: Kennedy Station Connection – Midland Avenue Detour
Attachment 3: Lawrence East Station – McCowan Road Diversion
Attachment 4: Lawrence East Station – Lawrence Avenue Detour on 3051 Lawrence Avenue East
Attachment 5: Lawrence East Station – Lawrence Avenue Detour on 3030 Lawrence Avenue East



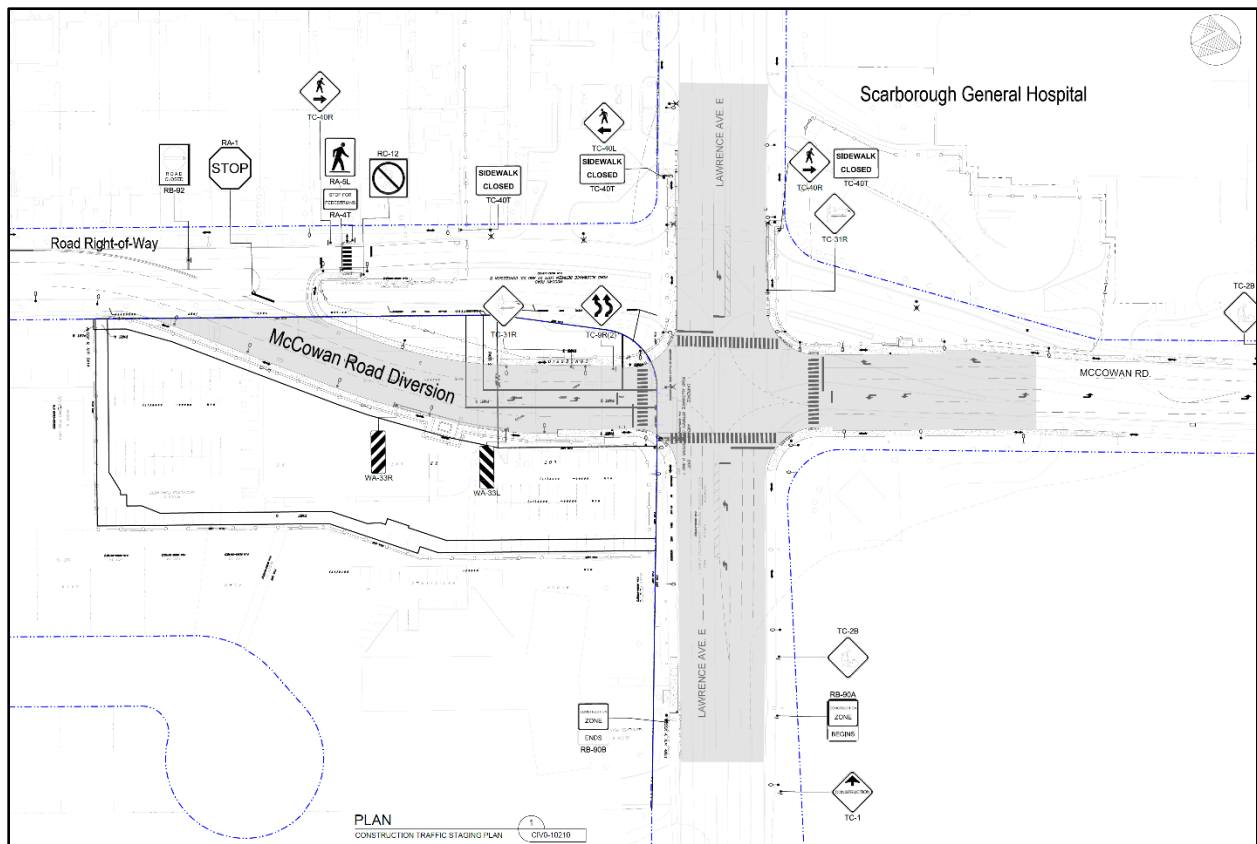
Attachment 1 - Kennedy Station Connection – Eglinton Avenue East Diversion Road

Source: Metrolinx



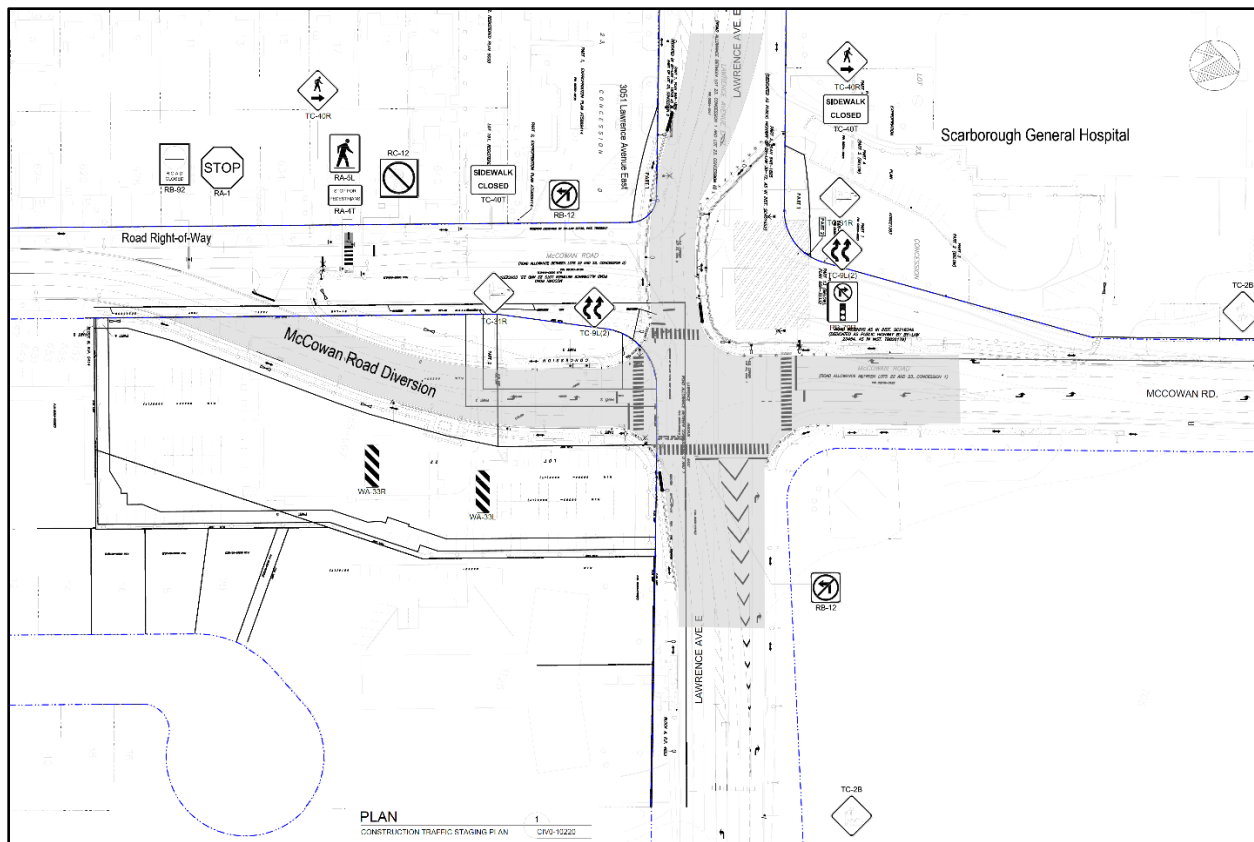
Attachment 2 – Kennedy Station Connection – Midland Avenue Detour

Source: Metrolinx



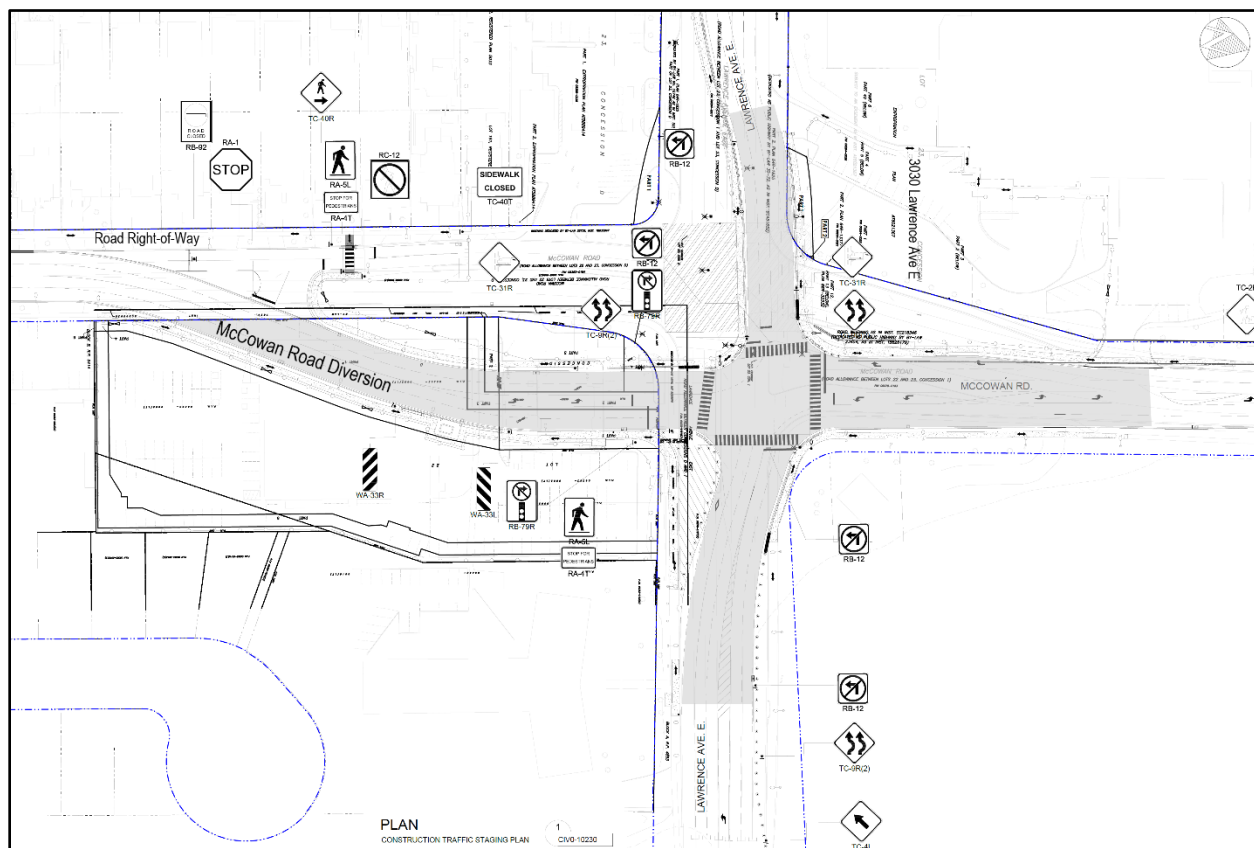
Attachment 3 – Lawrence East Station – McCowan Road Diversion

Source: Metrolinx



Attachment 4 – Lawrence East Station - Lawrence Avenue Detour on 3051 Lawrence Avenue East

Source: Metrolinx



Attachment 5 – Lawrence East Station – Lawrence Avenue Detour on 3030 Lawrence Avenue East

Source: Metrolinx