

ATTACHMENT 1

SCARBOROUGH EAST RAPID TRANSIT – TECHNICAL DETAILS

Project Overview

The Scarborough East Rapid Transit (SERT) project is a City of Toronto priority transit expansion project in Scarborough, with a total of 27 stops (see Figure 1 – SERT Project Map), along a proposed 18.6-kilometer transit line, from Kennedy Station to Sheppard-McCowan Station and Malvern Town Centre.

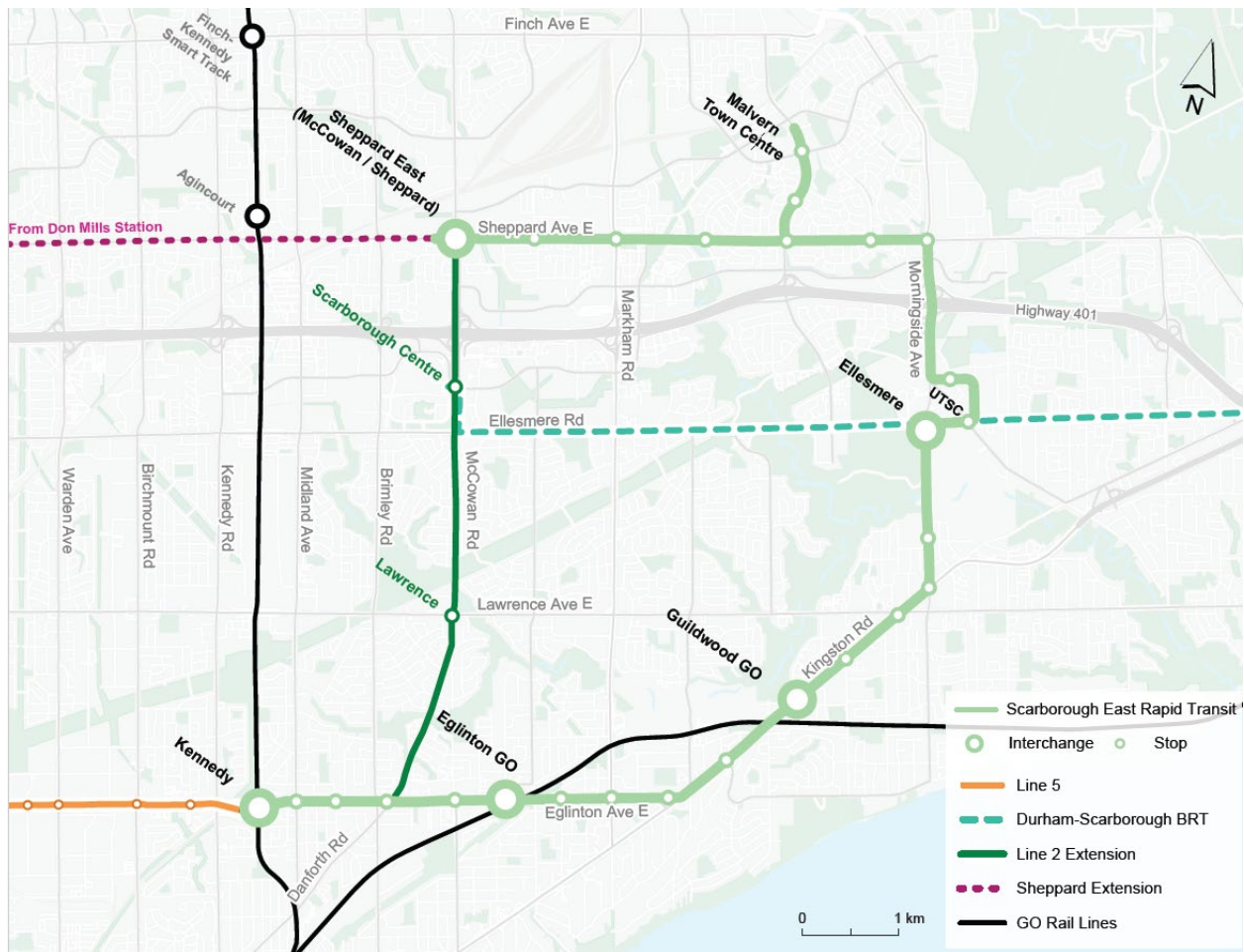


Figure 1. SERT Project Map

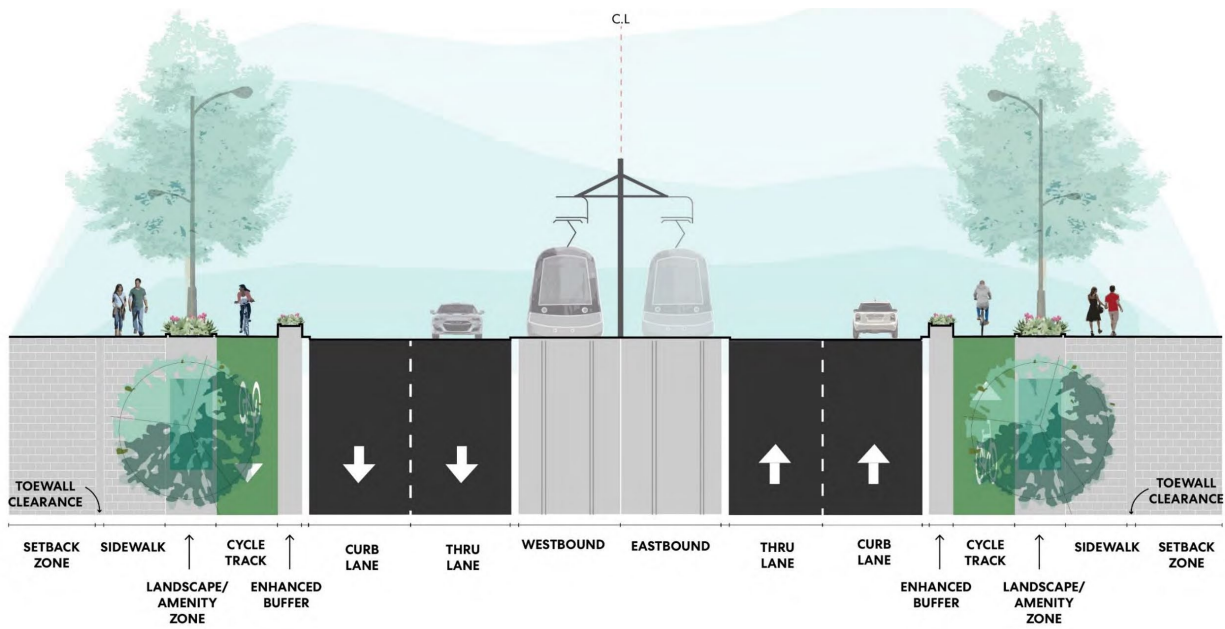


Figure 2. Typical Cross-Section of the SERT at Eglinton Avenue and Kingston Road
Interfacing Projects

City staff continue to manage key interface issues and work collaboratively with project partners, including the TTC, to ensure the SERT corridor is fully protected, while advancing provincial and City priorities and supporting the delivery of major infrastructure projects across Scarborough.

Sheppard Subway Extension (Line 4 Extension)

As reported in EX20.9, City staff continue to work with Metrolinx on its Initial Business Case (IBC) for the Line 4 - Sheppard Subway Extension project. City staff in collaboration with Metrolinx have reinforced the importance of coordinating the Line 4 Extension with the SERT and of advancing City interests along the Sheppard corridor, by providing feedback to Metrolinx on the following key items:

- Location and number of stations;
- Underground vs elevated options;
- Project extents;
- Potential overlap with SERT;
- Maintenance and Storage Facility (MSF); and
- Subway technology details.

Subject to provincial direction, Metrolinx’s decisions on the above will determine the extent to which a future Line 4 Extension would interface with the SERT, and whether the SERT alignment north of Highway 401 can remain in the SERT project scope. Moreover, through EX10.17, City Council authorized staff to modify the SERT alignment should the Line 4 Extension overlap persist.

Metrolinx is finalizing the IBC and is seeking required provincial approvals prior to publishing the IBC. There is currently no timeline or funding committed by the Province for the Line 4 Extension beyond the completion of this current phase of the IBC work. Staff will report back to Council in Q2 2027 with updates on Metrolinx's decision for their Line 4 Extension project and any potential impacts to SERT.

Scarborough Subway Extension (SSE) – Sheppard-McCowan Station Bus Terminal

The current SERT alignment conflicts with the planned bus terminal access at Scarborough Subway Extension (SSE) future Sheppard–McCowan Station, specifically overlapping a proposed left-turn access from Sheppard Avenue. The current design impacts the width of the public right-of-way (ROW), alter frontages for anticipated redevelopment at corner sites, require additional design work and possibly an amendment to the Transit and Rail Project Assessment Process (TRPAP), and ultimately lead to increased delivery timelines and costs.

Durham Scarborough Bus Rapid Transit

The proposed Durham-Scarborough BRT (DSBRT) line consists of 36 kilometres of bus rapid transit that would serve Oshawa, Whitby, Ajax, Pickering, and Scarborough. As previously reported in EX20.9, there is currently no provincial commitment to fund the Scarborough portion of the DSBRT project. City staff will continue assess any potential implications for the advancement of the SERT project.

Kennedy Station Coordination with SSE, Kennedy GO Station, Eglinton Crosstown and Express Busway

Kennedy Station is a major transit hub requiring extensive coordination to support the successful delivery of the SERT project. This includes protecting space for SERT infrastructure through close coordination with the SSE, Kennedy GO Transit infrastructure, Eglinton Crosstown LRT, Scarborough Busway, and other planned projects in the station area. Coordination focuses on integrating SERT requirements into the planning, design, and construction of interfacing projects to manage physical, operational, and schedule interfaces, supported through ongoing collaboration with TTC, Metrolinx, City divisions, and other stakeholders via established governance and technical working groups.

Meadoway Multi-Use Trail (MUT)

The Meadoway MUT in Scarborough runs along the Gatineau Hydro Corridor adjacent to the SERT alignment. The MUT and SERT track alignments require coordination to ensure no physical or operational conflicts. Ongoing coordination between City Divisions and the Toronto and Region Conservation Authority (TRCA) required to ensure that future design refinements preserve the integrity of the Meadoway corridor while accommodating SERT operational needs.

University of Toronto Scarborough Campus (UTSC) Masterplan and the New Military Trail (NMT) Design

In approving the TRPAP for the SERT alignment, the Ministry of the Environment, Conservation and Parks identified the need for the roadway component of the NMT segment to go through a separate Municipal Class Environmental Assessment (MCEA) process. The NMT is a new public street within UTSC. After a series of workshops, City staff and UTSC staff came to an internal consensus to be finalized through the MCEA process. The agreed upon design approach varies the ROW width and setbacks along the alignment to achieve so that both UTSC and the City can achieve their strategic goals for the ROW. Subject to approval of EX30.11, City staff will advance the future NMT to 30% design and complete the MCEA process.

Guildwood GO Station Transit Oriented Community (TOC) - Accommodation for a SERT Traction Power Substation (TPSS)

The Provincial TOC program has identified areas within the Guildwood GO Station lands for future TOC development. The preliminary site plan submitted to City Planning November 2025 does not accommodate the SERT project's TPSS, which is planned to be located at the Guildwood Station site and within the proposed development footprint.

Although alternative locations may be examined as part of SERT's 30% design process, the TPSS siting strategy prioritizes publicly owned lands to minimize impacts on private property, making the Guildwood GO Station lands the preferred option. A clear commitment from the Province to protect space for the TPSS as TOC planning advances will be essential to prevent future conflicts and support timely project delivery. City staff will continue to engage with the Provincial Government to secure protection for the TPSS site. PH29.3 - Status Update Report on Transit Oriented Communities seeks Council direction to request Infrastructure Ontario to ensure the Guildwood Transit TOC project protects lands required for the SERT project, including the TPSS and other essential infrastructure for this transit project.

Lawrence East Complete Streets Feasibility Study

The Lawrence East Complete Streets Feasibility Study assesses opportunities to improve multimodal travel, safety, and streetscape conditions along the corridor, including key nodes such as the Kingston Road, Lawrence Avenue and Morningside Street (KLM) intersection.

As future design options interface with transit operations, utilities, and planned active transportation links, coordination across City Divisions and partners such as TRCA will be essential. Ongoing interagency collaboration will ensure that design refinements support Complete Streets objectives, while preserving corridor functionality and accommodating future infrastructure needs for SERT track alignment.