

Authority to Enter into an Agreement with Metrolinx Respecting the Brentcliffe Shotcrete Wall

Date: June 17, 2026

To: North York Community Council

From: Interim Deputy General Manager, Transportation Services

Wards: Ward 15 - Don Valley West

SUMMARY

This report seeks City Council authority to enter into an agreement with Metrolinx respecting the Brentcliffe Shotcrete Wall located within the Eglinton Crosstown LRT (ECLRT) East Portal area on the south side of Eglinton Avenue East, east of Brentcliffe Road.

The wall was constructed by Metrolinx as a temporary construction support structure to facilitate excavation and construction of Tunnel Boring Machine Launch Shaft 3 as part of the ECLRT Project. Following completion of the tunnelling works and backfilling of the launch shaft, the lower portion of the wall became buried while the upper portion remained exposed above grade.

The City previously requested that Metrolinx remove the wall in its entirety. Following engineering and geotechnical assessments, Metrolinx proposed a restoration solution involving removal of the exposed portion of the wall, restoration of the slope, and retention of the remaining buried portion below grade. Metrolinx has advised that the buried portion may safely remain in place following restoration of the slope and that complete removal would require substantial excavation activities within the Eglinton Avenue East right-of-way and in close proximity to adjacent residential properties.

As a portion of the wall will remain within the public right-of-way following completion of the restoration works, an agreement is required to establish Metrolinx's ongoing responsibilities with respect to the remaining buried infrastructure and to provide the City with appropriate indemnification and protection from future claims, damages, costs, losses, and liabilities associated with the structure.

The recommendations in this report authorize the General Manager, Transportation Services, in consultation with the City Solicitor, to negotiate, enter into and execute the required agreement with Metrolinx.

RECOMMENDATIONS

The Interim Deputy General Manager, Transportation Services, recommends that:

1. City Council authorize the General Manager, Transportation Services, in consultation with the City Solicitor and other appropriate City officials, to negotiate, enter into, execute, amend, administer an agreement with Metrolinx regarding the remaining buried portion of the Brentcliffe Shotcrete Wall located within the Eglinton Crosstown LRT East Portion area, including provisions respecting ownership, access, inspection, monitoring, maintenance, rehabilitation, removal, indemnification, insurance, liability, and other related matters, on terms satisfactory to the General Manager, Transportation Services and in a form satisfactory to the City Solicitor.
2. City Council direct that the agreement contemplated in Recommendation 1 include indemnification and hold harmless provisions in favour of the City, on terms satisfactory to the General Manager, Transportation Services and the City Solicitor, respecting any claims (including third party claims), damages, costs, losses, and liabilities arising from or related to the remaining buried portion of the Brentcliffe Shotcrete Wall.

FINANCIAL IMPACT

The recommendations in this report have no direct financial impact on the City.

The costs associated with the removal of the exposed portion of the Brentcliffe Shotcrete Wall, restoration of the slope, landscaping, and all related construction activities will be covered by Metrolinx as part of the ECLRT Project.

DECISION HISTORY

There are no previous City Council or Community Council decisions directly related to the Brentcliffe Shotcrete Wall that are relevant to the recommendations contained in this report.

COMMENTS

The Brentcliffe Shotcrete Wall is located on the south side of Eglinton Avenue East within the Eglinton Crosstown LRT (ECLRT) East Portal area. The wall is up to seven metres in height and extends approximately 120 metres, beginning at a point approximately 160 metres east of Brentcliffe Road. The wall is situated within the public road right-of-way, north of and adjacent to the townhomes on Aerodrome Crescent.

Metrolinx constructed this wall to facilitate the excavation and construction of Tunnel Boring Machine (TBM) Launch Shaft 3 as part of the ECLRT Project. Figure 1 shows

the location of the wall with respect to the TBM Launch Site 3 and Figure 2 shows the wall following completion of the ECLRT project.



Figure 1 – Brentcliffe Shotcrete Wall during ECLRT Construction

Source: TOInview

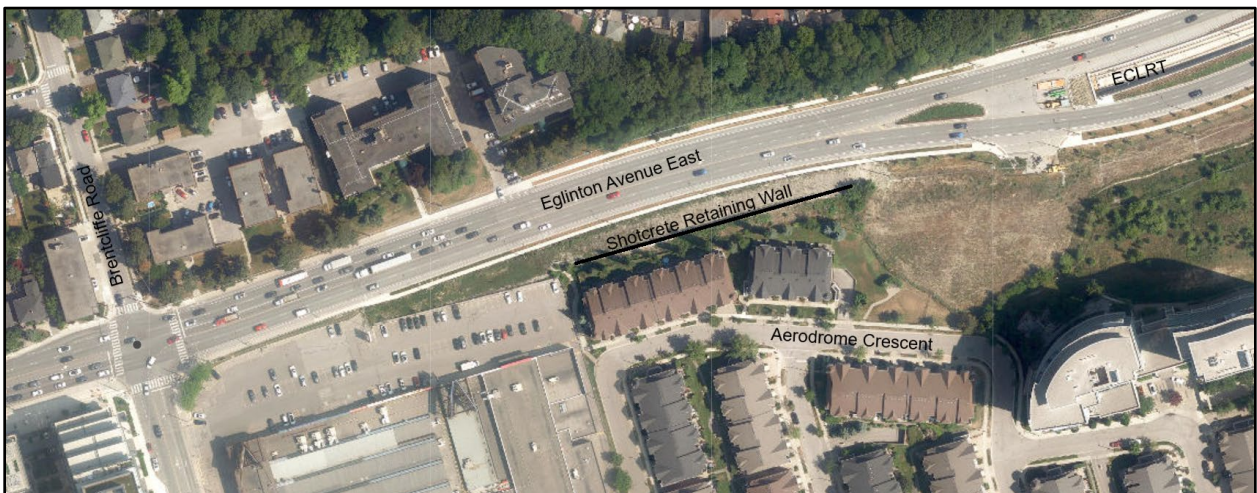


Figure 2 – Brentcliffe Shotcrete Wall post ECLRT Construction

Source: TOInview

The wall was designed and constructed as a temporary construction support structure and was not intended to remain as a permanent exposed feature following completion of the launch shaft construction activities. Following completion of the tunnelling works, the launch shaft site was backfilled. During the backfilling operations, soil was placed along the face of the wall, burying the lower portion of the structure and leaving the upper portion exposed above grade. As a result of backfilling, the wall ceased to function as a retaining structure.

In May 2025, the City formally requested that Metrolinx remove the temporary shotcrete wall in its entirety and restore the area to a condition comparable to that which existed prior to construction of the ECLRT Project. In response, Metrolinx evaluated options for complete removal of the wall and advised that removal of the buried portion would require significant excavation activities adjacent to residential properties and within the Eglinton Avenue East right-of-way, resulting in additional construction impacts to nearby residents and transportation operations. Metrolinx further advised that, based on

engineering and geotechnical assessments, the buried portion of the wall could safely remain in place following removal of the exposed portion and restoration of the slope.

Following discussions between the City, Metrolinx, and Crosslinx Transit Solutions, Metrolinx proposed a restoration plan involving removal of the exposed above-grade portion of the wall, restoration and stabilization of the slope, and retention of the remaining buried portion of the wall below grade. Figure 3 illustrates the proposed restoration works.

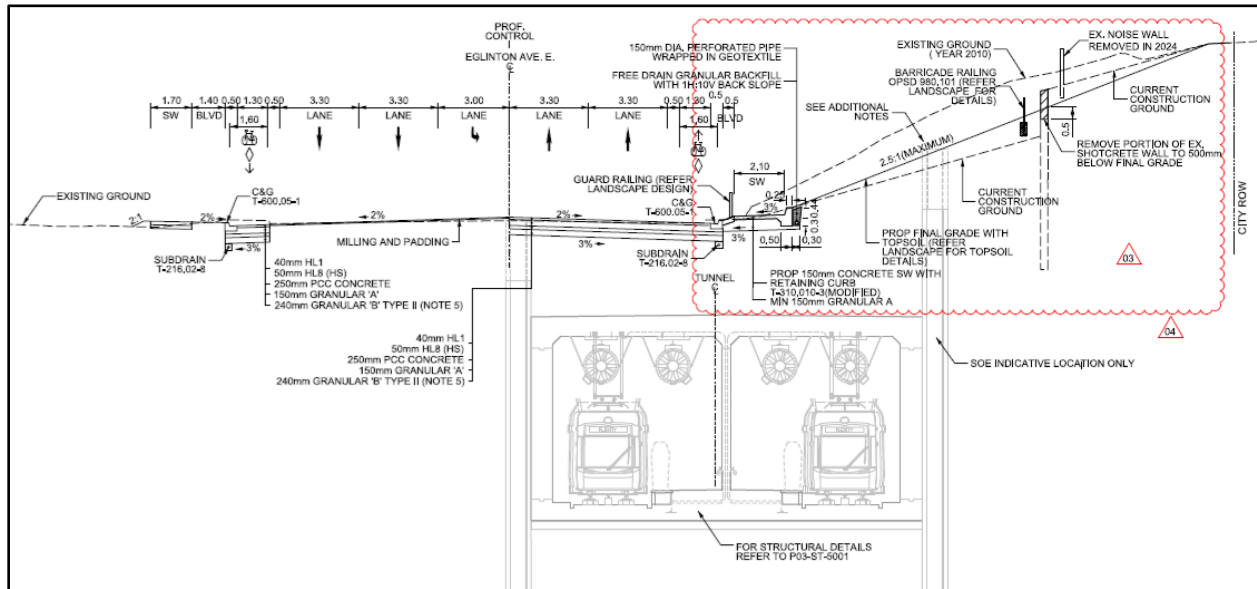


Figure 3 – Brentcliffe Shotcrete Wall Restoration Works

Source: Metrolinx

Upon completion of the restoration works, the exposed portion of the temporary shotcrete wall will be removed to below the final grade of the restored slope, while the buried portion of the wall will remain in place below grade. The slope will subsequently be restored and landscaped as part of the final restoration works.

Although the exposed portion of the temporary wall will be removed, a portion of the structure will remain below grade following completion of the restoration works. As a result, City staff have been working with Metrolinx to establish an agreement governing the long-term treatment of the remaining buried infrastructure.

The City's objective is to ensure that responsibility for the remaining buried portion of the wall remains with Metrolinx and that the City does not assume ownership, liability, and future obligations associated with the structure. Accordingly, the proposed agreement will provide that the remaining buried portion of the wall will continue to be treated as Metrolinx infrastructure and will not become a City asset.

The agreement will establish Metrolinx's ongoing responsibilities with respect to the remaining buried infrastructure and provide the City with appropriate protections, including indemnification and a hold harmless provisions for claims, damages, costs, losses, and liabilities that may arise in connection with the structure. The agreement is also expected to address matters including access, inspection, monitoring,

maintenance, rehabilitation, removal, insurance, liability and other related requirements, as necessary.

Transportation Services and Legal Services have determined that specific City Council authority is required to permit the City to enter into the proposed agreement. The recommendations in this report will provide the authority necessary to negotiate, enter into and execute the required agreement and associated documents with Metrolinx.

The Ward Councillor has been advised of the recommendations of this staff report.

CONTACT

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SIGNATURE

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