

Metrolinx Scarborough Subway Extension – Temporary Traffic Modifications and Public Highway Dedications – Kennedy Station Connection, Emergency Exit Building-3, and Scarborough Centre Station

Date: April 14, 2026

To: Scarborough Community Council

From: Acting Deputy General Manager, Transportation Services

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

SUMMARY

This report seeks City Council approval for amendments to the timelines of previously approved temporary road closures and associated traffic by-laws, as well as temporary public highway designations required to support the next phase of construction of the Metrolinx Scarborough Subway Extension (SSE) – Stations, Rail and Systems (SRS) contract.

The SSE is advancing through concurrent tunnelling and station construction activities. As the SRS design has progressed, construction staging, sequencing, and schedules have been refined to reflect updated design requirements, utility coordination, constructability considerations, and traffic management needs. As a result, certain previously approved temporary road closures and traffic regulations now require time extensions or refinements to align with the updated construction program.

In addition, this report seeks City Council approval for temporary public highway designations where construction-related road diversions extend beyond the existing travelled portion of the municipal road right-of-way. These temporary designations are required to enable the City to regulate and operate the diversion roads during construction.

The proposed changes are primarily administrative in nature, reflecting updated construction sequencing and the need for temporary public highway designations, and do not materially alter the nature of traffic and access impacts previously considered by City Council.

RECOMMENDATIONS

The Acting Deputy General Manager, Transportation Services recommends that:

Kennedy Station Connection:

1. City Council amend Item 2024.SC18.12 by deleting the date “January 1, 2027” in Parts 18, 19, 20, 22, 23, and 24 and inserting the date “May 25, 2026” so that they now read as follows:

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 May 25, 2026 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 May 25, 2026 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 May 25, 2026 to December 31, 2030, inclusive, to facilitate the construction of the Scarborough Subway Extension project.

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 May 25, 2026 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 May 25, 2026 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 May 25, 2026 to December 31, 2030, inclusive.

2. City Council authorize public highway designation and dedicate the lands, described as Parts 2, 3, 5, 6, 7, 8, 9, 11 and 12 on Reference Plan 66R-35006, being part of PIN 06493-0213 (LT) set out as Attachment 1 of the report (April 14, 2026), to be known as “Midland Avenue Diversion Road,” 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.

Emergency Exit Building 3:

3. City Council amend Item 2022.SC33.26 by deleting the date “September 30, 2027” in Parts 23, 24, 25, and 26 and inserting the date “December 31, 2030” so that they now read as follows:

23. City Council approve a temporary closure to vehicular traffic of one northbound and one southbound traffic lane on Danforth Road, between a point 15 metres north of Savarin Street and Thicketwood Drive, from April 1, 2024 to December 31, 2030, inclusive, for the purpose of construction of the Scarborough Subway Extension Emergency Exit Building.

24. City Council approve a temporary closure to vehicular traffic of the southbound curb lane on Danforth Road, between Thicketwood Drive to a point 90 metres north of Thicketwood Drive, from January 1, 2025 to December 31, 2030, inclusive, for the purpose of construction of the Scarborough Subway Extension Emergency Exit Building.

25. City Council prohibit the southbound left-turn and westbound left-turn movements at all times, at the intersection of Danforth Road and Thicketwood Drive, from April 1, 2024 to December 31, 2030, inclusive, for the purpose of construction of the Scarborough Subway Extension Emergency Exit Building.

26. City Council prohibit stopping at all times on the east and west sides of Danforth Road, between a point 15 metres north of Savarin Street and Thicketwood Drive, from April 1, 2024 to December 31, 2030, inclusive.

4. City Council authorize public highway designation and dedicate the lands, described as Parts 4, 7, 9 to 26, 28, 29, 32 to 34, 37, 38, and 42 on Reference Plan 66R-35021, being part of PIN 06355-0353 (LT) and PIN 06355-0352 (LT) set out as Attachment 2 of the report (April 14, 2026), to be known as the “Danforth Road Diversion Road,” 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.

Scarborough Centre Station:

5. City Council amend Item 2022.SC33.26 by deleting the date “June 30, 2025” in Parts 6 and 7 and inserting the date “May 31, 2027” so that they now read as follows:

6. City Council approve a temporary closure to vehicular traffic of Progress Avenue, between McCowan Road and Borough Drive, from March 1, 2024 to May 31, 2027, inclusive, for the purpose of construction of the Scarborough Subway Extension Scarborough Centre Station.

7. City Council approve a temporary closure to pedestrian traffic of the north and south sidewalks on Progress Avenue, between McCowan Road and Borough Drive, from March 1, 2024 to May 31, 2027, inclusive, for the purpose of construction of the Scarborough Subway Extension Scarborough Centre Station.

6. City Council designate a 40 km/h speed limit on McCowan Road, between a point 70 metres south of Triton Road and a point 280 metres north of Triton Road, from May 25,

2026 to December 31, 2030, inclusive, for the purpose of construction of the Scarborough Subway Extension Scarborough Centre Station.

7. City Council authorize public highway designation for the lands, described as Parts 1, 2, and 3 on Reference Plan 66R-35032, being part of PIN 06000-0188 (LT) set out as Attachment 3 of the report (April 14, 2026), to be known as the “McCowan Road Diversion Road,” to become effective upon enactment and registration of the highway dedication by-law.

General:

8. City Council authorize the appropriate City officials to take all steps necessary to implement the proposed dedications referred in Recommendations 2, 4, and 7 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.

9. 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.

10. 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.

11. 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 (April 14, 2026) from the Deputy General Manager, Transportation Services.

12. 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 (April 14, 2026) from the Deputy General Manager, Transportation Services to, among other things, insert a specific effective date, in order to give effect to Recommendations 1 to 7, inclusive, above.

13. 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 Recommendations 1 to 12, 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 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 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 December 17 and 18, 2024, adopted Item 2024.SC18.12 "Metrolinx Scarborough Subway Extension - Long-term Temporary Road Closures and Public Highway Dedication - Kennedy Station Connection, Emergency Exit Building-1, and Lawrence East Station" and approved temporary road closures and public highway dedications to facilitate the Scarborough Subway Extension construction work.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.SC18.12>

COMMENTS

The SSE is a 7.8-kilometre underground rapid transit project that will extend the TTC Line 2 (Bloor-Danforth) subway service from Kennedy Station to Sheppard Station in the City of Toronto. The SSE will consist of three new stations along McCowan Road, located at Lawrence Avenue, Bushby Avenue, and Sheppard Avenue. Figure 1 below shows the subway alignment and location of the stations and associated emergency exit buildings (EEBs).

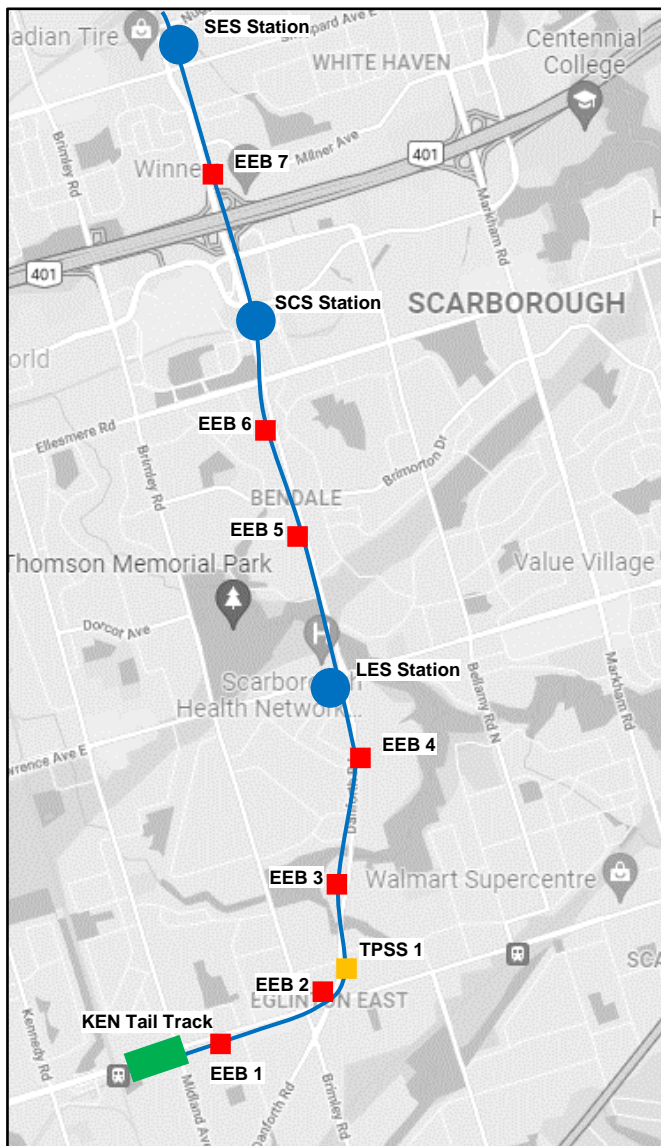


Figure 1 – SSE Alignment and Construction Sites
Source: Metrolinx

Tunnelling activities are currently underway as part of Metrolinx's Advanced Tunnel Contract. Tunnel excavation commenced in January 2023 from the Sheppard East Station (SES) site at the intersection of Sheppard Avenue East and McCowan Road and has progressed southward. At the time of this report, tunnelling is in the vicinity of the Lawrence East Station (LES) at the intersection of Lawrence Avenue and McCowan Road.

In parallel with tunnelling activities, preparatory and enabling works associated with Metrolinx's SRS contract are underway. These works include utility relocations, demolitions, culvert upgrades, and the construction of temporary road diversions required to facilitate future station box construction and rail systems installation.

City Council has previously considered and approved a number of long-term temporary lane closures, traffic by-law amendments, and temporary public highway designations to facilitate construction associated with the SSE project. These approvals have supported tunnelling, enabling works, and early station construction activities

undertaken to date.

The purpose of this report is to seek City Council authority for the following temporary traffic and highway modifications, including amendments to previously approved temporary road closures and associated traffic by-laws, and temporary public highway designations, required to facilitate the next phase of construction activities under the SSE-SRS contract:

1. Kennedy Station Connection - Designation of a temporary diversion road as a public highway, to be known as the "Midland Avenue Diversion Road," between Eglinton Avenue East and a point 45 metres south, to accommodate Stage 2A construction work (June 11, 2026 to April 28, 2027).
2. Emergency Exit Building 3 - Designation of a temporary diversion road as a public highway, to be known as the "Danforth Road Diversion Road," between Thicketwood

Drive and a point 100 metres south, to accommodate Stage 2 construction work (May 25, 2026 to November 16, 2026).

3. Scarborough Centre Station – Designation of a temporary diversion road as a public highway, to be known as the “McCowan Road Diversion Road,” between a point approximately 240 metres north of Town Centre Court and a point 40 metres further north, to accommodate Stage 4 construction work (February 1, 2027 to December 31, 2030).

4. Amendments to Previously Approved Temporary Closures and Traffic Regulations – Amendments to previously approved City Council authorizations to extend the timelines for temporary road closures, sidewalk closures, and associated traffic regulations, to align with revised construction staging and schedule requirements.

Kennedy Station Connection

The Kennedy Station Connection for the SSE will be a 500-metre-long underground box structure (the Kennedy Box Structure) linking the existing tail tracks at Kennedy Station to the underground tunnel at the extraction shaft site (LS2) on Eglinton Avenue East at Midland Avenue. Figure 2 shows the location of the Kennedy Station Connection construction site with respect to the surrounding road network, including a representative future traffic configuration.

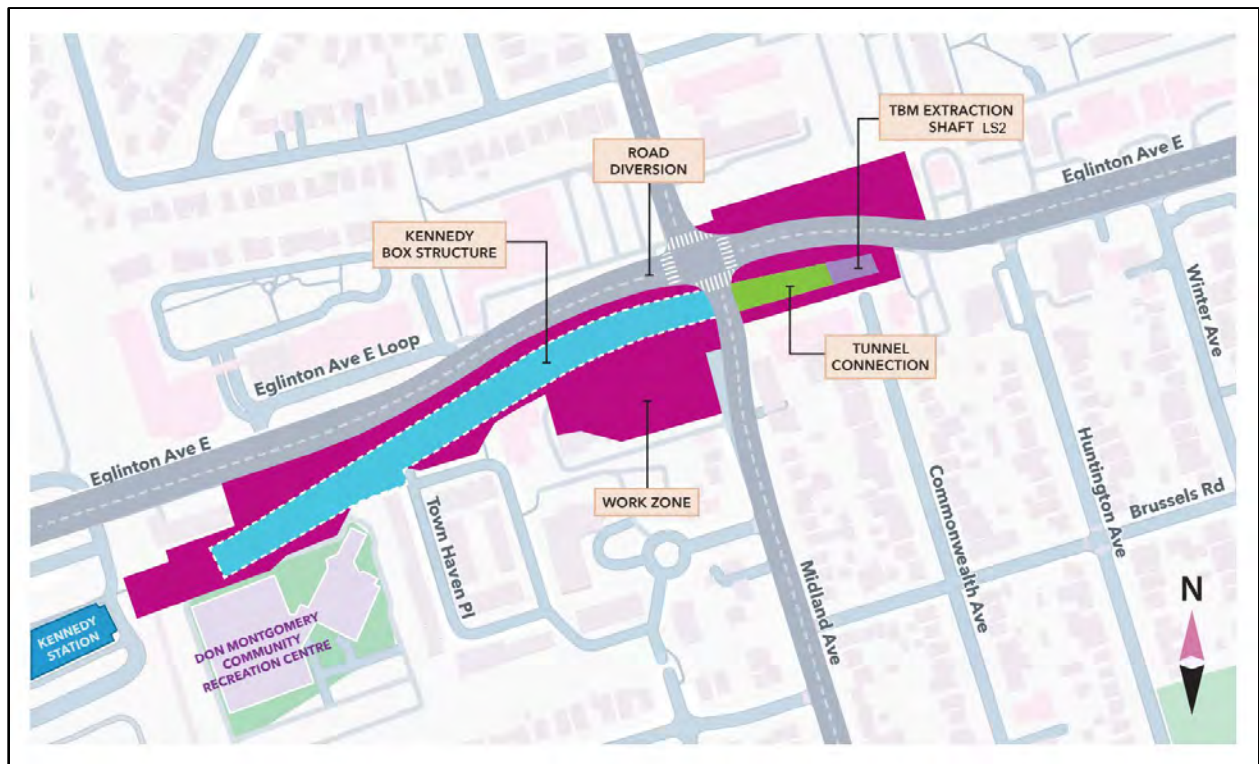


Figure 2 – Kennedy Station Connection Construction Site

Source: Metrolinx

City Council previously approved the traffic staging and long-term temporary lane closures required to construct the Kennedy Station Connection through Item SC18.12 (December 2024). These approvals established the traffic configurations required for various construction stages of the Kennedy Box Connection.

Since that time, the construction methodology for the 90-metre long section of the Kennedy Box Connection between the LS2 extraction shaft and the area west of Midland Avenue has been refined following further geotechnical review and constructability assessment. This section will now be constructed using a cut-and-cover approach, instead of the originally proposed Sequential Excavation Method (SEM).

While the overall project footprint remains generally consistent with the previous approvals, the revised construction methodology introduced an additional interim traffic stage (Stage 2A) and adjustments to the previously planned construction staging, as discussed below.

Stage 2A - Midland Avenue Temporary Realignment

To facilitate installation of the support of excavation (SOE) system and preparation for traffic decking required for the subsequent construction stage, an interim traffic configuration (Stage 2A) will be implemented between June 11, 2026 and April 28, 2027.

During this stage, Midland Avenue will be temporarily shifted westward between Eglinton Avenue and a point 45 metres south to allow for excavation support works associated with the Kennedy Station Connection.

The temporary realignment will maintain two traffic lanes in each direction and will include relocation of the southbound TTC bus stop and transit shelter, installation of temporary traffic signals, pavement markings and signage, and provision of protected pedestrian walkways during construction.

As the temporary roadway alignment extends beyond the existing municipal road right-of-way, the diverted section of Midland Avenue, to be known as “Midland Avenue Diversion Road,” must be temporarily designated as a public highway and subject to applicable traffic by-laws for the duration of this stage. Figures 3 and 4 show the road network during Stage 2A.

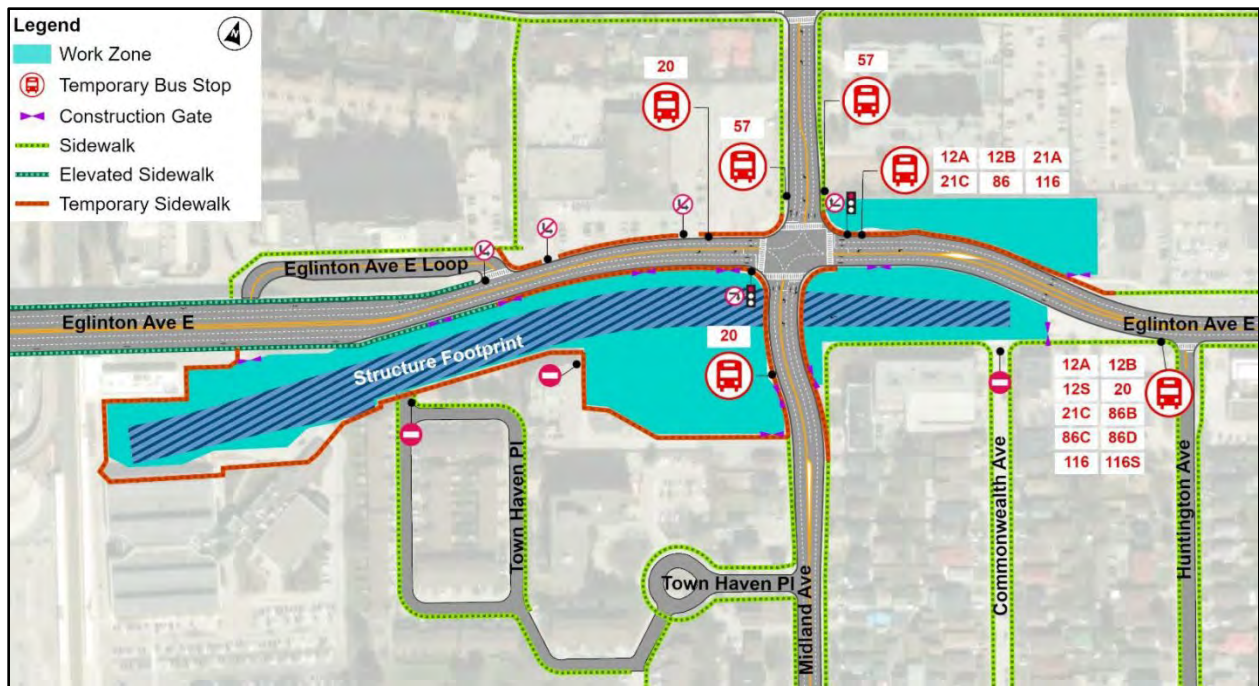


Figure 3 – SSE-Kennedy Station Connection Construction – Stage 2A

Source: Metrolinx

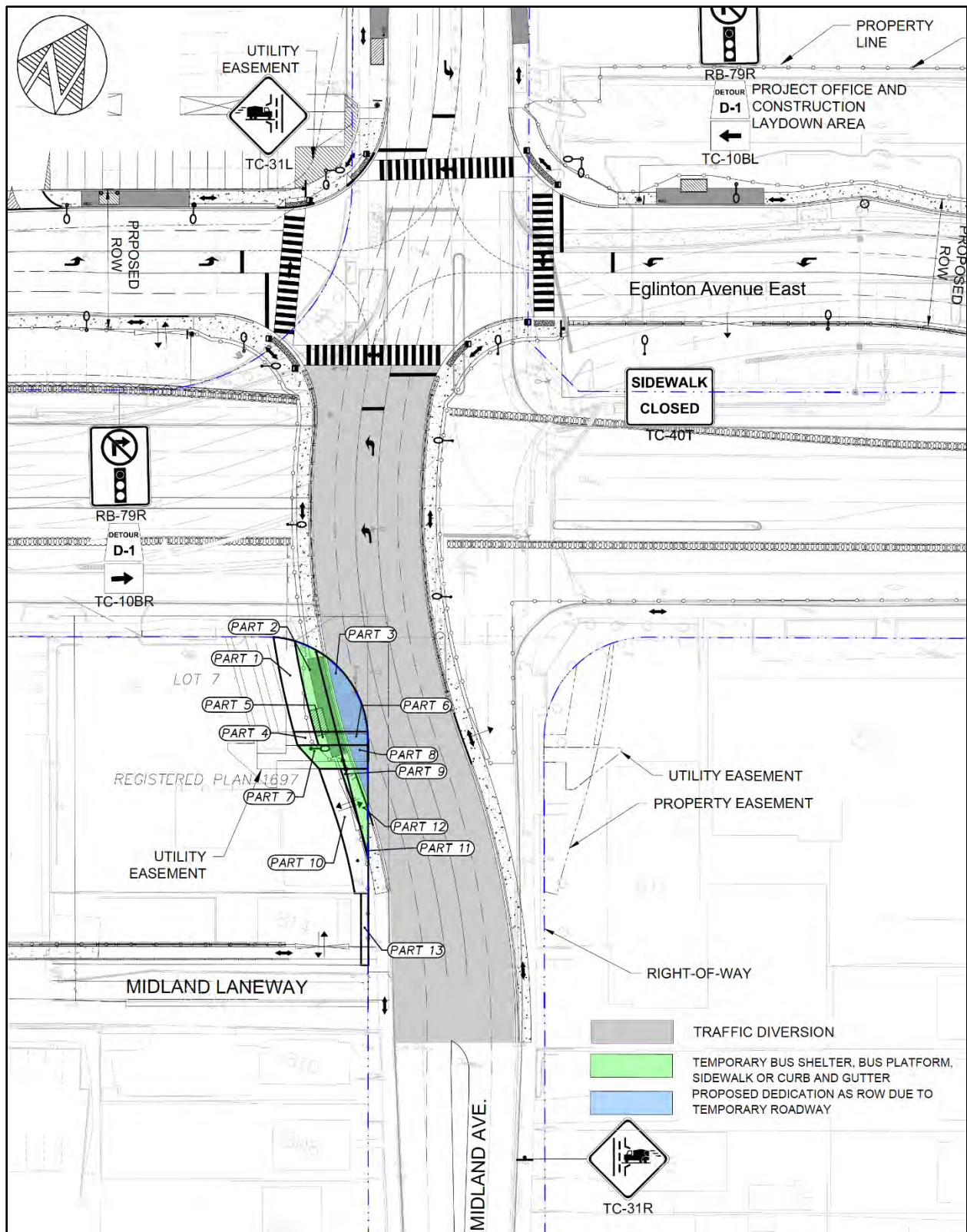


Figure 4 - SSE-Kennedy Station Connection – Temporary Road Diversion (Stage 2A) Source: Metrolinx

Adjustments to Previously Approved Staging

As part of the updated construction staging, revisions to the effective dates of certain previously approved temporary closures and traffic regulations under Item SC18.12 are required to align with the updated construction schedule. In addition, refinements have been made to the staging sequence, including the introduction of Stage 2A, reflecting updated construction sequencing and revised timelines for the Kennedy Station Connection.

The key refinements to the previously approved staging described in Item SC18.12 are summarized in Table 1 below:

Table 1
Comparison of Previously Approved and Updated Construction Staging – Kennedy Station Connection

Stage	Activity	SC18.12 Schedule	Updated Schedule
1	Site mobilization, tail track demolition, utility relocation, SOE installation, road widening	January 1, 2025 to April 30, 2027	January 12, 2026 to January 26, 2027
2	Eglinton Ave E diversion, intersection modifications, pedestrian decking	January 1, 2027 to July 31, 2027	April 13, 2026 to June 11, 2026
2A (New)	Midland Ave realignment, SOE works, traffic deck preparation	N/A	June 11, 2026 to April 28, 2027
3	Bulk excavation, structural works, system installation, restoration	March 1, 2027 to December 31, 2030	April 28, 2027 to December 31, 2030

As shown in Table 1, the updated staging reflects refinements to the timing of Stages 1 and 2, the introduction of Stage 2A, and minor adjustments to Stage 3. These changes are primarily driven by the revised construction methodology and coordination requirements associated with the Kennedy Station Connection.

Overall, while the previously approved staging framework remains generally applicable, the updated construction schedule reflects the introduction of Stage 2A along with refinements to the timing and sequencing of Stages 1 through 3.

The adjustments described above do not materially alter the nature of the traffic and access impacts previously identified in Item SC18.12. The long-term temporary lane

closures, and diversion of Eglinton Avenue East west of Midland Avenue remain consistent with the staging previously approved by Council. The introduction of Stage 2A represents a temporary realignment of Midland Avenue required to facilitate excavation support works; however, the roadway configuration will continue to maintain two traffic lanes in each direction and pedestrian access through the work zone.

Emergency Exit Building 3

Emergency Exit Building 3 (EEB-3) will be located at 1350-1360 Danforth Road, just south of Thicketwood Drive, as shown in Figure 5. The facility will provide emergency access for the SSE tunnels and will include an underground connection to the subway tunnel structure.

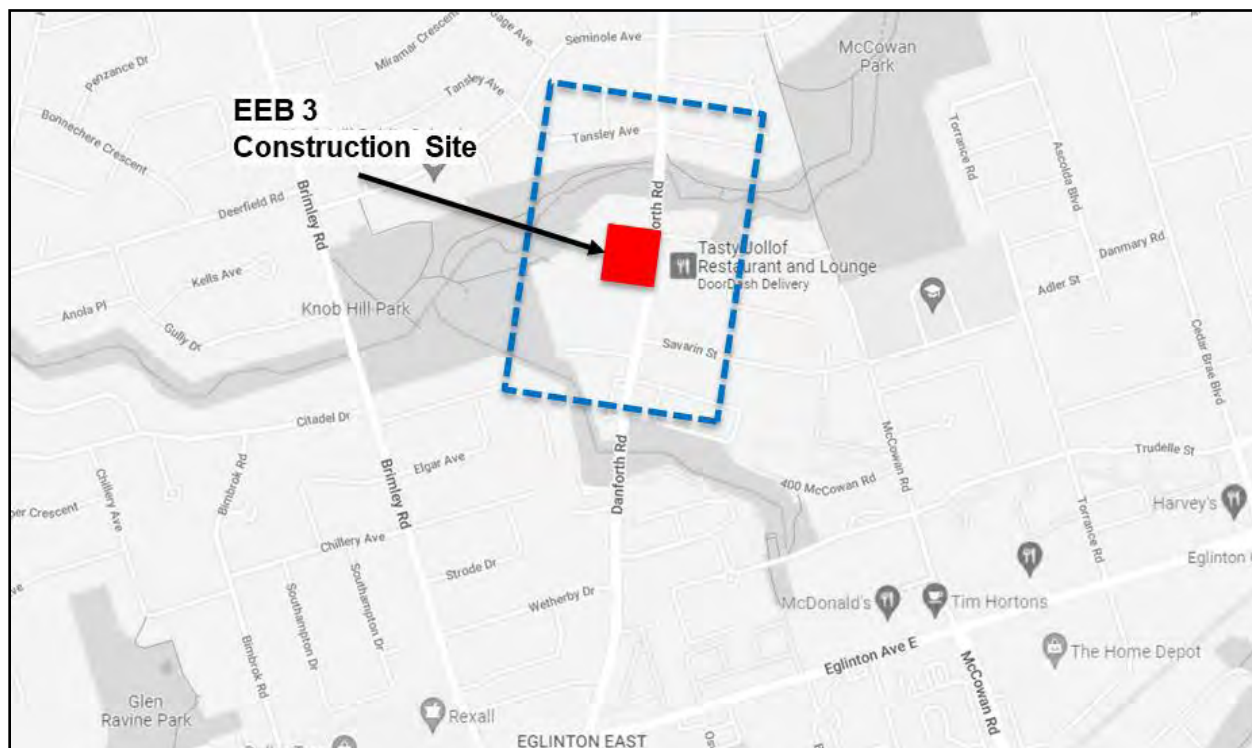


Figure 5 – SSE EEB-3

Source: Metrolinx

City Council previously approved the long-term temporary lane closures and associated traffic modifications required to facilitate construction of EEB-3 through Item SC33.26 (July 2022). These approvals established the traffic staging required to maintain north-south vehicle and pedestrian connectivity along Danforth Road while allowing excavation and construction of the EEB-3 structure.

Under the staging framework described in Item SC33.26, construction of EEB-3 was anticipated to occur in three stages between April 2024 and February 2029, with temporary lane closures implemented on Danforth Road, between Savarin Street and Thicketwood Drive. The approved staging maintained one northbound and one southbound travel lane, with traffic shifted around the construction site during various phases of construction.

Since that time, the construction staging and schedule for EEB-3 have been refined as part of ongoing design development and coordination with the SSE-SRS contract. The

updated construction schedule provided by Metrolinx indicates that the EEB-3 works will now be completed through four stages, beginning in December 2025 and concluding in December 2030. At present, construction of EEB-3 is progressing through Stage 1, which involves site mobilization, shallow excavation activities, and temporary lane shifts on Danforth Road to facilitate early construction activities.

Stage 2 - Danforth Road Temporary Realignment

The next stage of construction (Stage 2) will involve further excavation activities, installation of road decking, and construction of the support of excavation (SOE) system required for the EEB-3 structure. During this stage, traffic on Danforth Road will be temporarily shifted to the west to accommodate excavation, utility works, and installation of road decking.

To maintain traffic operations while enabling the required construction works, Danforth Road will operate with one northbound and one southbound lane, with traffic temporarily diverted onto lands west of the existing municipal road right-of-way.

As the temporary roadway alignment extends beyond the existing municipal road right-of-way, the diverted section must be temporarily designated as a public highway, to be known as the "Danforth Road Diversion Road," between Thicketwood Drive and a point approximately 100 metres south for the duration of Stage 2. This temporary public highway designation is anticipated to be required between May 25, 2026 and November 16, 2026.

Figure 6 shows the road network during the Stage 2.

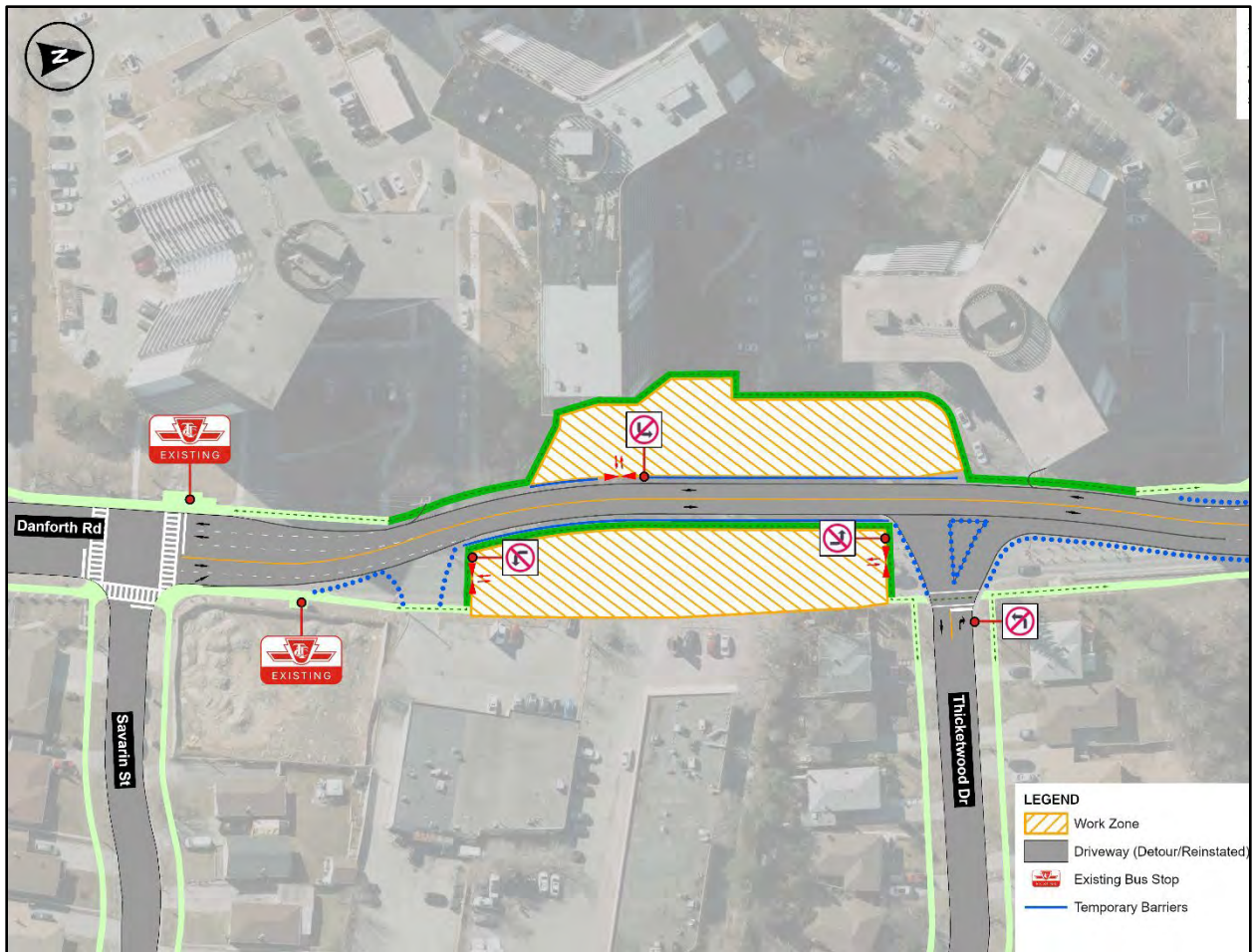


Figure 6 – SSE EEB-3 Construction Stage 2

Source: Metrolinx

Adjustments to Previously Approved Staging

As part of the updated construction staging, revisions to the effective dates of certain previously approved temporary closures and traffic regulations under Item SC33.26 are required to align with the updated construction schedule. In addition, adjustments to the staging sequence primarily reflect updated construction sequencing and revised timelines for the EEB-3 works.

The key refinements to the previously approved staging are summarized in Table 2 below:

Table 2
Comparison of Previously Approved and Updated Construction Staging – EEB-3

Stage	Activity	SC33.26 Schedule	Updated Schedule
1	Site mobilization, shallow excavation, initial traffic shift	April 1, 2024 to December 31, 2024	December 15, 2025 to February 10, 2026
2	Deep excavation, utility works, and road decking with traffic shifted around the work zone	January 1, 2025 to September 30, 2027	February 11, 2026 to November 16, 2026
3	Structural construction and roadway reinstatement	October 1, 2027 to February 28, 2029	November 17, 2026 to September 30, 2030
4 (New)	Final road reinstatement and completion of EEB-3 surface works	N/A	September 30, 2030 to December 30, 2030

As shown in Table 2, the updated staging reflects a shift in the construction schedule, the introduction of an additional stage (Stage 4) to accommodate final road reinstatement, and refinements to construction sequencing. These changes are primarily driven by design development, including the adoption of a cut-and-cover construction approach incorporating diaphragm walls.

Overall, the updated construction staging does not materially alter the nature of the traffic and access impacts previously identified in SC33.26. The previously approved lane reductions on Danforth Road, maintaining one northbound and one southbound lane, as well as the associated turn restrictions and traffic control measures, remain applicable under the updated staging framework.

The primary change introduced through the updated staging is the temporary westward diversion of Danforth Road during Stage 2, which extends beyond the existing municipal road right-of-way and requires public highway designation. Notwithstanding this adjustment, traffic operations, pedestrian connectivity, transit operations, and property access will continue to be maintained throughout the construction period.

Figure 7 shows the temporary road diversion during Stage 2.

Scarborough Centre Station

Scarborough Centre Station (SCS) will be located in the north-east quadrant of McCowan Road and Bushby Drive, as shown in Figure 8. The station will serve as a major transit hub within the Scarborough Centre area and will include a station box, main entrance, bus terminal, and supporting infrastructure.



Figure 8 – SSE Scarborough Centre Station Location Map

Source: Metrolinx

City Council previously approved the long-term temporary lane closures, road network modifications, and construction staging required to facilitate the construction of the station through Item SC33.26 (July 2022). These approvals included significant changes to the surrounding road network, including the removal of the Progress Avenue overpass, the long-term closure of Progress Avenue, and staged modifications to McCowan Road to maintain traffic operations during construction.

Under the framework approved in Item SC33.26, construction of the station was to proceed through multiple stages, including demolition, excavation, decking, and final roadway reinstatement. The approved staging also identified that temporary encroachments beyond the municipal road right-of-way would be required, with City Council approval for temporary public highway dedication to be sought through a future staff report.

Updated Construction Staging and Current Status

Since that time, the construction staging and schedule for SCS have been refined through detailed design and coordination under the SSE-SRS contract. The updated

staging includes additional interim phases to support utility relocation and traffic management, as well as revised timelines extending construction to December 2030.

At present, construction is transitioning to Stage 3, involving support of excavation (SOE) installation and traffic decking works along McCowan Road.

The next stage of construction, Stage 4 (January 2027 to December 2030), will involve excavation and construction of the station structure beneath a decked roadway system, enabling traffic operations to be maintained above the work zone.

Stage 4 – McCowan Road Temporary Realignment

During Stage 4, McCowan Road will be temporarily realigned to accommodate the decked configuration and construction activities within the station work zone, while maintaining north-south traffic operations through the corridor.

McCowan Road will be reconfigured between Bushby Drive and Progress Avenue with:

- Two northbound through lanes; and
- Three southbound through lanes, including a shared right-turn/through traffic lane at the intersection of McCowan Road and Triton Road.

Additionally, Progress Avenue will remain closed between McCowan Road and Grangeway Avenue, consistent with previous City Council approvals. Between the McCowan Road off-ramp and McCowan Road, Progress Avenue will operate with a restricted configuration, permitting only a single eastbound right-turn movement to southbound McCowan Road.

These traffic configurations support excavation, support of excavation (SOE), and structural works associated with the station box, while maintaining essential north-south traffic operations along McCowan Road.

Stage 4 (February 2027 to December 2030) is the longest-duration traffic condition for the SCS construction and is intended to provide a stable and predictable traffic pattern for the public over the remainder of the construction period.

Figure 9 shows the road network and traffic configuration during this stage.

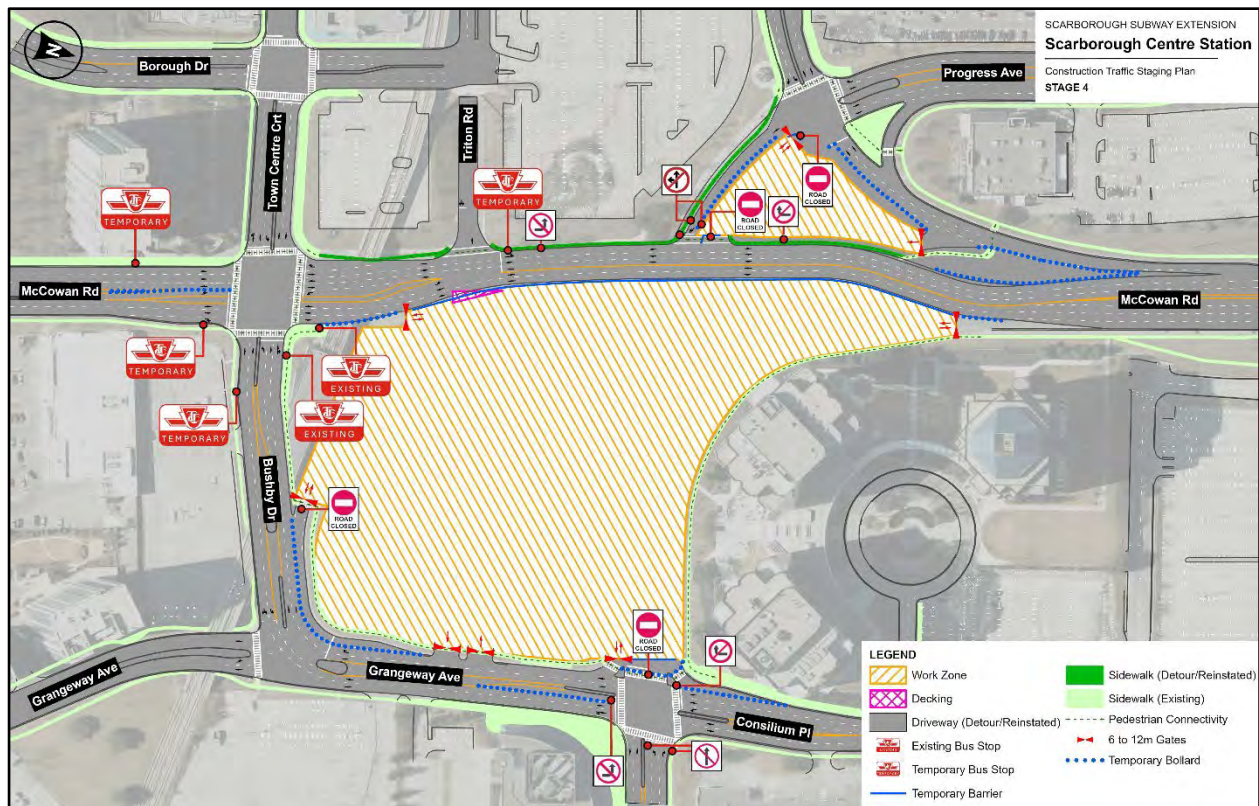


Figure 9 – SSE Scarborough Centre Station – Construction Stage 4

Source: Metrolinx

As part of the Stage 4 traffic configuration, McCowan Road will be temporarily realigned to the west, with a portion of the diverted roadway extending beyond the existing travelled portion of the municipal road right-of-way.

While the lands required for this diversion are owned by the City, they are not currently dedicated as public highway. As such, City Council approval is required to temporarily designate these lands as public highway and to enact the necessary traffic by-laws to regulate their use during construction.

The proposed diversion road, to be known as “McCowan Road Diversion Road,” is located between a point approximately 240 metres north of Town Centre Court and a point 40 metres further north and will be required for the duration of Stage 4 (February 1, 2027 to December 31, 2030).

Figure 10 shows the limits of the diversion road and the lands requiring temporary public highway dedication.

This approach is consistent with the staging framework previously identified in Item SC33.26, which anticipated temporary roadway encroachments and subsequent City Council approval.

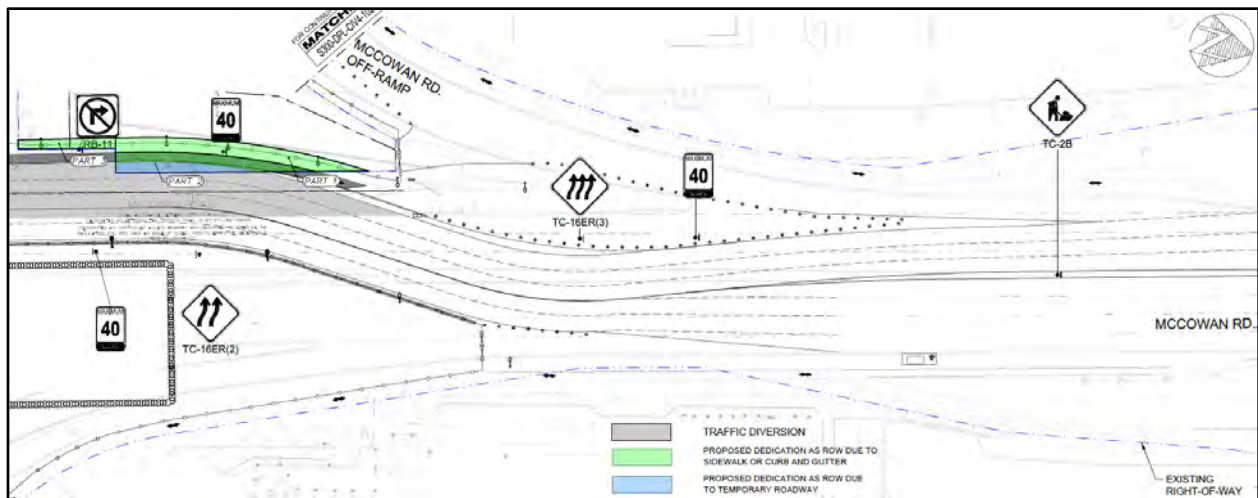


Figure 10 – SSE-Scarborough Centre Station – Temporary Road Diversion (Stage 4) Source: Metrolinx

Adjustments to Previously Approved Staging

Since the approval of Item SC33.26, the construction staging for Scarborough Centre Station has been refined through detailed design and coordination with the SSE-SRS contract. These refinements include adjustments to staging sequence and duration, including the introduction of interim phases to support utility relocation and traffic management.

As a result, revisions to the effective dates of certain previously approved temporary closures and traffic regulations are required to align with the updated construction schedule.

The overall construction approach, including staged traffic shifts, roadway decking, and the long-term temporary closure of Progress Avenue, remains consistent with the framework previously approved by City Council. The updated staging does not materially alter the traffic and access impacts identified in Item SC33.26.

The primary change associated with the updated staging is the temporary westward movement of McCowan Road during Stage 4, compared to the Stage 3 configuration under Item SC33.26. This realignment extends beyond the existing municipal road right-of-way and requires temporary public highway dedication, as described earlier in the report.

Approval of the recommendations in this report will enable Metrolinx to proceed with critical construction activities while ensuring that the City's transportation network continues to operate safely and effectively throughout the construction period.

CONTACT

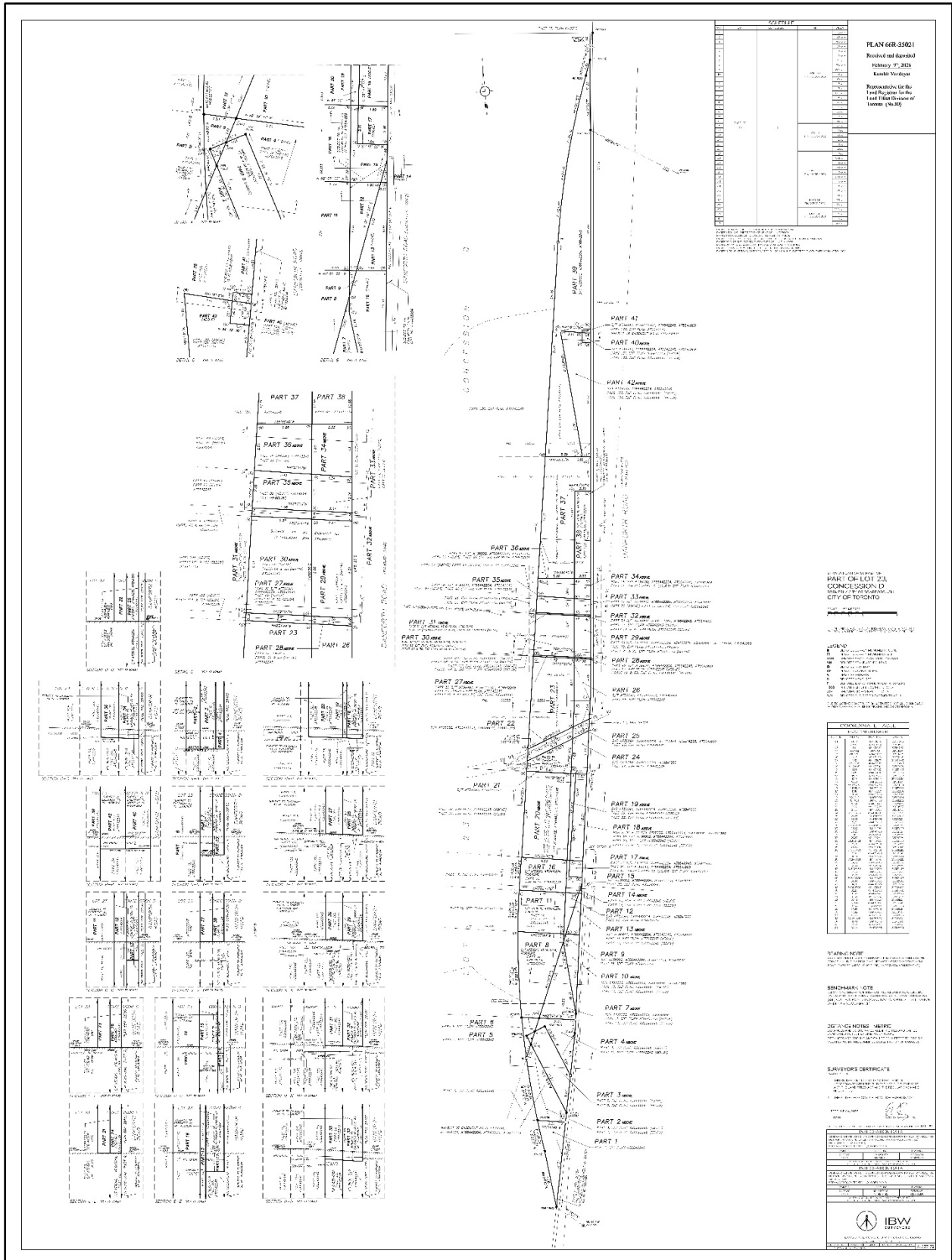
Navi Tathgar
Manager, Transit Infrastructure Projects
Transportation Services
416-397-4588, navi.tathgar@toronto.ca

SIGNATURE

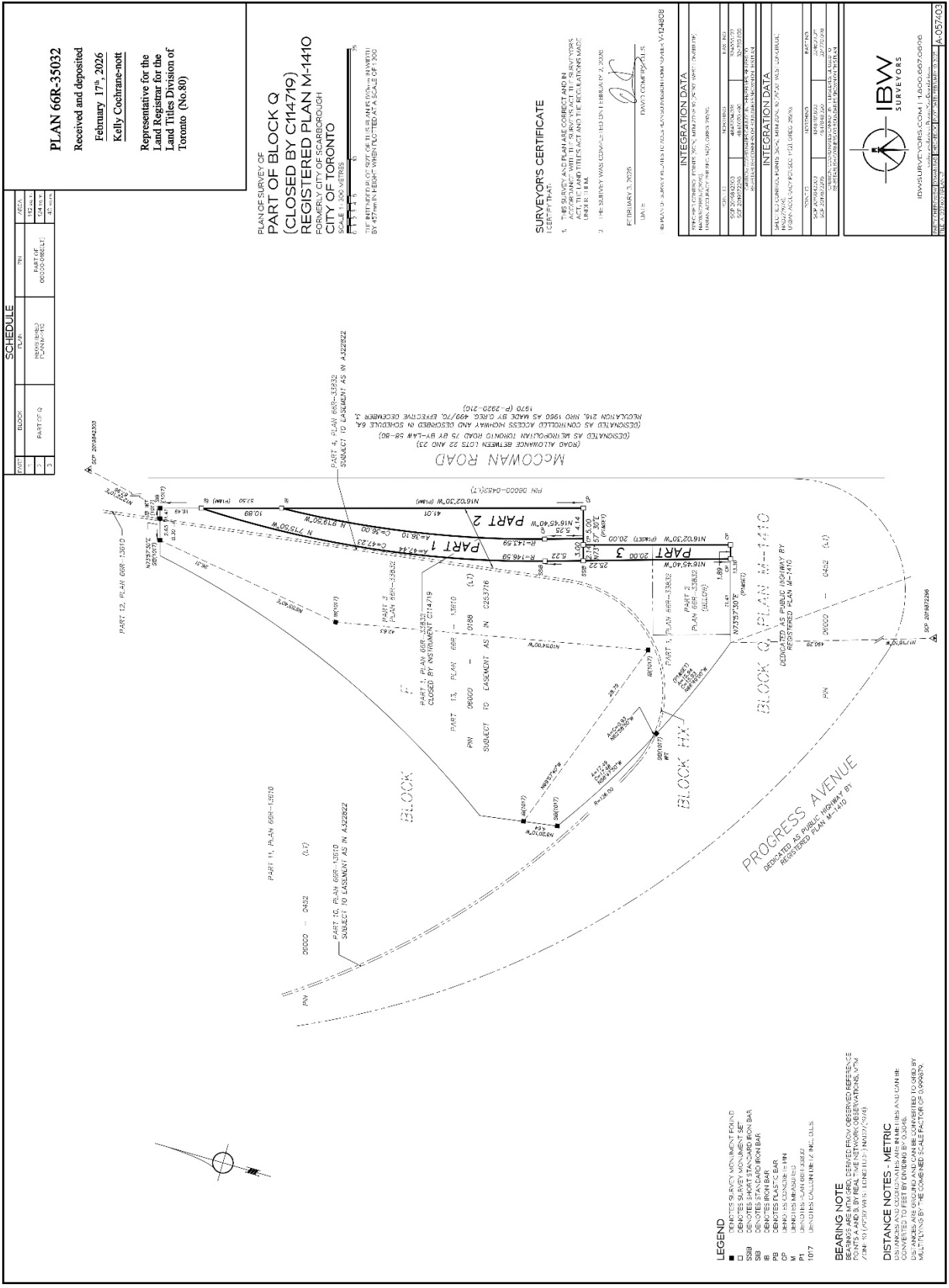
Gregg Loane
Acting Deputy General Manager
Transportation Services

ATTACHMENTS

Attachment 1: Kennedy Station Connection – Midland Avenue Diversion Road R-Plan
Attachment 2: Emergency Exit Building – 3 – Danforth Road Diversion Road R- Plan
Attachment 3: Scarborough Centre Station – McCowan Road Diversion Road R-Plan



Attachment 2: Emergency Exit Building – 3 – Danforth Road Diversion Road R- Plan



Attachment 3: Scarborough Centre Station – McCowan Road Diversion Road R-Plan