

Metrolinx Ontario Line – Long-Term Temporary Road Closures, Temporary Delegation of Authority and Update on Liberty New Street

Date: June 19, 2026

To: Toronto and East York Community Council

From: Interim Deputy General Manager, Transportation Services

Wards: 14 – Toronto-Danforth and 10 – Spadina-Fort York

SUMMARY

This report provides an overview of Metrolinx’s planned construction activities for the Gerrard Station and Leslieville Station, two future elevated stations along the joint Ontario Line and Lakeshore East GO rail corridor.

The report outlines the key construction stages, anticipated timelines, and associated temporary lane and sidewalk closures, pedestrian and cycling impacts, transit adjustments, and on-street parking amendments required to safely facilitate these works between 2026 and 2030.

Although certain temporary lane closures and associated traffic and parking by-law amendments required for Leslieville Station would otherwise fall within the approval authority of Toronto and East York Community Council, the proposed traffic management measures form part of a single integrated construction staging and traffic management strategy extending across interconnected station construction sites and adjacent roadways. Accordingly, City Council approval for the temporary road closures and traffic and parking by-law amendments is recommended to ensure coordinated consideration of the overall transportation impacts and associated mitigation measures.

In addition, this report recommends that the General Manager, Transportation Services be granted delegated authority until December 31, 2030 to implement long-term temporary road closures and associated traffic modifications required for the construction of Gerrard Station and Leslieville Station. This authority would allow flexibility to respond to refinements in construction staging and scheduling that may arise during construction, without the need for subsequent reports to Council.

Finally, this report provides an update in response to City Council Item TE31.73 regarding ongoing work with Metrolinx to advance the design and delivery of Liberty New Street.

Approval of the recommendations in this report will enable Metrolinx to proceed with critical transit infrastructure construction while ensuring that impacts to the transportation network, local communities, and road users are effectively managed through coordinated traffic control, access management, and construction mitigation measures.

RECOMMENDATIONS

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

Ontario Line Gerrard Station:

Carlaw Avenue:

1. City Council authorize the temporary closure of the east sidewalk to pedestrian traffic on Carlaw Avenue, between Gerrard Street East and a point approximately 115 metres north, from August 1, 2026 to December 31, 2030, inclusive, to facilitate construction of the Ontario Line Gerrard Station.
2. City Council rescind the existing parking machine regulation in effect from 8:00 a.m. to 4:00 p.m., Monday to Saturday; 1:00 p.m. to 6:00 p.m., Sunday, at a rate of \$3:25 per hour and for a maximum of three (3) hours, on the east side of Carlaw Avenue (near 369 Carlaw Avenue), between Gerrard Street East and a point approximately 15 metres south, from August 1, 2026 to December 31, 2030, inclusive, to facilitate construction of the Ontario Line Gerrard Station.
3. City Council rescind the existing parking prohibition in effect from 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays, on the east side of Carlaw Avenue (near 369 Carlaw Avenue), between Gerrard Street East and a point approximately 15 metres south, from August 1, 2026 to December 31, 2030, inclusive, to facilitate construction of the Ontario Line Gerrard Station.
4. City Council prohibit stopping at all times, except for TTC buses, on the east side of Carlaw Avenue (near 369 Carlaw Avenue), between Gerrard Street East and a point approximately 15 metres south, from August 1, 2026 to December 31, 2030, inclusive, to accommodate the temporary relocation of TTC bus stop (#4856) associated with construction of the Ontario Line Gerrard Station.

Gerrard Street East:

5. City Council authorize the temporary closure of the westbound curb lane to vehicular traffic on Gerrard Street East, between Carlaw Avenue and a point approximately 100 metres east, from August 1, 2026 to December 31, 2030, inclusive, to facilitate construction of the Ontario Line Gerrard Station.
6. City Council authorize the temporary closure of the north sidewalk to pedestrian traffic on Gerrard Street East, between Carlaw Avenue and a point approximately 100

metres east, from August 1, 2026 to December 31, 2030, inclusive, to facilitate construction of the Ontario Line Gerrard Station.

7. City Council rescind the existing parking machine regulation in effect from 8:00 a.m. to 4:00 p.m., Monday to Saturday; 1:00 p.m. to 6:00 p.m., Sunday, at a rate of \$3.25 per hour and for a maximum of three (3) hours, on the south side of Gerrard Street East, between Carlaw Avenue and a point approximately 50 metres west, from August 1, 2026 to December 31, 2030, inclusive, to facilitate construction of the Ontario Line Gerrard Station.

8. City Council rescind the existing one (1) hour maximum parking regulation in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday; 8:00 a.m. to 6:00 p.m., Saturday, on the south side of Gerrard Street East, between Carlaw Avenue and a point 100 metres east, from August 1, 2026 to December 31, 2030, to facilitate construction of the Ontario Line Gerrard Station.

9. City Council rescind the existing stopping prohibition in effect from 7:00 a.m. to 9:00 a.m., Monday to Friday except public holidays, on the north side of Gerrard Street East, between Carlaw Avenue and a point 100 metres east, from August 1, 2026 to December 31, 2030, to facilitate construction of the Ontario Line Gerrard Station.

10. City Council rescind the existing stopping prohibition in effect from 4:00 p.m. to 6:00 p.m., Monday to Friday except public holidays, on the south side of Gerrard Street East, between Carlaw Avenue and a point 100 metres east, from August 1, 2026 to December 31, 2030, to facilitate construction of the Ontario Line Gerrard Station.

11. City Council prohibit stopping on both sides of Gerrard Street East, between a point approximately 50 metres west of Carlaw Avenue and a point approximately 100 metres east of Carlaw Avenue, from August 1, 2026 to December 31, 2030, to facilitate construction of the Ontario Line Gerrard Station.

Leslieville Station:

Queen Street East:

12. City Council approve the temporary closure of the north sidewalk to pedestrian traffic on Queen Street East, between De Grassi Street and a point approximately 45 metres east, from August 1, 2026 to December 31, 2028, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

13. City Council approve the temporary closure of the north sidewalk to pedestrian traffic on Queen Street East, between De Grassi Street and a point approximately 45 metres east, for up to 25 days from June 1, 2029 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

14. City Council approve the temporary closure of the westbound curb lane to vehicular traffic on Queen Street East, between De Grassi Street and a point approximately 45 metres east, from August 1, 2026 to December 31, 2028, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

15. City Council approve the temporary closure of the westbound curb lane to vehicular traffic on Queen Street East, between De Grassi Street and a point approximately 45 metres east, for up to 25 days from June 1, 2029 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

16. City Council approve the temporary closure of the eastbound curb lane to vehicular traffic on Queen Street East, between Strange Street and McGee Street, from July 1, 2027 to November 30, 2027, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

17. City Council approve the temporary closure of the eastbound curb lane to vehicular traffic on Queen Street East, between Strange Street and McGee Street, for up to 25 days from June 1, 2029 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

18. City Council rescind the existing parking prohibition in effect from 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays on the north side of Queen Street, between Boulton Avenue and De Grassi Street from August 1, 2026 to August 31, 2029, inclusive to facilitate construction of the Ontario Line Leslieville Station.

19. City Council prohibit stopping on both sides of Queen Street East, between De Grassi Street and McGee Street, from August 1, 2026 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

De Grassi Street:

20. City Council approve the temporary closure of a 2.5-metre-wide portion of the northbound lane to vehicular traffic on De Grassi Street, between Queen Street East and a point approximately 85 metres north, from August 1, 2026 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

21. City Council rescind the existing permit parking regulation in effect from 12:01 a.m. to 10 a.m. and from 4 p.m. to 6 p.m., Monday to Friday on the odd (east) side of De Grassi Street, between Queen Street East and a point approximately 85 metres north, and require the provision of replacement overnight parking spaces as a condition of permit, from August 1, 2026 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

22. City Council approve the temporary closure of the east sidewalk to pedestrian traffic on De Grassi Street, between Queen Street East and a point approximately 85 metres north, from August 1, 2026 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

23. City Council rescind the existing parking prohibition in effect daily on the west side of De Grassi Street, between Queen Street East and a point approximately 85 metres north, from August 1, 2026 to August 31, 2029, inclusive to facilitate construction of the Ontario Line Leslieville Station.

24. City Council prohibit stopping on both sides of De Grassi Street, between Queen Street East and a point approximately 85 metres north, from August 1, 2026 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

Strange Street:

25. City Council approve the temporary closure of the east sidewalk to pedestrian traffic on Strange Street, between Queen Street East and a point approximately 80 metres south, from August 1, 2026 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

26. City Council continue to rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m. daily on the odd (east) side of Strange Street, between Queen Street East and the south end of Strange Street, from December 31, 2026 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

27. City Council continue to prohibit stopping at all times on the east side of Strange Street, between Queen Street East and the south end of Strange Street, from December 31, 2026 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

28. City Council continue to designate on-street accessible parking spaces on the west side of Strange Street, between a point approximately 23 metres south of Queen Street East and a point approximately 12 metres further south, from December 31, 2026 to August 31, 2029, inclusive, to facilitate construction of the Ontario Line Leslieville Station.

Temporary Delegation of Authority:

29. City Council amend City of Toronto Municipal Code Chapter 937, Temporary Closing of Highways, to delegate to the General Manager, Transportation Services, until December 31, 2030, inclusive, the authority to temporarily close highways or portions of highways to pedestrian and vehicular traffic for a period of up to and including 365 consecutive days but ending no later than December 31, 2030, inclusive, with the exception of those highways listed in Section 937-4 of Chapter 937, Temporary Closing of Highways, as required for the purpose of the construction of the Ontario Line Gerrard Station and Leslieville Station and City Council exempt the General Manager, Transportation Services, in carrying out this delegated authority from Section 937-5 of Chapter 937, Temporary Closing of Highways, that being the requirement to notify the local Ward Councillor of the pending closure and the requirements to report on the proposed closure if so requested by the local Ward Councillor.

General:

30. 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.

31. 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 that may be identified by the City Solicitor or the General Manager, Transportation Services in order to give effect to Recommendations 1 to 29, inclusive, above.

32. 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 (except with parking rates and hours of operation being consistent to the rates and hours of operation at the time of completion) and remove the delegated authority in Recommendation 29 made in connection with the report (June 19, 2026) from the Interim Deputy General Manager, Transportation Services.

FINANCIAL IMPACT

There is no financial impact to the City associated with the construction of the Ontario Line Leslieville and Gerrard Stations. 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 February 2, 3, and 5, 2021, adopted, with amendments, Item 2021.IE19.10 "Metrolinx Projects - Eglinton Crosstown West Extension, Yonge North Subway Extension and Ontario Line - Temporary Delegation for Long-term Road Closures" granting delegated authority to the General Manager, Transportation Services, to temporarily close pedestrian and vehicular traffic highways or portions of highways for the purpose of constructing the Eglinton Crosstown West Extension and Ontario Line, excluding its proposed above ground section, between the Don River and Gerrard Street for periods of up to 365 days until December 31, 2030. Through the report, City Council also exempted 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.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE19.10>

City Council at its meeting on June 15, 2022, adopted with amendments, Item 2022.EX33.1 titled "Metrolinx Transit Expansion Projects – Second Quarter 2022" and approved temporary lane closures required for the Ontario Line construction in the Lakeshore East Joint Corridor.

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

City Council, at its meeting on December 4, 2024 adopted Item 2024.TE18.32 “Metrolinx Ontario Line – Temporary Traffic and Parking By-law Amendments on Strange Street” and approved temporary traffic and parking by-law amendments on Strange Street to support the reconstruction of the GO rail bridge on Queen Street East as part of the early works required for the future Leslieville Station.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE18.32>

City Council at its meeting on July 23 and 24, 2025 adopted Item 2025.TE24.84 “Parking Amendments – Carlaw Avenue at Badgerow Avenue (Pape Junior Public School and Pape Children’s House) and approved designation of a temporary school bus loading zone on Carlaw Avenue near Badgerow Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.TE24.84>

City Council at its meeting on November 12 and 13, 2025 adopted Item 2025.EX27.3 “Metrolinx Ontario Line – Cosburn Station, Bain Emergency Exit Building and Gerrard Portal – Temporary Road Closures and Transportation Impacts” and approved temporary lane closures and traffic and parking by-law amendments to support construction of the Ontario Line Cosburn Station, Bain EEB, and Gerrard Portal.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.EX27.3>

City Council at its meeting on April 1, 2026 adopted Item 2026.TE31.73 “Building New Infrastructure in Liberty Village by Advancing Liberty New Street in Alignment with the Opening of Exhibition Station” and directed City staff to continue engagement with Metrolinx regarding design, delivery, and implementation of Liberty New Street, with the objective of coordinating the project with opening of the Ontario Line Exhibition Station.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.TE31.73>

City Council at its meeting on May 20 and 21, 2026 adopted Item 2026.MM.41.42 “Temporary Lane Closures on the Don Valley Parkway and Frederick Goldwin Gardiner Expressway and Temporary Delegation of Authority” and directed the General Manager, Transportation Services to include additional permit conditions, as appropriate, for the Ontario Line Gerrard Station and Leslieville Station construction.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.MM41.42>

COMMENTS

Gerrard Station

The Ontario Line Gerrard Station will be an elevated station with entrances located at the northeast and southwest corners of the intersection of Gerrard Street East and Carlaw Avenue. Figure 1 shows the location of the station relative to the surrounding road network and Figure 2 shows a rendering of the future station.

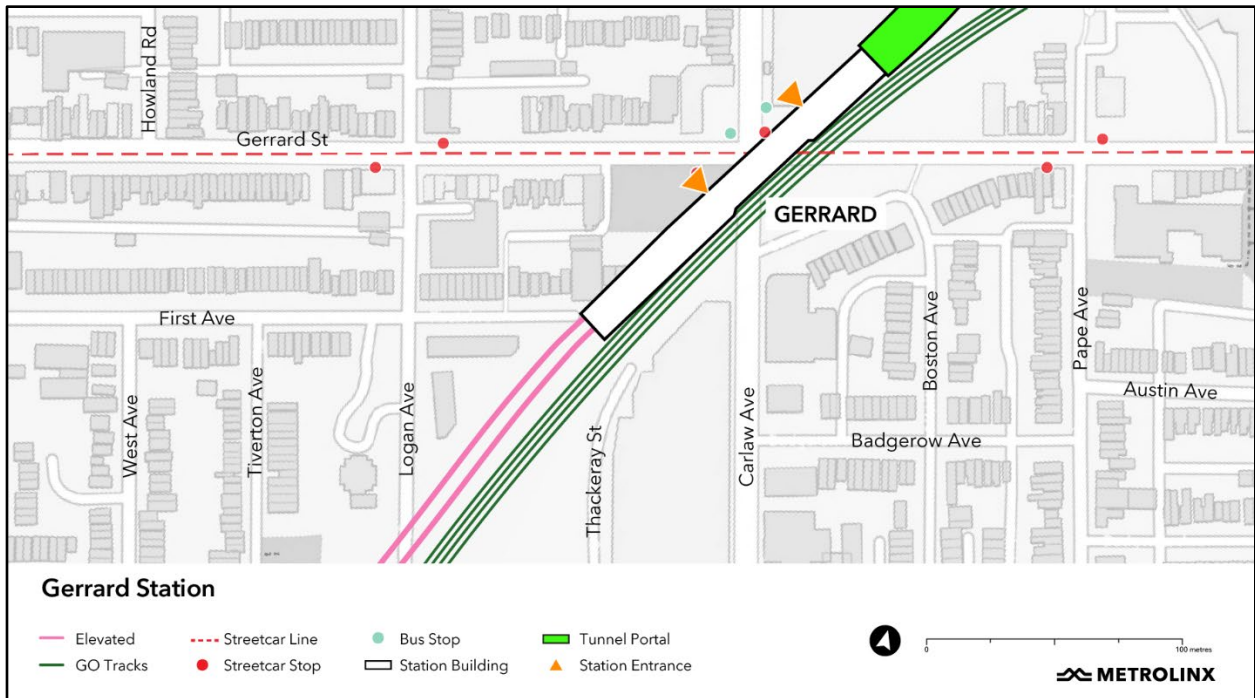


Figure 1 – Ontario Line Gerrard Station

Source: Metrolinx



Figure 2 – Ontario Line Gerrard Station (Artist's Rendering – Looking East)

Source: Metrolinx

Metrolinx's contractor Trillium Guideway Partners (TGP) will construct the station as part of the Ontario Line Elevated Guideway and Stations (EGS) contract. Figure 3 shows the location of Gerrard Station construction sites.

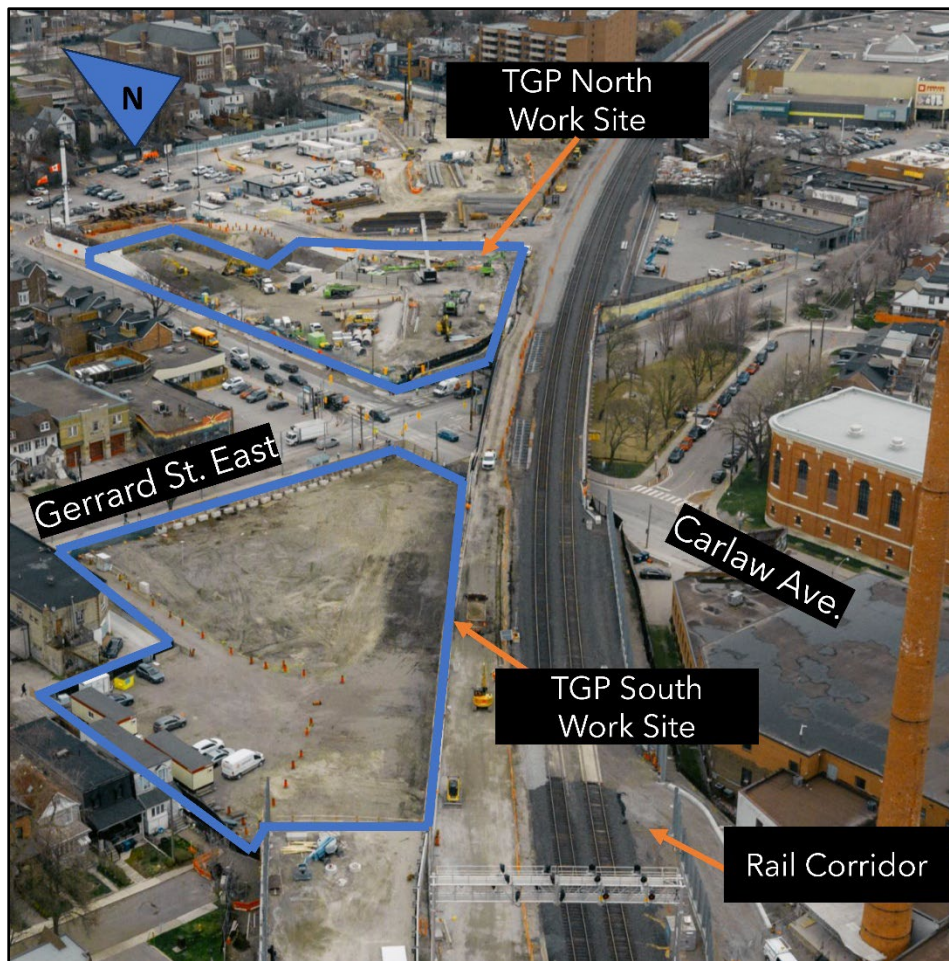


Figure 3 – Ontario Line Gerrard Station Construction Site Source: Metrolinx

Gerrard Station construction will be undertaken in multiple stages to minimize impacts on the surrounding community. The following sections describe the major construction stages:

Construction Stages

Given the complexity of the construction sequencing, certain stages are anticipated to overlap, with temporary traffic management measures remaining in place between stages where required.

Site Preparation (Stage 1 – 8 months from October 2025 to May 2026):

This stage includes site preparation works, including secant wall drilling and installation of temporary support structures. All works are contained within the site with no impacts on traffic operations or sidewalks.

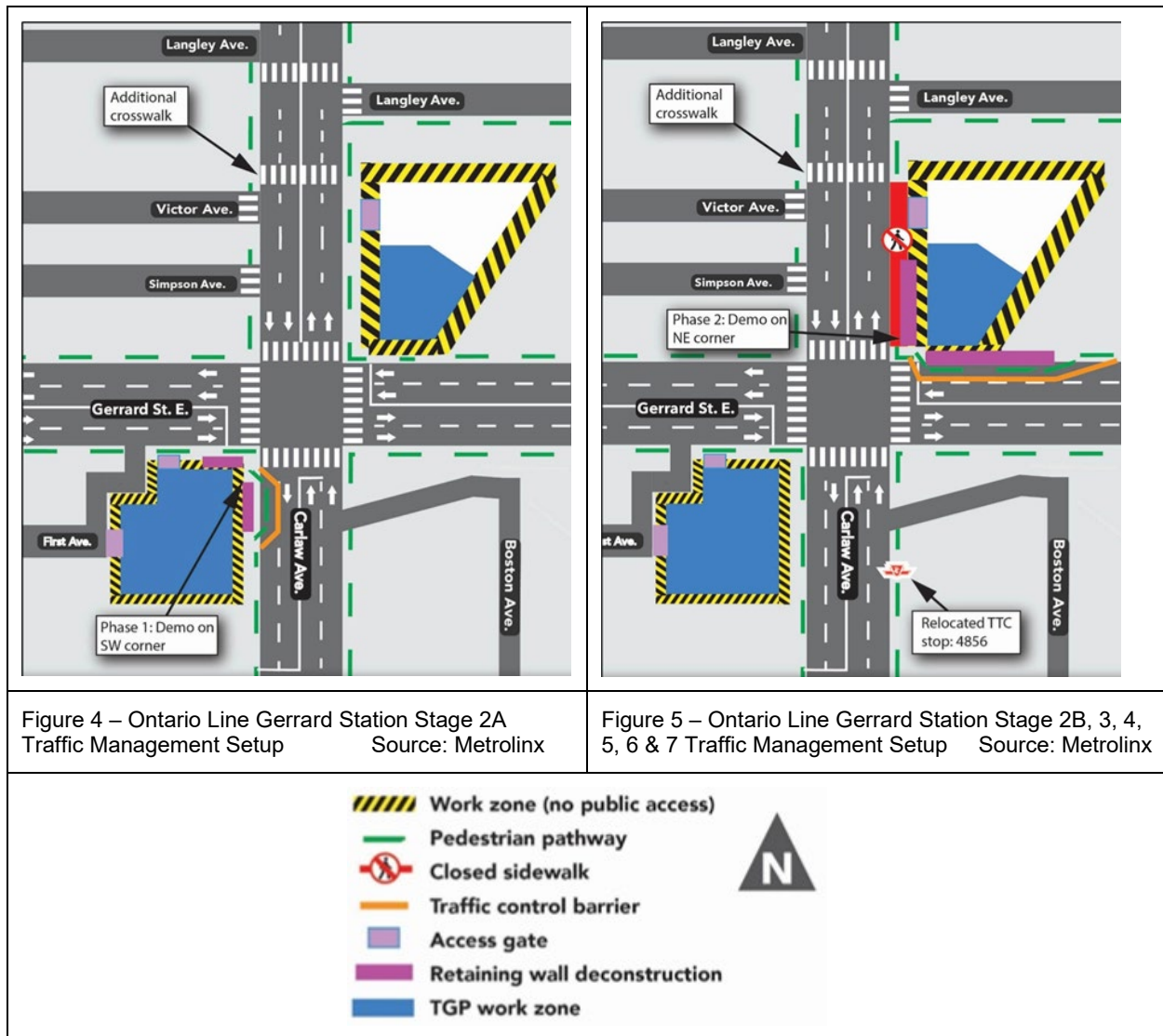
Wing Wall Demolition (Stage 2 – 2 months from May 2026 to July 2026):

This stage will be implemented in two sequential phases.

Stage 2A (1 month – May 2026 to June 2026) will include wing wall demolition at the South Head House located within the southwest quadrant of Gerrard Street East and Carlaw Avenue intersection.

Stage 2B (1 month – July 2026) will include wing wall demolition at the North Head House located within the northeast quadrant of Gerrard Street East and Carlaw Avenue intersection.

Figures 4 and 5 show the traffic management setup during Stages 2A and 2B, respectively.



The following temporary closures will be implemented during Stages 2A and 2B:

Carlaw Avenue:

- Temporary closure of the southbound curb lane on Carlaw Avenue, between Gerrard Street East and a point approximately 30 metres south, for

approximately 4 weeks, to accommodate a protected pedestrian walkway, while maintaining one southbound and two northbound lanes (Stage 2A).

- Temporary closure of the west sidewalk on Carlaw Avenue, between Gerrard Street East and a point approximately 30 metres south, for approximately 4 weeks. Pedestrians will be accommodated within a protected walkway in the closed portion of the southbound curb lane (Stage 2A).

Gerrard Street East:

- Temporary closure of the westbound curb lane on Gerrard Street East, between Carlaw Avenue and a point approximately 100 metres east, to accommodate a protected pedestrian walkway, while maintaining one westbound and two eastbound lanes (Stage 2B).
- Temporary closure of the north sidewalk on Gerrard Street East, between Carlaw Avenue and a point approximately 100 metres east. Pedestrians will be accommodated within a protected walkway in the closed portion of the westbound curb lane (Stage 2B).

Tie-Back Drilling, Excavation, and Backfilling Works (Stage 3 – 2 months from July 2026 to August 2026):

Following completion of the wing wall demolition, tie-back drilling, excavation and backfilling works at the North and South Head Houses will commence.

The temporary closures and pedestrian routing measures established during Stage 2B will generally remain in effect throughout Stage 3. The following additional temporary closures will be implemented during Stage 3:

Carlaw Avenue:

- Temporary closure of the east sidewalk on Carlaw Avenue, between Gerrard Street East and a point approximately 115 metres north. Pedestrians will be diverted to the west sidewalk on Carlaw Avenue using the existing signalized intersection at Gerrard Street East and the pedestrian crossover near Langley Avenue.
- All lanes on Carlaw Avenue will be maintained throughout the work zone.

Gerrard Street East:

- During select overnight periods (11 p.m. to 5 a.m.), the protected pedestrian walkway within the closed portion of the westbound curb lane on Gerrard Street East, between Carlaw Avenue and a point 100 metres east, may also be closed during tie-back drilling and excavation activities. During these periods, pedestrians will be diverted to the south sidewalk on Gerrard Street East using the signalized intersections at Carlaw Avenue and Pape Avenue.
- A minimum of one lane in each direction will be maintained on Gerrard Street East during these select overnight periods.

Deep Foundations (Stage 4 – 10 months from August 2026 to May 2027):

This stage includes deep foundation works associated with guideway and substructure construction, including piling and pier construction activities at both the North and South Head Houses.

Piling, crane operations, material staging, and structural works will occur in close proximity to adjacent sidewalks and the public road right-of-way along Gerrard Street East and Carlaw Avenue. Figure 6 shows the location of formwork and crane operations at the North Head House relative to the surrounding public road right-of-way.

The temporary sidewalk closures, lane closures, and pedestrian routing measures established in Stage 3 will generally remain in effect throughout Stage 4.

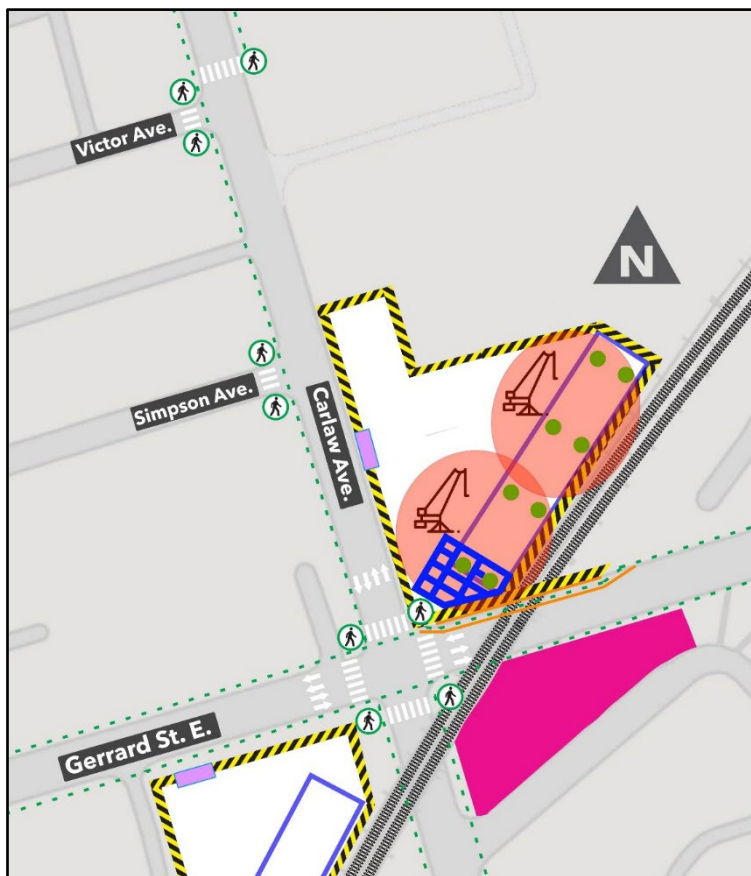


Figure 6 – Ontario Line Gerrard Station – North Head House
Formwork & Crane Operations Source: Metrolinx

Girder Installation and Superstructure Works at the Head Houses (Stage 5 – 15 months from June 2027 to August 2028):

This stage includes girder construction and installation works at both the North and South Head Houses.

The temporary sidewalk closures, lane closures, and pedestrian routing measures established during Stage 4 will generally remain in effect throughout Stage 5.

The following additional temporary closures will be implemented during Stage 5:

- Short-term temporary nighttime closures (11 p.m. to 5 a.m.) of the eastbound curb lane on Gerrard Street East, between Carlaw Avenue and the public laneway (Ln W Carlaw S Gerrard) may be required during girder installation and overhead construction activities.

Girder Installation and Superstructure Works Across the Intersection (Stage 6 – 10 months from September 2028 to June 2029):

This stage includes installation of guideway girders across the Gerrard Street East and Carlaw Avenue intersection to connect the North and South Head Houses.

The sidewalk closures, curb lane closures, TTC stop relocations, and pedestrian routing measures established during Stages 3 to 5 will generally remain in effect throughout Stage 6. The short-term nighttime curb lane closures established during Stage 5 may also continue during this stage to facilitate girder installation and associated overhead works.

To facilitate installation of guideway girders across the intersection, up to four temporary full weekend closures of the Gerrard Street East and Carlaw Avenue intersection will be required. Each closure will commence at 11 p.m. on Friday and the intersection will reopen by 5 a.m. on the following Monday.

These weekend full closures are required to facilitate the operation of the self-propelled modular transporter (SPMT), which will be used to transport and install large precast girder segments across the intersection. Due to the size, weight, and continuous nature of the SPMT operation, the work cannot be safely accommodated within overnight closures and cannot be paused once initiated.

The SPMT will be staged at the South Head House and will move into the intersection to position and install girder segments.

To facilitate girder installation activities, the TTC Overhead Catenary System (OCS) along Gerrard Street East will be temporarily removed for approximately four months, with the weekend intersection closures occurring within this period.

During the weekend closures:

- All vehicular and pedestrian movements through the Gerrard Street East and Carlaw Avenue intersection will be restricted.
- Traffic will be diverted to parallel routes, including Dundas Street East for east-west movements and Jones Street for north-south movements.
- Local access to Gerrard Square, nearby businesses, and community facilities will be maintained.

Station Construction (Stage 7 – 32 months from February 2029 to September 2031):

This stage includes station building and envelope construction, including structural, architectural, and façade works. Some overlap with the completion of guideway superstructure is anticipated, as station construction and architectural activities will commence prior to completion of all guideway superstructure activities.

The sidewalk closures, curb lane closures, and pedestrian routing measures established during earlier stages will generally remain in effect during Stage 7. The short-term nighttime curb lane closures established during Stages 5 and 6 also continue during this stage to facilitate façade installation and associated overhead works.

These closures are expected to remain in place until approximately December 2030, with the remaining station construction activities occurring within the site thereafter.

Temporary Transportation Impacts

The following sections summarize the anticipated transportation, transit, parking, pedestrian, and property access impacts associated with Gerrard Station construction:

Auto Access Impacts:

During Stage 1, no roadway closures are required.

During Stages 2 through 7, a minimum of one westbound and two eastbound travel lanes will generally be maintained on Gerrard Street East and all travel lanes on Carlaw Avenue will generally remain available, except during temporary overnight closures and full weekend intersection closures.

During short-term overnight closures to facilitate girder installation and overhead works, a minimum of one lane in each direction on Gerrard Street East will be maintained.

During Stage 6, up to four full weekend closures of the Gerrard Street East and Carlaw Avenue intersection will be required to facilitate installation of girders across the intersection. During these closures, east-west traffic on Gerrard Street East will be diverted to parallel routes, including Dundas Street East and Queen Street East, while north-south traffic on Carlaw Avenue will be diverted to Jones Avenue and Logan Avenue. Local access to Gerrard Square, adjacent businesses, residential properties, and community facilities will be maintained.

Pedestrian Impacts:

During Stage 1, no sidewalk closures are required.

During Stages 2 through 7, temporary sidewalk closures and pedestrian routing measures will be required to accommodate excavation works, deep foundation activities, guideway construction, crane operations, and station construction activities.

Long-term sidewalk closures will generally be required on portions of Gerrard Street East and Carlaw Avenue throughout the majority of the construction period due to conflicts between the proposed station and guideway works and the existing pedestrian realm.

Pedestrians will generally be accommodated through protected pedestrian walkways within temporarily occupied curb lanes or redirected to alternate sidewalks using existing signalized intersections and pedestrian crossings.

During select overnight periods associated with excavation, girder installation, façade installation, and other overhead works, protected pedestrian walkways may also be temporarily closed to maintain safe pedestrian clearances. During these periods, pedestrians will be redirected to alternate routes using adjacent signalized crossings.

During Stage 6 full weekend intersection closures, pedestrian access through the Gerrard Street East and Carlaw Avenue intersection will be restricted and pedestrians will be redirected using signed detour routes and adjacent signalized crossings. Figure 7 shows the proposed pedestrian detour routes during the full intersection closure.

All temporary pedestrian routing measures will be implemented in accordance with applicable accessibility requirements and Ontario Traffic Manual standards.

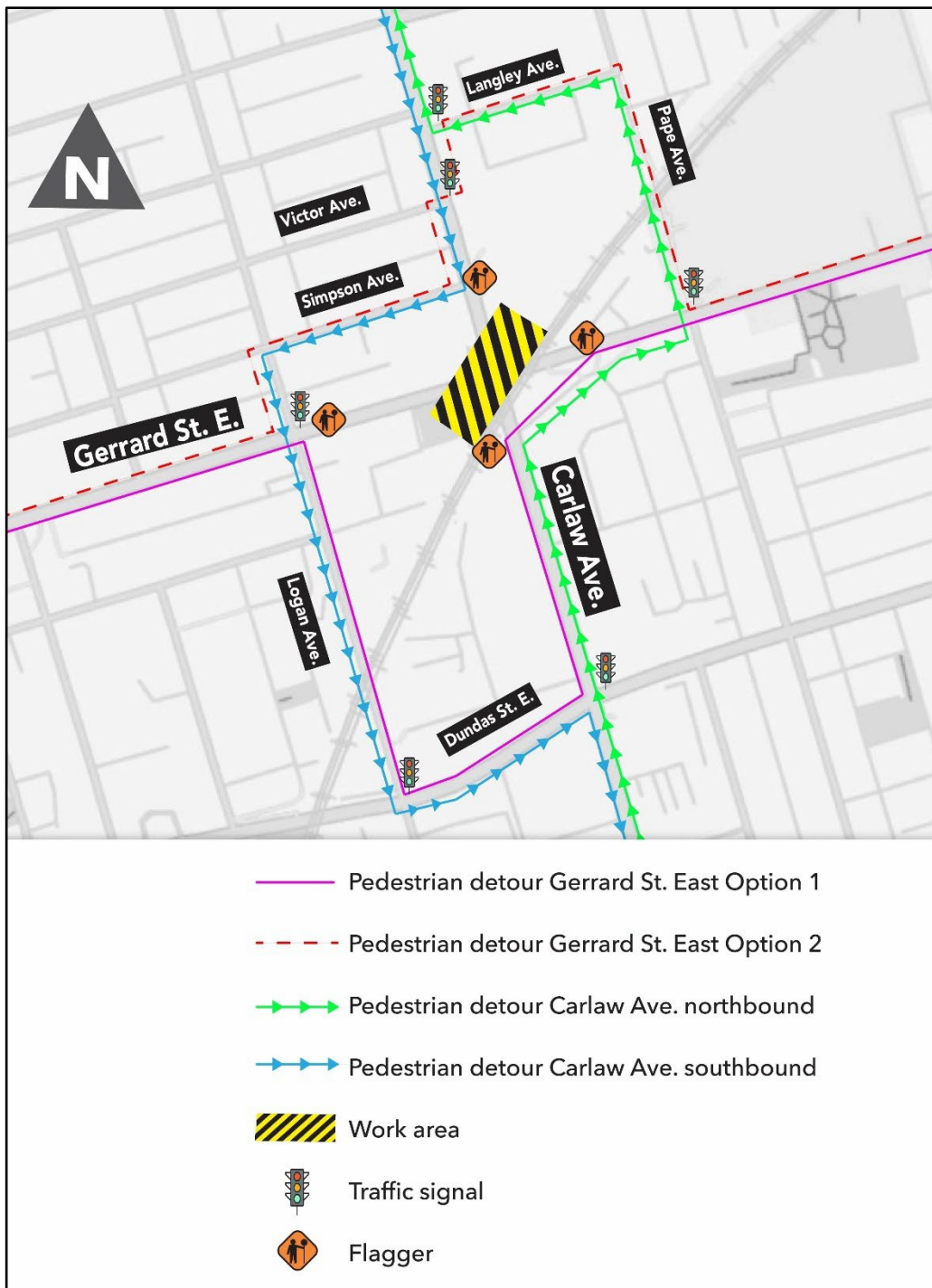


Figure 7 – Ontario Line Gerrard Station – Pedestrian Detours During Temporary Intersection Closure
Source: Metrolinx

Cycling Impacts:

There are currently no dedicated cycling facilities on Gerrard Street East and Carlaw Avenue in the vicinity of the Gerrard Station construction sites. Cyclists will continue to operate within mixed traffic conditions throughout construction.

During stages where portions of the westbound curb lane on Gerrard Street East are occupied to accommodate a protected pedestrian walkway, approximately 4.0 metres of roadway width will generally remain available in the westbound direction following installation of the walkway and associated barriers. This configuration will allow cyclists to continue travelling through the construction area within the westbound travel lane adjacent to the median streetcar lane, consistent with the existing shared roadway conditions.

Additionally, “Single File” and “Share the Road” signage will be installed to alert motorists to the presence of cyclists in shared travel lanes. Metrolinx will maintain the roadway within the construction zone to ensure it remains in a safe condition, including keeping the roadway clear of dirt, debris, and loose material, and addressing potholes or uneven surfaces in a timely manner. Regular inspections will be undertaken to ensure safe conditions are maintained throughout the construction period.

During full weekend intersection closures, cyclists will be required to follow the same detour routes available for vehicular traffic.

Transit Impacts:

TTC streetcar service operates along Gerrard Street East, while TTC bus service operates along Carlaw Avenue within the construction area.

Beginning in Stage 2B, the westbound nearside TTC streetcar stop (#1084) on Gerrard Street East at Carlaw Avenue will be relocated approximately 115 metres east to accommodate construction activities associated with the North Head House. This TTC stop relocation is anticipated to remain in effect for the majority of the construction period.

Beginning in Stage 3, the northbound farside TTC bus stop on Carlaw Avenue at Gerrard Street East will be relocated approximately 130 metres south of its current location, near 369 Carlaw Avenue to accommodate the long-term sidewalk closure on the east side of Carlaw Avenue. This TTC stop relocation is anticipated to remain in effect for the duration of the construction period.

Figure 8 shows the proposed TTC bus relocation.

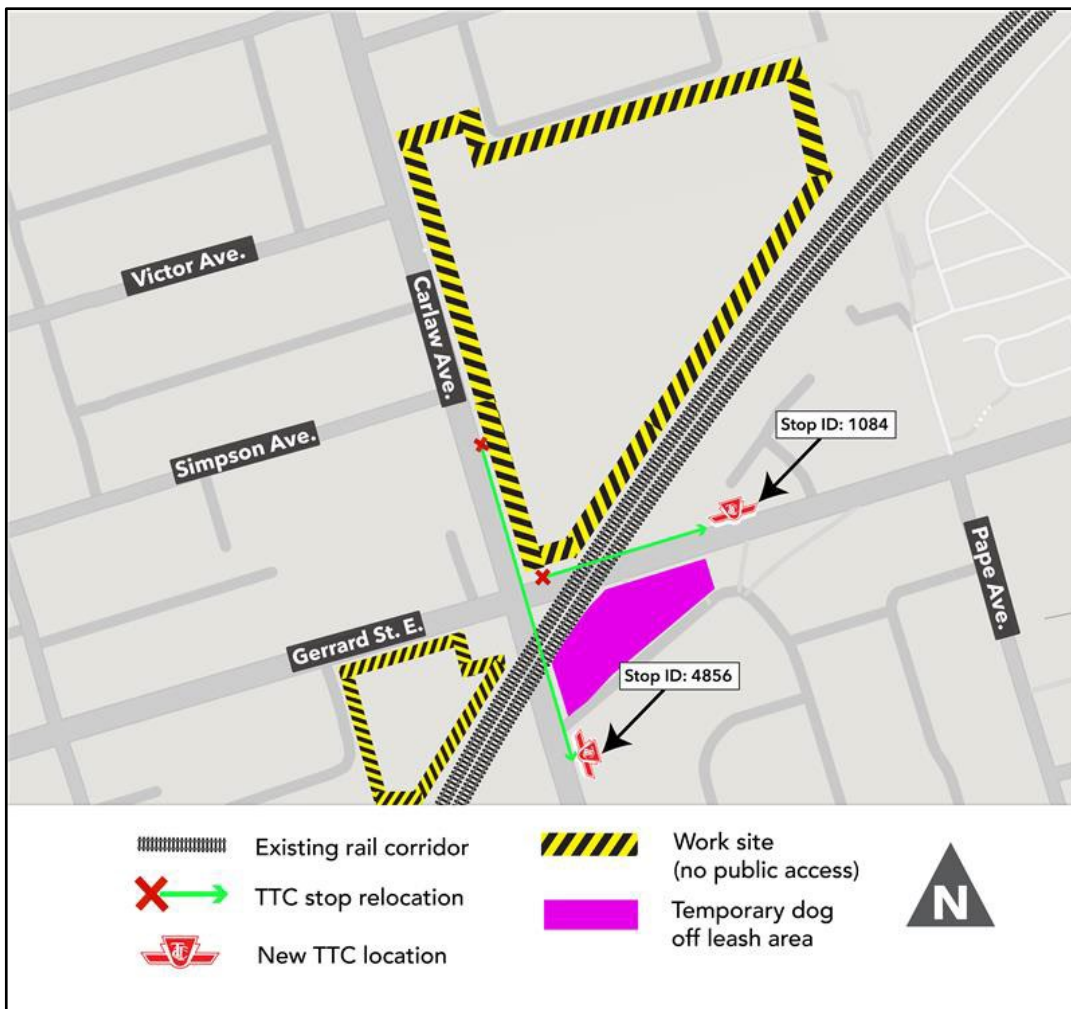


Figure 8 – Ontario Line Gerrard Station – TTC Bus Stop Relocation Source: Metrolinx

During Stages 5 through 7, with the short-term nighttime curb lane closures, TTC services along Gerrard Street East and Carlaw Avenue will continue to operate through the construction area, subject to temporary traffic control measures.

During Stage 6, TTC streetcar services along Gerrard Street East (Routes 506 and 306) will be temporarily suspended during removal of the TTC Overhead Catenary System (OCS) required to facilitate guideway girder installation activities across the Gerrard Street East and Carlaw Avenue intersection. The OCS removal and associated streetcar service suspension are anticipated to remain in place for approximately four months.

Based on the preliminary planning, streetcar service is expected to divert between Main Street Station and High Park Loop via Coxwell Avenue, Queen Street East, and Broadview Avenue. TTC replacement bus service (i.e. bus bridging) is expected to operate between Castle Frank Station and Coxwell Station via Bloor Street East, Parliament Street, Gerrard Street East, and Coxwell Avenue. These service plans remain subject to ongoing coordination with the TTC and may be adjusted based on other planned construction activities within the TTC network.

During the Stage 6 full weekend intersection closures, TTC bus route 72 will also be temporarily detoured via Jones Avenue between Danforth Avenue and Dundas Street East to accommodate girder installation activities across the Gerrard Street East and Carlaw Avenue intersection.

All TTC stop relocations, service diversions, replacement bus operations, and traffic management measures will be coordinated and finalized between Metrolinx and the TTC throughout construction.

Parking Impacts:

Temporary parking restrictions on the east side of Carlaw Avenue, near 369 Carlaw Avenue, will be required to accommodate the relocation of TTC bus stop (#4856) approximately 130 metres south of its existing location during construction of Gerrard Station.

To facilitate safe passenger boarding and alighting operations at the relocated TTC stop, approximately three on-street parking spaces on the east side of Carlaw Avenue (near 369 Carlaw Avenue), between Gerrard Street East and a point approximately 15 metres south, will be temporarily removed for the duration of the stop relocation.

Metrolinx will be responsible for coordinating the temporary parking restrictions with Transportation Services, the TTC, and the Toronto Parking Authority, including compensation to the Toronto Parking Authority for any associated loss of parking revenue.

Emergency Vehicle Impacts:

Emergency vehicle access will generally be maintained throughout all stages of construction.

Metrolinx will coordinate all temporary lane closures and traffic staging activities with Toronto Fire Services, Toronto Paramedic Services, and Toronto Police Service to maintain emergency access through the construction area.

During temporary overnight closures and Stage 6 full weekend intersection closures, temporary traffic control measures, signed detour routes, paid-duty officers, and traffic control personnel will be implemented, where required, to support emergency vehicle access and safe movement through the work zone.

Property and Business Access Impacts:

Access to residential properties, Gerrard Square, adjacent businesses, loading areas, and community facilities will generally be maintained throughout construction through temporary traffic control measures, signed detour routes, and pedestrian routing provisions.

Businesses and property owners within the construction area may experience temporary disruptions associated with lane reductions, overnight construction activities,

heavy vehicle movements, periodic traffic detours, and the Stage 6 full weekend intersection closures.

Haul Routes:

Construction-related truck traffic associated with Gerrard Station will be managed as part of the broader Ontario Line construction program in the Gerrard Street East and Carlaw Avenue area, recognizing the overlap with ongoing Gerrard Portal construction.

The proposed haul routes for Gerrard Station construction are consistent with the previously approved Gerrard Portal haul routes. This coordinated approach is intended to prioritize arterial roadways, maintain efficient access to the Don Valley Parkway and Gardiner Expressway, and minimize truck activity on local residential streets.

Inbound Haul Routes:

- Don Valley Parkway southbound → Bayview Avenue southbound → River Street southbound → Gerrard Street East eastbound
- Gardiner Expressway eastbound → Lake Shore Boulevard eastbound → Carlaw Avenue northbound

Outbound Haul Routes:

- Carlaw Avenue southbound → Dundas Street East westbound → Don Valley Parkway
- Carlaw Avenue southbound → Lake Shore Boulevard East westbound → Gardiner Expressway westbound
- Carlaw Avenue southbound → Commissioners Street eastbound → Leslie Street southbound → Unwin Avenue

Figure 9 shows the Metrolinx-proposed haul routes to/from the Gerrard Station construction sites.

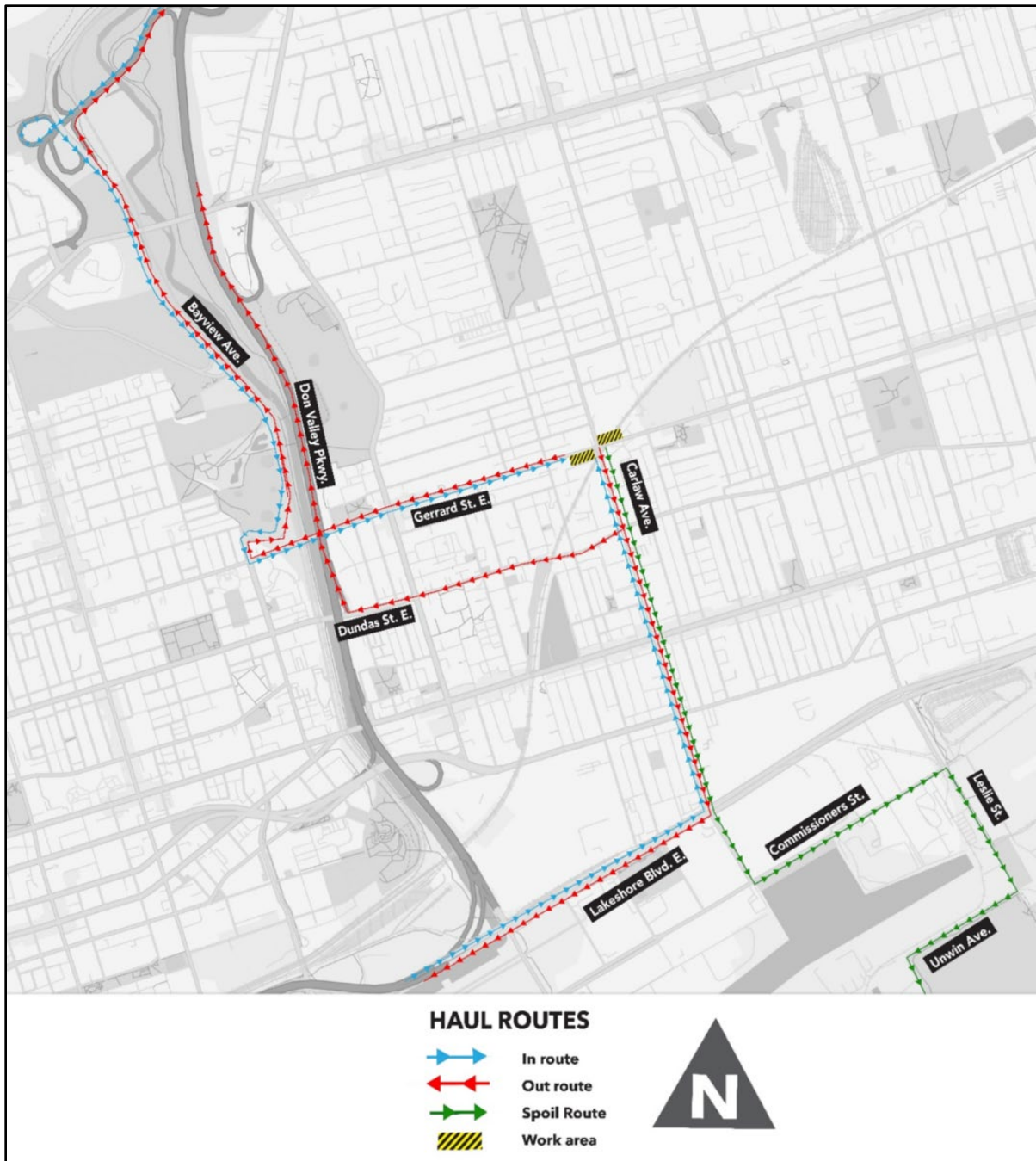


Figure 9 – Ontario Line Gerrard Station – Proposed Haul Routes

Source: Metrolinx

Construction activity at the site is anticipated to generate varying levels of truck traffic depending on the stage of work, with average daily truck volumes generally ranging between approximately 40 to 60 trucks per day.

Table 1 shows the expected daily truck trips to/from the site during various construction stages of the Gerrard Station.

Table 1 – Gerrard Station Construction Truck Volume and Timing

Stage	Duration	Key Works	Estimated Average Daily Truck Volume
Stage 1 and 2	October 2025 to July 2026	Site preparation, drilling for secant walls, wing wall demolition	44
Stages 3 and 4	July 2026 to May 2027	Tie-back drilling, excavation and backfilling, guideway & substructure construction	55
Stages 5, 6, and 7	June 2027 to December 2030	Aerial guideway construction, girder assembly & installation, civil works & station construction.	50

To maintain safe operations and protect vulnerable road users along the haul route, Metrolinx and Project Co. will deploy a range of traffic management measures consistent with Metrolinx’s Ontario Line Truck Route Safety Plan and the City’s Vision Zero Road Safety Plan and permit conditions, including

- TCPs at all site access and egress points to guide construction vehicles and maintain pedestrian safety.
- All trucks must enter and exit the site in forward motion, guided by TCPs.
- No staging or idling of construction vehicles on local residential streets.
- Construction vehicle operations will be monitored and adjusted, where necessary, to address operational and safety concerns.
- Traffic signal timing adjustments, as needed.
- Enhanced signage, pavement markings, and lighting to improve visibility for all road users.
- Regular sweeping and surface maintenance to remove dirt and debris from haul routes

- PDOs and/or City Traffic Agents positioned at critical intersections along the haul routes during peak construction hours to manage turning movements and assist road users.
- School Crossing Guards will be evaluated for deployment during active school hours at nearby locations depending on construction activity and pedestrian volumes.

These measures will ensure that construction activities are safely integrated into the existing transportation network, minimizing disruption to residents, schools, and transit users along the corridor.

Leslieville Station

The Ontario Line Leslieville Station will be an elevated station along the Ontario Line and Lakeshore East GO rail corridor, with entrances located at the northeast corner of Queen Street East and De Grassi Street and the southeast corner of Queen Street East and Strange Street. Figure 10 shows the location of the station relative to the surrounding road network and Figure 11 shows a rendering of the future station.



Figure 10 – Ontario Line Leslieville Station

Source: Metrolinx



Figure 11 – Ontario Line Leslieville Station (Artist's Rendering – Looking East)

Source: Metrolinx

Metrolinx's contractor TGP will construct the station within a constrained urban environment along Queen Street East, characterized by narrow road right-of-way, active TTC streetcar operations, adjacent commercial and residential properties, and significant pedestrian activity. As a result, construction staging will require ongoing coordination to maintain transportation operations and property access throughout the work.

The proposed road closures, sidewalk closures, TTC operational impacts, pedestrian routing measures, haul route operations and associated traffic and parking by-law amendments form part of an integrated traffic management strategy within the Queen Street East, De Grassi Street, and Strange Street corridors. Although certain temporary closures and traffic by-law amendments would otherwise fall within the approval authority of Toronto and East York Community Council, the interconnected nature of the proposed traffic staging warrants coordinated consideration by City Council as part of a single integrated construction and traffic management plan.

Construction activities commenced in January 2026 and will proceed in a series of staged works, as outlined below.

Construction Stages:

Early Works (Stage 1 and Stage 2 – 6 months from January 2026 to June 2026):

Stage 1 (4 months - January 2026 to April 2026) includes site preparation activities such as installation of construction hoarding, site investigations, and establishment of laydown areas and rig platforms at both the North and South Head Houses. These activities were substantially contained within the construction sites with no impacts to the public road right-of-way.

Stage 2 (15 days - April 2026 to June 2026) includes utility works to support construction of the Leslieville Station, including watermain and fire hydrant relocations on De Grassi Street. These works are being undertaken intermittently between April 2026 and June 2026 and require localized temporary traffic control measures within the De Grassi Street corridor.

The following temporary closures are being implemented during Stage 2:

De Grassi Street:

- Temporary closure of a 2.5-metre-wide portion of the northbound lane on De Grassi Street, between Queen Street East and a point approximately 85 metres north, while maintaining approximately 4.0-metre-wide northbound travel lane.
- Temporary closure of either the east or west sidewalk on De Grassi Street between Queen Street East and a point approximately 85 metres north, depending on the specific utility activity being undertaken. Pedestrians will be redirected to the opposite sidewalk with appropriate traffic control measures and signage in place.

Piling and Pier Works (Stage 3 – 11 months from July 2026 to April 2027):

This stage includes substructure works, including piling, pier construction, pier cap construction, and associated structural activities for the future elevated guideway and station structure.

These activities will occur in close proximity to the north sidewalk on Queen Street East and the east sidewalk on De Grassi Street. As a result, portions of the public road right-of-way will be occupied to accommodate construction equipment and work areas associated with the substructure works.

Figure 12 shows the location of piling and substructure elements relative to the surrounding public road right-of-way.

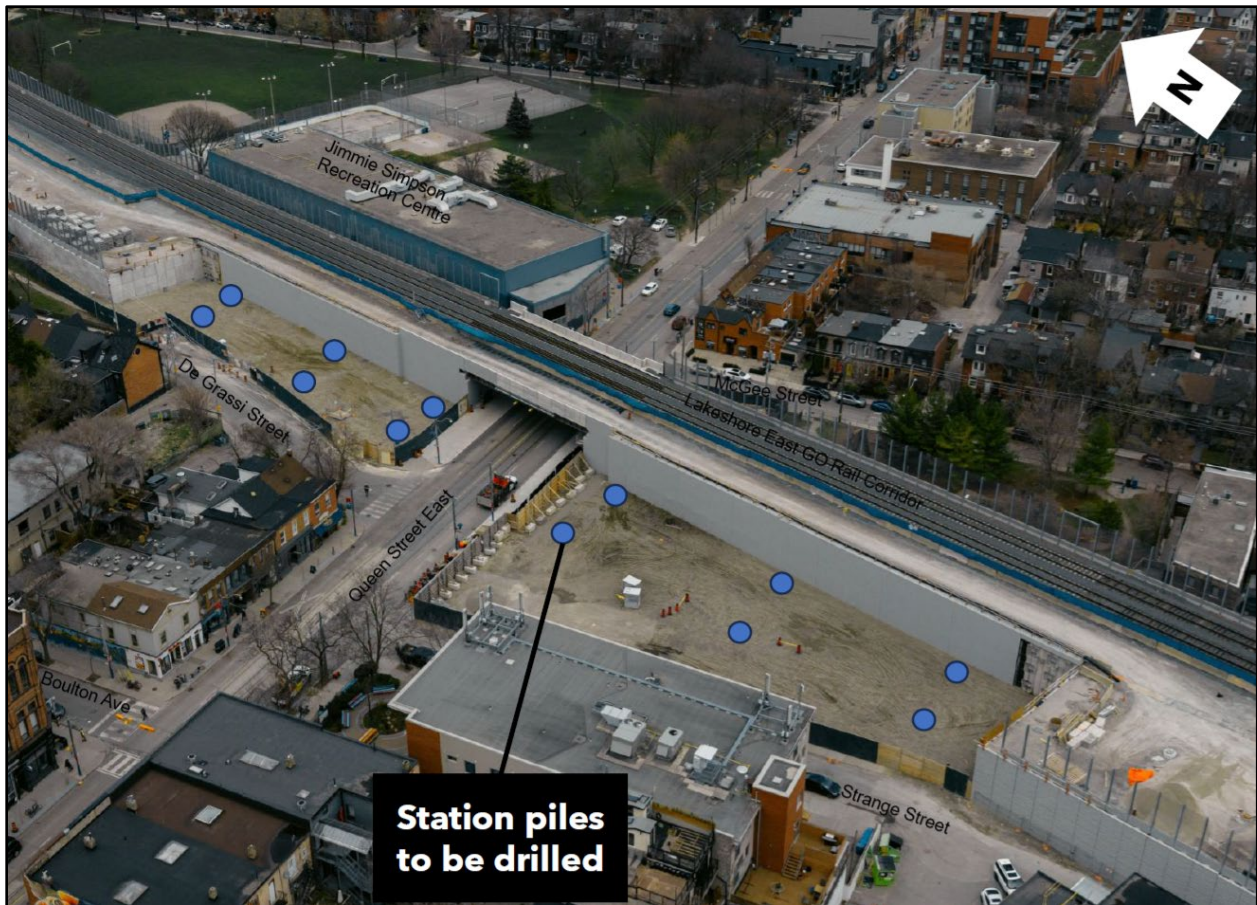


Figure 12 – Ontario Line Leslieville Station – Pile Locations

Source: Metrolinx

Stage 3 will be implemented in two substages, consisting of piling activities followed by pier and pier cap construction activities.

Stage 3A (4 months – July 2026 to October 2026) includes piling works to support the guideway and station substructure at both the North and South Head Houses. These works will involve pile installation, material staging, and operation of heavy construction equipment near the road right-of-way.

Stage 3B (7 months – October 2026 to April 2027) includes pier and pier cap construction activities, including installation of scaffolding, formwork, and associated structural elements. These activities will continue within the Stage 3A work area and will introduce additional overhead construction activities and associated spatial and safety constraints within the public road right-of-way.

The following temporary closures will be implemented during this stage:

De Grassi Street:

- Continuation of the temporary closure of a 2.5-metre-wide portion of the northbound lane on De Grassi Street between Queen Street East and a point approximately 85 metres north.

- Continuation of the temporary closure of the east sidewalk on De Grassi Street between Queen Street East and a point approximately 85 metres north.

Strange Street:

- Temporary closure of the east sidewalk on Strange Street, between Queen Street East and a point approximately 80 metres south. Pedestrians will be directed to the west sidewalk with appropriate traffic control measures and signage in place.

Queen Street East:

- Temporary closure of the westbound curb lane on Queen Street East, between De Grassi Street and a point approximately 45 metres east, to accommodate a protected pedestrian walkway, with one westbound and two eastbound lanes maintained.
- Temporary closure of the north sidewalk on Queen Street East, between De Grassi Street and a point approximately 45 metres east. Pedestrians will be directed to a temporary protected walkway within the closed portion of the westbound curb lane.

Figure 13 shows the traffic management setup during Stage 3.

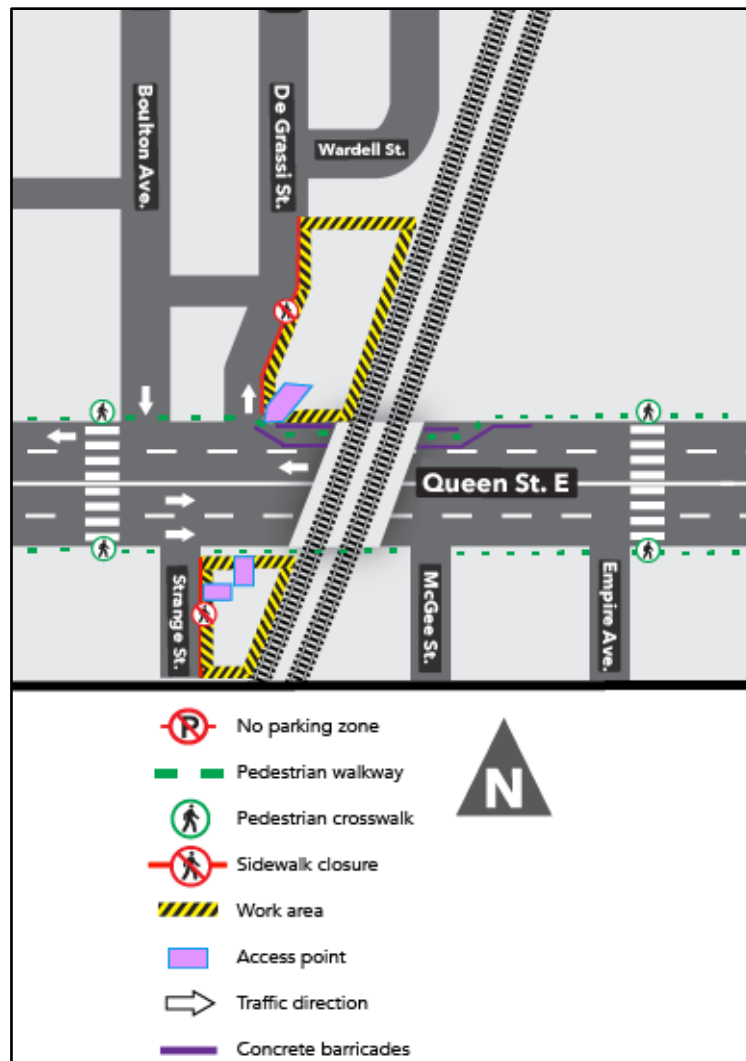


Figure 13 – Ontario Line Leslieville Station Stage 3 and 4A

Superstructure and Girder Installation Works (Stage 4 - 21 months from April 2027 to December 2028):

Stage 4 represents the primary superstructure construction phase for Leslieville Station and includes the most intensive structural and overhead construction activities associated with the project. This stage includes precast girder installation, falsework, structural steel erection, and related overhead works for the future elevated guideway and station structures.

These activities will occur adjacent to Queen Street East, De Grassi Street, and Strange Street and will require continued occupation of portions of the public road right-of-way to accommodate crane operations, material staging, heavy lifting activities, and pedestrian routing measures.

Stage 4 will be implemented in the following four substages:

Stage 4A (21 months – April 2027 to December 2028):

Stage 4A includes ongoing superstructure construction activities, including falsework installation, structural assembly, guideway superstructure works, and preparation for precast girder erection at both the North and South Head Houses.

The temporary lane closures, sidewalk closures, and pedestrian routing measures established during Stage 3 will generally remain in effect throughout Stage 4.

Stage 4B (5 months – July 2027 to November 2027):

Stage 4B includes removal of the Toronto Transit Commission (TTC) Overhead Catenary System (OCS) and heavy lifting operations associated with falsework and precast girder installation over Queen Street East.

To facilitate these works, TTC streetcar service along Queen Street East within the work area will be temporarily suspended for approximately 5 months between July 2027 and November 2027. TTC replacement bus service will operate for the duration of the suspension.

During this stage, temporary work zones at both the North and South Head Houses will be expanded along Queen Street East, between McGee Street and Strange Street to accommodate crane operations, falsework installation, girder delivery, structural steel installation, and heavy lifting activities.

The following additional temporary closures will be implemented during Stage 4B:

De Grassi Street:

- Temporary nightly (11 p.m. to 5 a.m.) full closure of De Grassi Street, between Queen Street East and the public laneway (Ln N Queen W De Grassi) during girder delivery and installation activities.
- The public laneway (Ln N Queen W De Grassi St) will remain open to maintain local vehicle access for residents and overnight permit parking holders. Pedestrian access to local residences will also be maintained throughout the work zone.

Boulton Avenue:

- Temporary two-way traffic operations on Boulton Avenue, between Queen Street East and the public laneway (Ln N Queen W De Grassi) to maintain local vehicle access during nighttime De Grassi Street closures.

Strange Street:

- Temporary nightly (11 p.m. to 5 a.m.) full closure of Strange Street, between Queen Street East and the southern limit of the street during girder installation activities.

Queen Street East:

- Temporary closure of the eastbound curb lane on Queen Street East, between Strange Street and McGee Street, while maintaining one eastbound and one westbound travel lane.
- During select overhead lifting and superstructure activities associated with girder installation, the temporary protected pedestrian walkway within the closed westbound curb lane on Queen Street East will be temporarily closed. During these periods, pedestrians will be redirected to the south sidewalk using the signalized pedestrian crossings at Empire Avenue and Boulton Avenue/Woodgreen Place.

Figure 14A and 14B show the daytime and nighttime traffic management setup during Stage 4B, respectively.

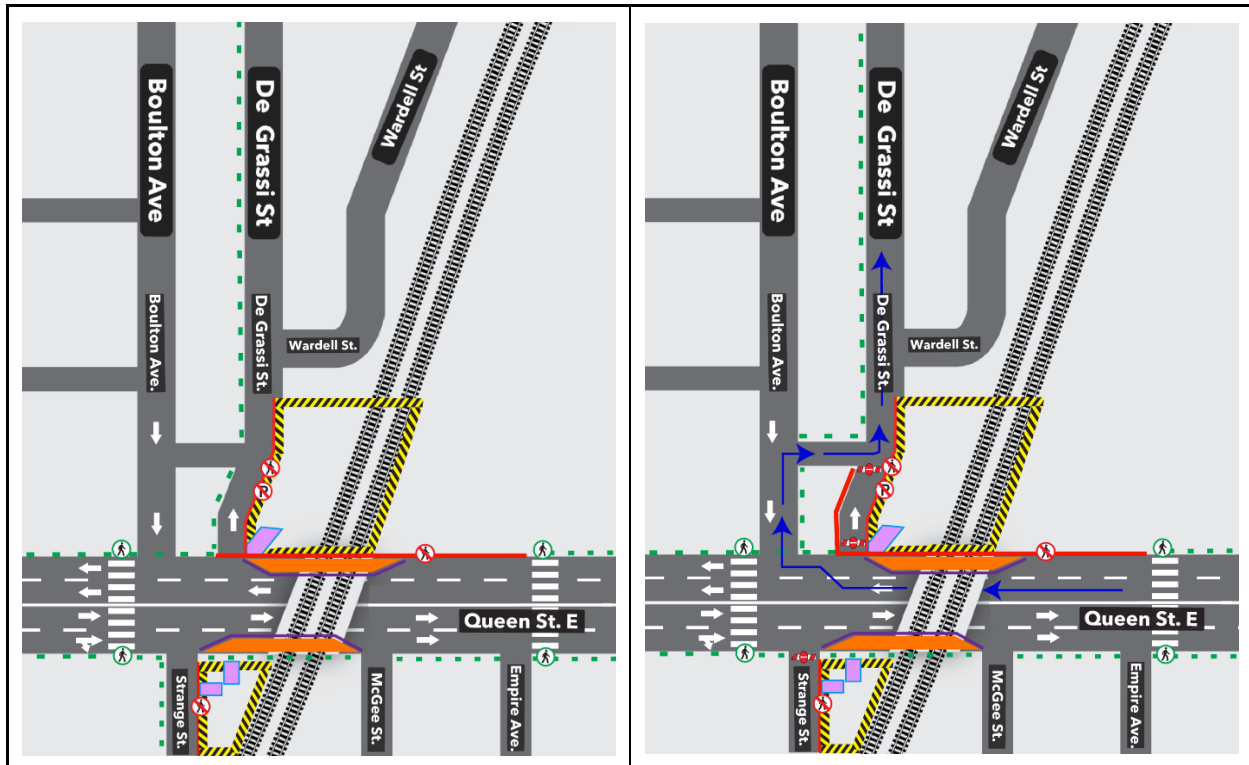
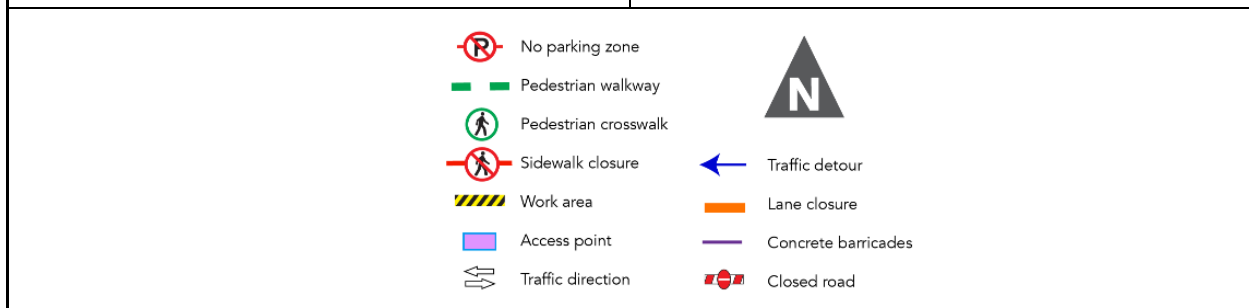


Figure 14A – Stage 4B Daytime Traffic Management Setup
Source: Metrolinx

Figure 14B – Stage 4B Nighttime Traffic Management Setup
Source: Metrolinx



Stage 4C and 4D (10 days each – November 2027):

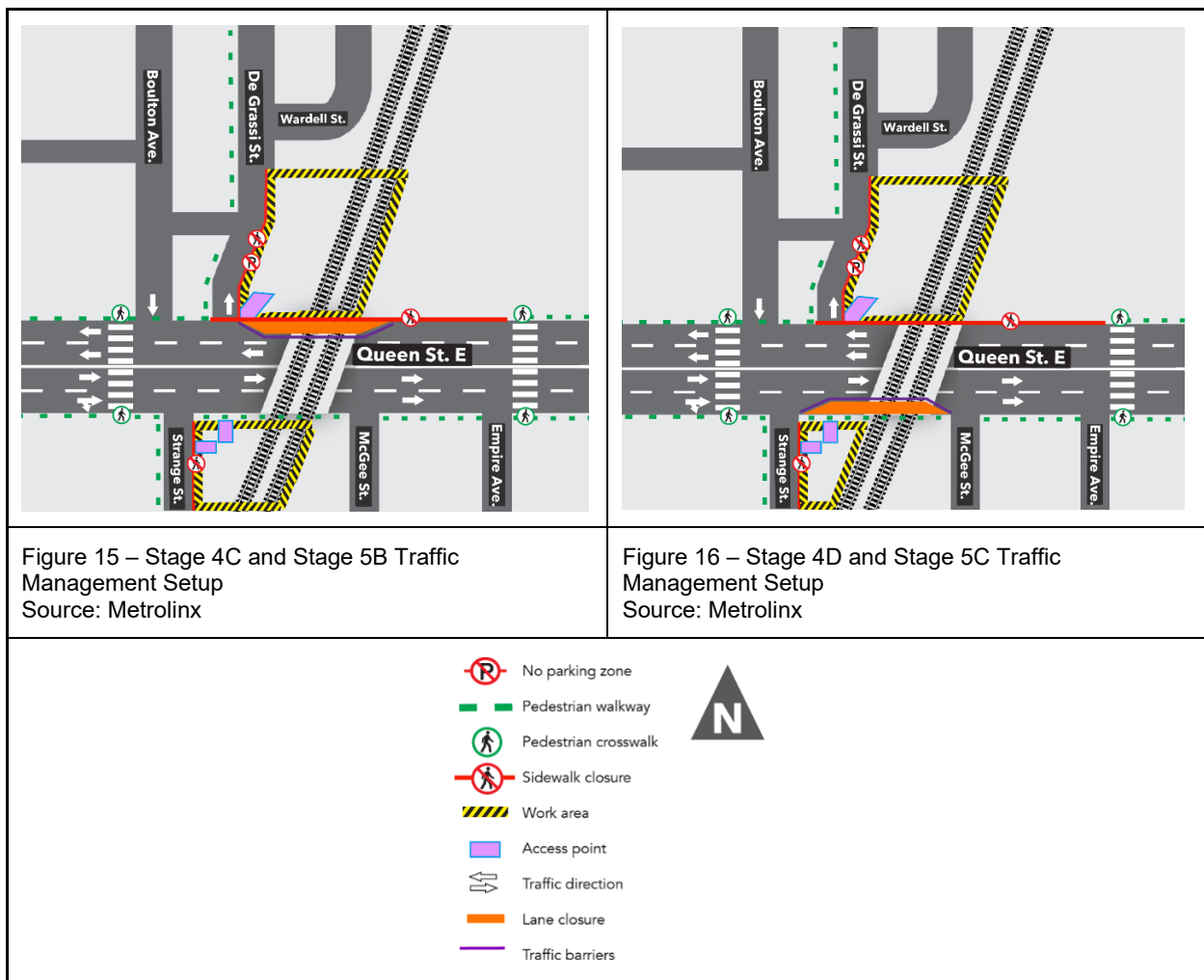
Stage 4C and Stage 4D include erection of structural steel elements associated with girder installation activities at the North Head House and South Head House, respectively.

The following additional temporary closures will be implemented during each of Stage 4C and Stage 4D:

Queen Street East:

- Temporary closure of the westbound curb lane on Queen Street East, between De Grassi Street and a point approximately 45 metres east, while maintaining one westbound and two eastbound lanes (Stage 4C).
- Temporary closure of the eastbound curb lane on Queen Street East, between Strange Street and McGee Street, while maintaining one eastbound and two westbound travel lanes (Stage 4D).

Figures 15 and 16 show the traffic management setup during Stage 4C and 4D, respectively.



Station Construction and Façade Installation Works (Stage 5 - 13 months from August 2028 to August 2029):

Stage 5 includes station construction and station envelope works at the North and South Head Houses, including installation of structural steel, glazing, façade components, roofing systems, architectural finishes, and associated mechanical and electrical elements. Portions of this stage are anticipated to overlap with completion of the guideway superstructure works associated with Stage 4.

Stage 5 will be implemented in three substages consisting of typical station construction and station envelope works, followed by façade installation activities at the South Head House and North Head Houses.

Stage 5A (13 months – August 2028 to August 2029):

Stage 5A includes ongoing station construction activities and station envelope works at both the North and South Head Houses.

The temporary lane closures, sidewalk closures, parking restrictions, and pedestrian routing measures established during Stage 4 will generally remain in effect throughout Stage 5A.

The following additional temporary closures will be implemented during Stage 5A:

Queen Street East:

- Temporary intermittent closure of the north sidewalk on Queen Street East, between De Grassi Street and a point approximately 45 metres east, during overhead works, crane operations, and heavy lifting activities.

Stage 5B and Stage 5C (25 days each – June 2029 to August 2029):

Stages 5B and 5C include installation of the station façade and associated architectural elements over Queen Street East and will require alternating curb lane and sidewalk closures on the north and south sides of Queen Street East to facilitate overhead lifting and façade installation activities.

Works occurring above the TTC streetcar overhead infrastructure will be undertaken during overnight periods and will require temporary de-energization of the TTC Overhead Catenary System (OCS). TTC replacement bus service will operate during periods of temporary streetcar suspension associated with façade installation activities.

The temporary closures associated with Stages 5B and 5C will generally be consistent with the traffic management configurations implemented during Stages 4C and 4D, respectively.

The following temporary closures will be implemented for during Stages 5B and 5C:

- Temporary closure of the westbound curb lane and north sidewalk on Queen Street East, between De Grassi Street and a point approximately 45 metres. (Stage 5B)
- Temporary closure of the eastbound curb lane on Queen Street East, between Strange Street and McGee Street. (Stage 5C).

Temporary Transportation Impacts:

Auto Access Impacts:

Temporary lane closures and intermittent overnight road closures will be required throughout various stages of Leslieville Station construction.

During construction, approximately 4.0-metre-wide travel lane will generally be maintained on De Grassi Street to accommodate local traffic and property access. Temporary nightly full closures of De Grassi Street will be required during Stage 4B to facilitate girder delivery and installation activities. During these closures, local vehicle access will be maintained via signed detour routes and temporary two-way traffic operations on Boulton Avenue.

Due to the constrained roadway width and proximity of construction access gates to the travelled portion of the roadway, intermittent non-peak hour lane closures on Strange Street may be required on as-needed basis. In addition, temporary nightly full closures of Strange Street at Queen Street East will be required during Stage 4B to facilitate girder installation activities.

Along Queen Street East, the temporary westbound curb lane closure established during Stage 3 will generally remain in place throughout portions of Stages 4 and 5. Depending on the stage of construction and specific work activity, a minimum of one travel lane in each direction or a combination of one lane in one direction and two lanes in opposite direction will generally be maintained throughout construction activities.

Pedestrian Impacts:

Temporary closure of sidewalks, protected pedestrian walkways, and pedestrian detours will be required throughout various stages of Leslieville Station construction.

Along Queen Street East, the north sidewalk between De Grassi Street and a point 45 metres east will generally remain closed throughout portions of Stages 3 to 5 due to the close proximity of piling works, pier construction, scaffolding, station construction activities, and station façade installation works adjacent to the existing sidewalk area. Pedestrians will generally be accommodated within a temporary protected pedestrian walkway established in the closed westbound curb lane on Queen Street East.

During portions of Stages 4 and 5, temporary partial occupation of the south sidewalk will also be required to facilitate structural steel erection, heavy lifting activities, and station façade installation works. A minimum 1.8-metre pedestrian clearway will generally be maintained and temporary pedestrian detours, signage, and traffic control measures will be implemented where required.

Additional sidewalk closures will be required on the east side of De Grassi Street and the east side of Strange Street throughout portions of Stages 3 to 5 due to construction activities occurring in close proximity to the pedestrian realm. Pedestrian access along these corridors will generally be maintained using the opposite sidewalks.

During temporary nighttime closures of De Grassi Street associated with girder delivery and installation activities, pedestrian access to local residences will continue to be maintained through the work zone.

Cycling Impacts:

There are no dedicated cycling facilities within the Leslieville Station construction area on Queen Street East, De Grassi Street, or Strange Street. Cyclists will continue to operate within the general traffic lanes throughout construction.

During portions of Stages 3 to 5, temporary curb lane closures on Queen Street East will require cyclists to share the remaining roadway space with general traffic. Appropriate signage, including “Share the Road” and “Single-File” signage together with temporary traffic control measures, will be implemented to support safe operations for all road users.

Roadway surfaces within the construction area will be monitored and maintained throughout construction to address any issues that may affect cyclist safety and comfort.

Transit Impacts:

Construction of Leslieville Station will require temporary modifications to TTC operations along the Queen Street East corridor throughout various stages of construction.

To facilitate installation of the elevated guideway across Queen Street East, TTC streetcar service along Queen Street East within the construction area will be temporarily suspended for approximately five months between July 2027 and November 2027. During this period, the TTC Overhead Catenary System (OCS) will be removed within the work area and replacement bus service will be provided by the TTC to maintain transit connectivity along the affected portion of the 501 Queen and 503 Kingston Road streetcar routes.

Additional station construction and façade installation activities occurring above the TTC streetcar corridor will require temporary de-energization of the TTC OCS during portions of Stages 4 and 5. Any required transit service modifications will be coordinated between Metrolinx and the TTC to minimize impacts to passengers and transit operations.

Parking Impacts:

Temporary parking restrictions will be required on portions of De Grassi Street and Strange Street throughout the construction period.

On De Grassi Street, on-street overnight permit parking on the east side of De Grassi Street, between Queen Street and a point approximately 85 metres north, will be temporarily removed from August 2026 to August 2029 to accommodate station construction activities and associated work zones. Approximately six overnight permit parking spaces within this area have already been removed as part of the previously approved Ontario Line Joint Corridor Early Works. The Leslieville Station construction activities will extend the parking restrictions further north, resulting in an additional impact of approximately nine overnight permit parking spaces.

To mitigate these impacts, Metrolinx has advised that approximately six replacement parking spaces will be made available within the surface parking lot at 356 Eastern Avenue, located approximately 600 metres (an eight-minute walk) from the northern limit of the affected permit parking area on De Grassi Street. De Grassi Street forms part of Permit Parking Area 7F, which currently operates at approximately 86% utilization. Accordingly, the remaining parking demand is anticipated to be accommodated within the broader permit parking area.

On Strange Street, the temporary parking regulations, accessible parking arrangements, and associated mitigation measures approved by Toronto and East York Community Council through Item 2024.TE18.32 are proposed to be extended to facilitate the Leslieville Station construction. As a result, the five overnight permit parking spaces currently unavailable on the east side of Strange Street will continue to be unavailable for the duration of the station construction. Strange Street forms part of Permit Parking Area 7E, which currently operates at approximately 65% utilization. Two accessible parking spaces serving Fontbonne Ministries will continue to be maintained on Strange Street and the parking facility at 356 Eastern Avenue will remain available to accommodate parking demand associated with the property.

Emergency Vehicle Impacts:

Emergency access will be maintained throughout all stages of construction.

Temporary lane reductions, curb lane closures, and overnight road closures on Queen Street East, De Grassi Street, and Strange Street will be coordinated with Toronto Fire Services, Toronto Paramedic Services, and Toronto Police Service to maintain access through and around the construction area.

Metrolinx and its contractors will be responsible for implementing temporary traffic control measures, advance notification procedures, and traffic management plans, as required, to facilitate emergency access and minimize impacts to emergency operations.

Property and Business Access Impacts:

Access to residential properties, businesses, and community facilities within the construction area will generally be maintained through temporary traffic control measures, pedestrian routing provisions, and construction staging plans. During temporary overnight closures of De Grassi Street and Strange Street, local vehicle

access will be maintained through signed detour routes and coordinated traffic management measures.

Metrolinx and its contractors will continue to coordinate with affected property owners and businesses throughout construction to minimize impacts and maintain access.

Haul Routes:

Construction-related truck traffic associated with Leslieville Station will be managed through designated haul routes to minimize impacts on the surrounding road network and local neighbourhoods.

The proposed haul routes have been selected to prioritize arterial roadways, maintain efficient access to the regional highway network, and minimize truck activity on local residential streets.

Inbound Haul Routes:

- Don Valley Parkway southbound → Lake Shore Boulevard East eastbound → Carlaw Avenue northbound → Queen Street East westbound
- Don Valley Parkway southbound → Lake Shore Boulevard East eastbound → Carlaw Avenue northbound → Eastern Avenue westbound → Broadview Avenue northbound → Queen Street East eastbound

Outbound Haul Routes:

- Queen Street East eastbound → Carlaw Avenue southbound → Lake Shore Boulevard East westbound → Don Valley Parkway northbound
- Queen Street East westbound → Don Valley Parkway northbound

Figure 17 shows the Metrolinx-proposed haul routes to/from Leslieville Station construction sites.

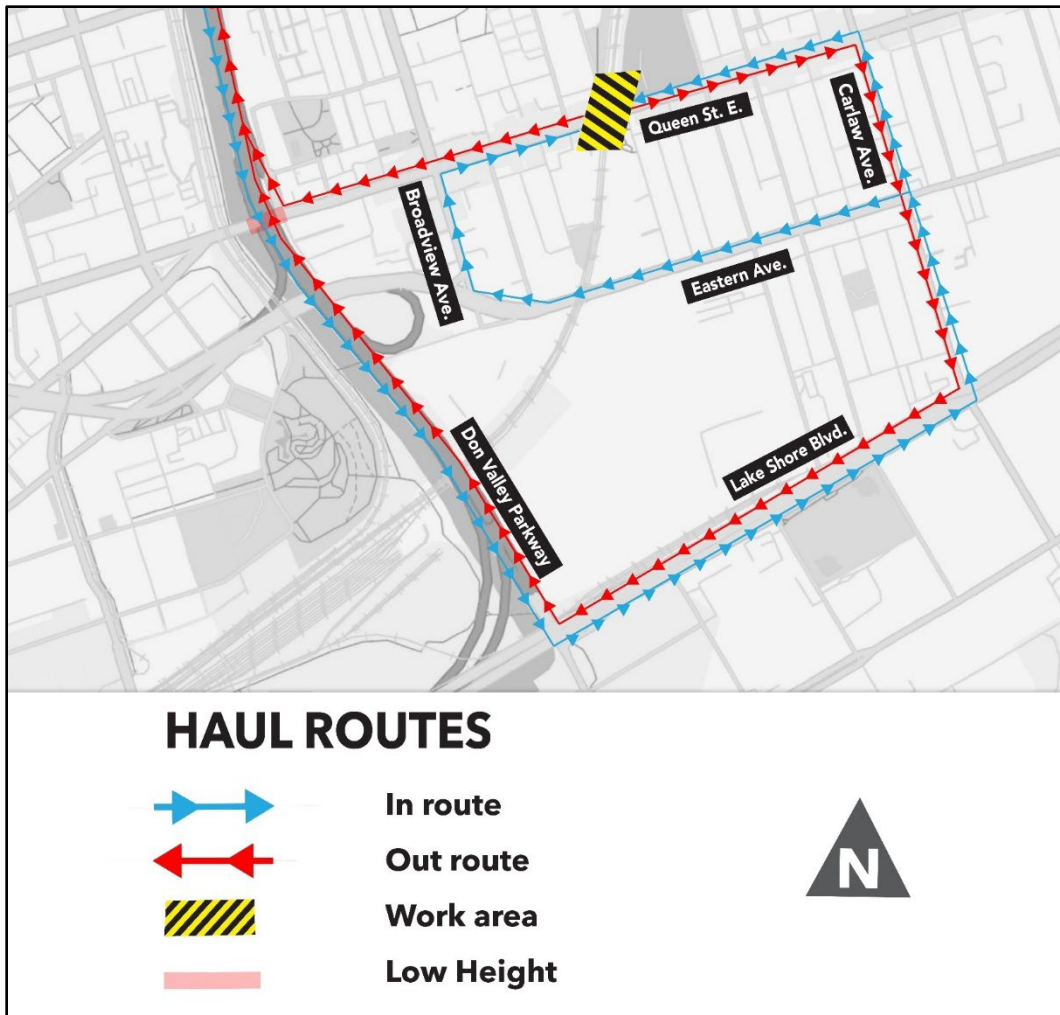


Figure 17 – Ontario Line Leslieville Station – Proposed Haul Routes

Source: Metrolinx

Table 2 shows the expected daily truck trips to/from the site during various construction stages of the Leslieville Station.

Table 2 – Leslieville Station Construction Truck Volume and Timing

Stage	Duration	Key Works	Estimated Average Daily Truck Volume
Stage 3, 5A	Jul 2026 to Apr 2027 Aug 2028 to Aug 2029	<ul style="list-style-type: none"> Guideway foundation & substructure construction Piling, pier cap, pier construction Station construction 	40
Stage 4A	Apr 2027 to Dec 2028	<ul style="list-style-type: none"> Station construction Guideway superstructure construction Heavy lifting activities associated with precast girders 	44
Stage 4B, 4C	Jul 2027 to Nov 2027	<ul style="list-style-type: none"> Girder delivery & installation Guideway superstructure construction 	51
Stage 4D	10 days	<ul style="list-style-type: none"> Erection of steel structure 	34
Stage 5B, 5C	50 days	<ul style="list-style-type: none"> Installation of station facade 	30

To maintain safe operations and protect vulnerable road users along the haul routes, Metrolinx and Project Co. will implement traffic management measures consistent with Metrolinx’s Ontario Line Truck Route Safety Plan, the City’s Vision Zero Road Safety Plan, and applicable City permit conditions.

These measures include traffic control persons at site access points, forward movements of trucks, restrictions on staging and idling on local residential streets, monitoring of construction vehicle operations, and other operational and safety measures, as required.

The objective of these measures is to facilitate the safe integration of construction vehicle activities within the existing transportation network while minimizing impacts to local residents, businesses, schools, transit users, and other road users.

Construction Mitigation Measures:

Transportation Services staff will work closely with Metrolinx and its contractors throughout construction of Gerrard Station and Leslieville Station to monitor transportation impacts and implement appropriate mitigation measures to support the safe and efficient movement of pedestrians, cyclists, transit users, motorists, and emergency services.

Mitigation measures will include implementation of approved traffic management plans, protected pedestrian walkways, temporary traffic control devices, signage, pavement markings, haul route controls, and deployment of Traffic Control Persons (TCPs), Traffic Agents, and Paid Duty Officers (PDOs), and other traffic management personnel, as required. Traffic signal timing adjustments and other operational measures may also be implemented to respond to changing traffic conditions and maintain network performance.

Pedestrian and cycling access will be maintained through temporary routing measures, protected walkways, and other project-specific accommodations. Transit impacts will be managed through temporary service modifications, replacement bus service, stop relocations, and ongoing coordination between Metrolinx and the Toronto Transit Commission (TTC), as required. All temporary facilities will be designed in accordance with applicable accessibility requirements and City standards.

Access to adjacent properties, businesses, loading areas, and emergency services will be maintained throughout construction. Construction vehicle operations will be managed in accordance with approved haul routes and permit conditions, including measures to minimize impacts on local streets and the surrounding communities.

Consistent with City Council direction and permit requirements, Metrolinx and its contractors will be required to provide advance public notification of major construction activities, maintain ongoing coordination with City divisions, agencies, and stakeholders, and continue community engagement throughout construction.

Transportation Services staff will continue to monitor construction activities and transportation operations throughout the project and may require modifications to traffic management measures, where necessary, to address operational, accessibility, or safety considerations.

Permit Requirements:

In accordance with City of Toronto Municipal Code Chapter 743, Streets and Sidewalks, Use of, Metrolinx's contractor will be required to obtain all necessary permits prior to undertaking any work within the public right-of-way.

As part of the permit application process, the contractor will be required to submit detailed traffic control plans, haul route plans, and supporting documentation in accordance with applicable City and Provincial standards, including the Ontario Traffic Manual (OTM) Book 7, Book 12, and Book 18. Submissions will be reviewed by Transportation Services staff to ensure that the safety, accessibility, and mobility needs of all road users are maintained.

Permits issued for the work will include both standard and project-specific conditions related to construction staging, traffic management, pedestrian and cyclist safety, and construction vehicle operations. In addition, permit conditions will reflect the direction provided by City Council through Item 2026.MM4.1.42 regarding traffic management, pedestrian and cycling safety, haul route operations, community notification, stakeholder coordination, and other construction-related mitigation measures associated with Leslieville and Gerrard Station construction activities.

The General Manager, Transportation Services, retains the authority to impose additional conditions or modify permits, as required to address safety, accessibility, or coordination issues that may arise during construction.

Transportation Services staff will monitor field implementation to ensure compliance with approved permits and traffic control plans throughout the construction period.

Communication and Community Engagement:

Metrolinx has established Community Liaison Committees (CLCs) for the Gerrard Station and Leslieville Station areas consisting of local residents, businesses, community organizations, elected officials, and City staff. The CLCs provide a forum for sharing project updates, discussing upcoming construction activities and traffic staging changes, and identifying and addressing community concerns.

Throughout construction, Metrolinx will provide advance notice of major construction activities, road closures, transit service modifications, and other significant project milestones through a variety of communication channels, including project websites, direct notifications, social media, and other outreach initiatives, as appropriate.

Metrolinx will maintain a dedicated 24-hour community contact line and email address to receive and respond to public inquiries and complaints. Issues raised through Toronto 311, the local Councillor's office, or other stakeholder channels will be directed to the appropriate Metrolinx project teams for investigation and resolution, in coordination with City staff, where required.

City staff will coordinate with the local Councillor's office and provide updates on construction activities, as required. Metrolinx and its contractors will continue to engage with local businesses and residents throughout construction to maintain access, minimize disruption, and address project-related concerns.

Temporary Delegation of Authority:

Construction of the Ontario Line Gerrard Station and Leslieville Station will require temporary lane closures, sidewalk closures, curb lane occupations, TTC stop relocations, overnight traffic restrictions, and periodic full weekend intersection closures throughout various stages of construction.

Given the complexity, duration and evolving nature of the station construction activities, Transportation Services staff may be required to implement, modify, or adjust temporary traffic management measures on short notice to address operational, safety, constructability, scheduling, and coordination requirements during construction. Requiring separate Council approval for individual temporary closures exceeding 30 days would create significant administrative and scheduling challenges and could introduce delays to the delivery of critical transit infrastructure works.

In addition, repeated reporting requirements for temporary traffic staging modifications would significantly impact staff resources that would otherwise be directed toward traffic management review, stakeholder coordination, work zone coordination, construction monitoring, and mitigation of impacts to local communities and the travelling public.

To support timely implementation and modification of temporary traffic management measures during construction of Gerrard Station and Leslieville Station, it is recommended that the General Manager, Transportation Services, be granted delegated authority until December 31, 2030, inclusive, to temporarily close to vehicular and pedestrian traffic any highway or portion of highway, except those highways identified in Section 937-4 of Toronto Municipal Code Chapter 937, as required for the purposes of Ontario Line Gerrard Station and Leslieville Station construction, for periods up to and including 365 consecutive days, but ending no later than December 31, 2030.

It is also recommended that, in carrying out this delegation, the General Manager, Transportation Services, be exempt from the requirements of Section 937-5 of Toronto Municipal Code Chapter 937 respecting notice to the local Ward Councillor and reporting requirements associated with temporary closures authorized under this delegation.

This approach is consistent with previous City Council approvals for major transit projects including the Ontario Line, Scarborough Subway Extension, and Eglinton Crosstown West Extension.

All closures implemented under this authority will remain subject to the City's permit review process, applicable standards, and coordination with Metrolinx, emergency services, TTC, affected Ward Councillors, and other stakeholders to ensure that impacts to the transportation network, adjacent properties, and the surrounding communities are appropriately managed.

Liberty New Street Update:

Toronto and East York Community Council, at its meeting on April 15, 2026, adopted Item TE31.73 requesting an update on the status of Liberty New Street design and construction, including ongoing discussions with Metrolinx regarding project delivery and implementation.

Transportation Services and Transit Expansion staff continue to work with Metrolinx regarding the design and delivery of Liberty New Street, consistent with City Council's direction to advance the project in alignment with the opening of the Ontario Line Exhibition Station.

Recognizing the potential efficiencies associated with coordinating roadworks with the ongoing Ontario Line Exhibition Station construction, the City requested that Metrolinx provide a scope and cost estimate to undertake the detailed design of Liberty New Street. Metrolinx has since submitted a design proposal and associated cost estimate, which is currently under review by City staff.

Transportation Services is undertaking due diligence to review the scope, costs, assumptions, and delivery approach to ensure the prudent and effective use of public funds. Upon completion of this review and any necessary discussions with Metrolinx, City staff will determine the preferred approach for advancing the detailed design of the roadway.

Should the City proceed with Metrolinx undertaking the detailed design, Transportation Services and Transit Expansion staff will continue discussions with Metrolinx regarding potential delivery strategies, project timing, and opportunities to coordinate implementation with the broader Ontario Line program.

Transportation Services and Transit Expansion staff will continue to provide updates as additional information becomes available.

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SIGNATURE

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