



**For Action
with Confidential Attachment**

Line 2 East Extension Property Acquisition

Date: January 24, 2019
To: TTC Board
From: Chief Capital Officer

Reason for Confidential Information

This report is about a proposed or pending land acquisition or disposition of land for municipal or local board purposes.

Summary

This report recommends that TTC staff be authorized to request City of Toronto Real Estate Services to acquire the required property interests for the Line 2 East Extension (formerly the Scarborough Subway Extension) prior to the scheduled date for project construction.

The Line 2 East Extension project is a 6.2 kilometre extension of Line 2 from Kennedy Station to Scarborough Centre, via Eglinton Avenue, Danforth Road and McCowan Road. The construction of the Line 2 East Extension emergency exits, a traction power substation and the Scarborough Centre Station require various property rights to be acquired (as summarized in the Confidential Attachment).

Construction of the project is planned to commence in 2020.

Recommendations

It is recommended that the Board:

1. Approve the recommendations set out in the Confidential Attachment; and
2. Maintain the confidentiality of the information set out in the Confidential Attachment until there has been a final determination of all property transactions and claims for compensation related to the Line 2 East Extension Project.

Financial Summary

An estimate of the cost to acquire the property necessary to construct the Line 2 East Extension tunnel and emergency exits is provided in the Confidential Attachment.

The TTC's 2018-2027 Capital Budget and Plan includes an estimated cost of \$3.560 billion with spending authorization of \$533.4 million for the Line 2 East Extension including the SRT Life Extension and Demolition, as approved by Council on February 12, 2018.

Of the \$533.4 million in current spending authority, \$148.2 million has been spent to date in period 9 with remaining available funds of \$385.2 million. Available funding can accommodate the recommended property acquisitions detailed in the confidential attachment.

The Chief Financial Officer has reviewed this report and agrees with the financial impact information.

Equity/Accessibility Matters

The Line 2 East Extension is being designed to be accessible in accordance with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and the Ontario Building Code.

Decision History

At its meeting of June 12, 2018, the TTC Board approved the acquisition of 97 properties required for the tunnel and emergency exits:
[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2018/July 27/Minutes/Minutes June 12 2018.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2018/July%2027/Minutes/Minutes%20June%2012%202018.pdf)

At its meeting of October 16, 2017, the TTC Board approved the acquisition of one property for a traction power substation:
[http://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2017/October 16/Reports/14 Scarborough Subway Extension Property Acquisition.pdf](http://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2017/October%2016/Reports/14%20Scarborough%20Subway%20Extension%20Property%20Acquisition.pdf)

The report on the Line 2 East Extension entitled, Next Steps in the Scarborough Subway Extension, was adopted by the TTC Board at its meeting on March 22, 2017 and by City Council at its meeting on March 28 – 30, 2017. This report sought approval for the extension of Line 2 (Bloor-Danforth Subway) from Kennedy Station to Scarborough Centre via the McCowan alignment and to conduct the necessary Transit Project Assessment Process. Property requirements were summarized and a map and list of impacted properties were included in the Background Materials:
[https://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2017/March 22/Reports/4 Next Steps on the Scarborough Subway Extension.pdf](https://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2017/March%2022/Reports/4%20Next%20Steps%20on%20the%20Scarborough%20Subway%20Extension.pdf).

Issue Background

The extension of Line 2 from Kennedy Station to Scarborough Centre Station will include a single large diameter tunnel, eight emergency exits and two stand-alone

traction power substations. The tunnel is mostly located under Eglinton Avenue East, Danforth Road, McCowan Road and Borough Drive within existing or planned City of Toronto roads. The subject properties have been identified for the tunnel, Emergency Exits 3, 4, 5, 6, 7 and 8, Traction Power Substation 2 and Scarborough Centre Station.

Emergency exits are required along the alignment for the evacuation of subway passengers and first responders' access. Traction power substations are needed for powering the subway. Scarborough Centre Station will include a 28-bay bus terminal for TTC, GO Transit, Durham Region Transit and inter-city bus operators.

The property requirements are described and illustrated in the Confidential Attachment and include the following:

- **Fee simple** acquisitions are required for the emergency exits and include a three metre setback from the structures for maintenance purposes;
- **Subsurface fee simple** interests are required for the permanent tunnel structure and include a three metre setback for maintenance purposes;
- **Permanent easements** are required directly above the tunnel for the support and safe operation of the subway; and
- **Temporary easements** are required for construction purposes and will provide the TTC with the right to enter, conduct temporary utility and road relocations, install tie-backs, excavate and construct various elements of the project.

The location of the permanent tunnel, traction power substations, emergency exit structures and Scarborough Centre Station was determined through the Transit Project Assessment process for the Line 2 East Extension, which included public consultations and one-on-one meetings with affected property owners. The permanent three metre setback requirements have been refined and the temporary property requirements have been developed following the Transit Project Assessment process. Further refinement of the temporary property requirements is ongoing as design progresses.

Comments

Construction of the project is planned to commence in 2020.

In order to implement the project, the property interests outlined in the Confidential Attachment will be required prior to the commencement of construction.

Of the 38 properties outlined in the Confidential Attachment, one is owned by the federal government and another is owned by the provincial government.

Contact

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Signature

Susan Reed Tanaka
Chief Capital Officer

Attachments

Confidential Attachment 1

SP# 03082-120-24