

GO
Expansion

St. Clair-Old Weston Station Construction Liaison Committee (CLC)

May 13, 2026

Cet présentation est disponible en français sur demande.
Si vous êtes intéressé, veuillez envoyer un courriel à
TorontoWest@metrolinx.com



Rendering of the future St.Clair-Old Weston station.
Subject to change.

LAND ACKNOWLEDGEMENT

Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Wendat peoples, for whom these lands continue to have great importance.

Treaties between First Nations and governments cover these lands, and the promises contained in these Treaties remain relevant to this day.

Metrolinx and its employees are committed to understanding the history of these lands and the continued impacts of colonization and take responsibility for actions to advance reconciliation.

Metrolinx will continue to seek the knowledge, expertise and experience of Indigenous partners and commits to doing business in a manner that is built on a foundation of trust, respect, and collaboration.

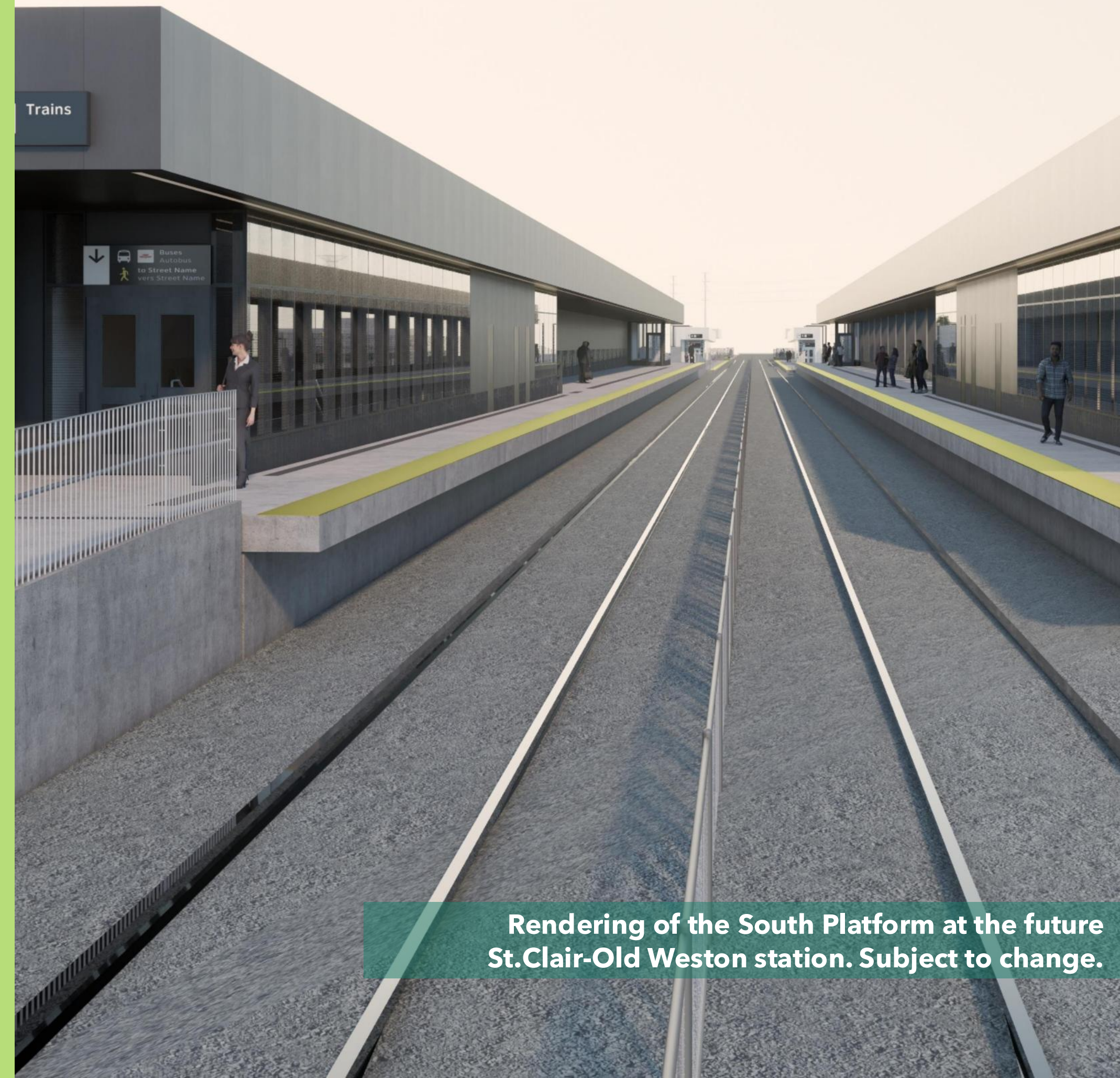


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Safety Moment

Agenda

1. Welcome
2. Project Overview
3. Construction Updates
4. Environmental Monitoring
5. Discussion
6. Contact us



Rendering of the South Platform at the future St.Clair-Old Weston station. Subject to change.

St. Clair-Old Weston Station: Project Overview

A new station for the UP Express!

St. Clair-Old Weston (SCOW) will add a new stop along the UP Express line. Operating UP Express (UPX) service at SCOW provides significant benefits to communities, including:

- Faster 15-minute service direct to Union Station.
- UP Express will stop at every UP station, making it easier for customers traveling within Toronto to get where they need to go.
- Minimizes potential travel time impacts for customers on longer distance regional GO trains.
- Bolsters the service of the UP Express, which is an increasingly popular service for both airport bound customers and commuters.



Photo of UP Express train at Weston Station.

Station Summary

- The new St. Clair-Old Weston Station will be located on Union Street, north of St. Clair Ave W on the Kitchener line.
- It will feature two new station buildings, bike parking, bus loop for transit connections, two pedestrian tunnels connecting the east and west platforms, and access to Gunns Rd and St. Clair Ave W.
- The station will be near the Stockyards District, between Bloor and Mount Dennis GO/UP stations, and will connect to TTC streetcar service on St. Clair Ave.



Artist rendering showing the main station platform.
Final design is subject to change.

Station Features

This new station will bring increased connectivity and accessibility to public transit options in the local area.

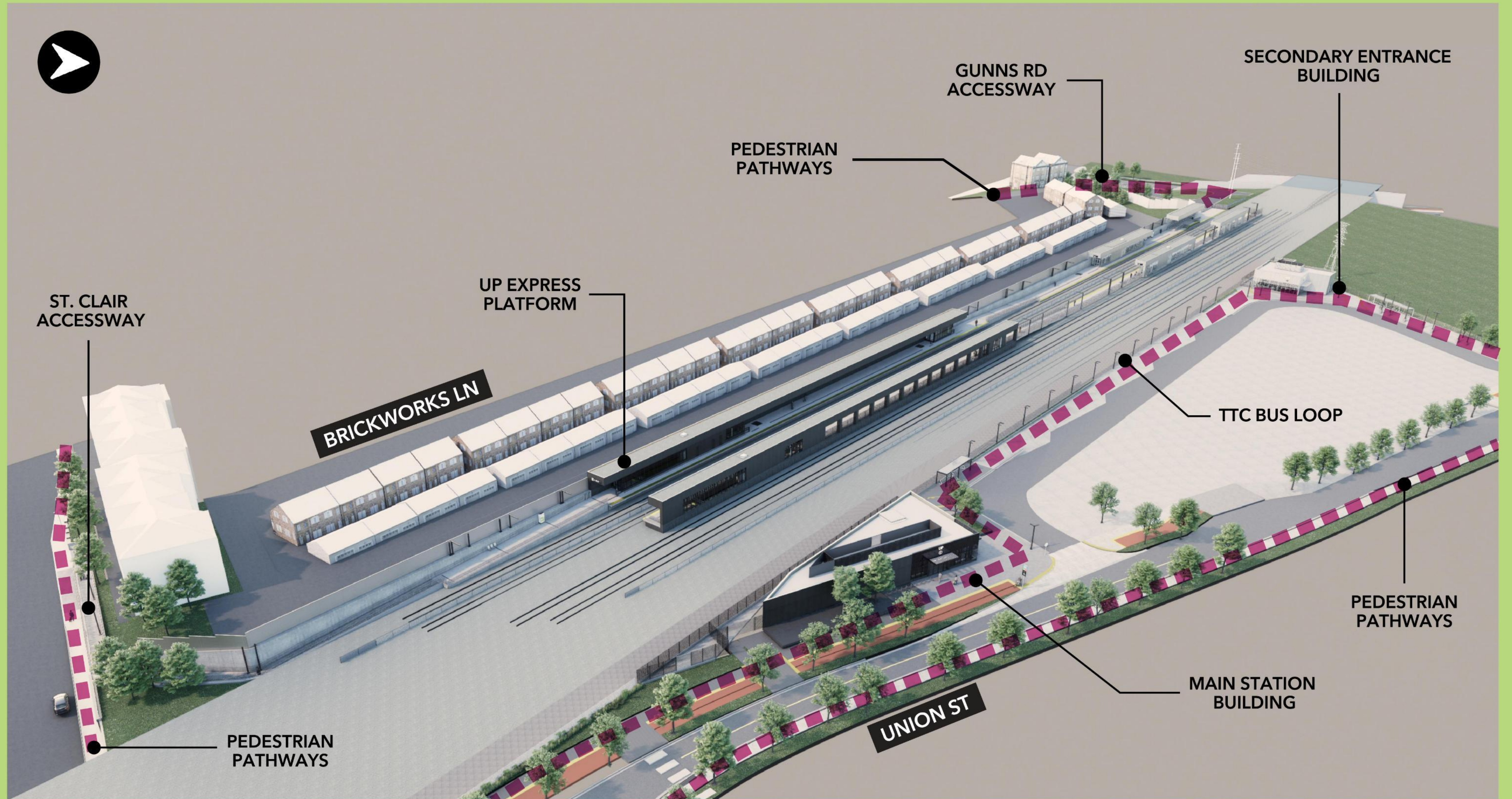
Specific benefits for the surrounding community will include:

- Connections to the TTC streetcar service on St. Clair Ave.
- Adds an additional stop along the UP Express, connecting customers in the area to Pearson International Airport in under 25 minutes.
- Single train connection to Union Station, providing customers with a direct trip to Union Station within 15 minutes with no need to change trains or connect to other transit services.



Artist rendering of the secondary access building.
Final design is subject to change.

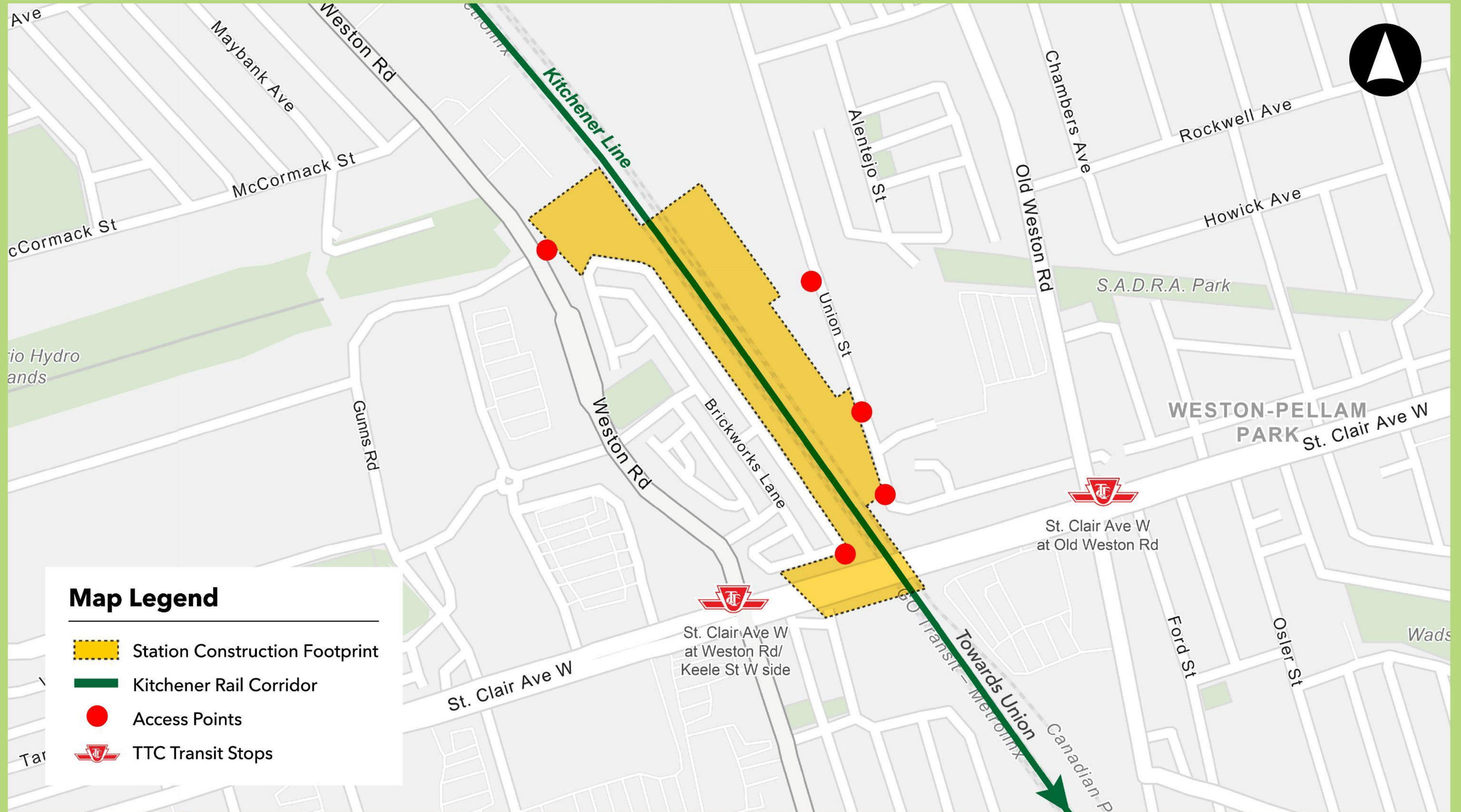
New Station Layout and Features



Digital rendering of St. Clair-Old Weston Station. Final design is subject to change.

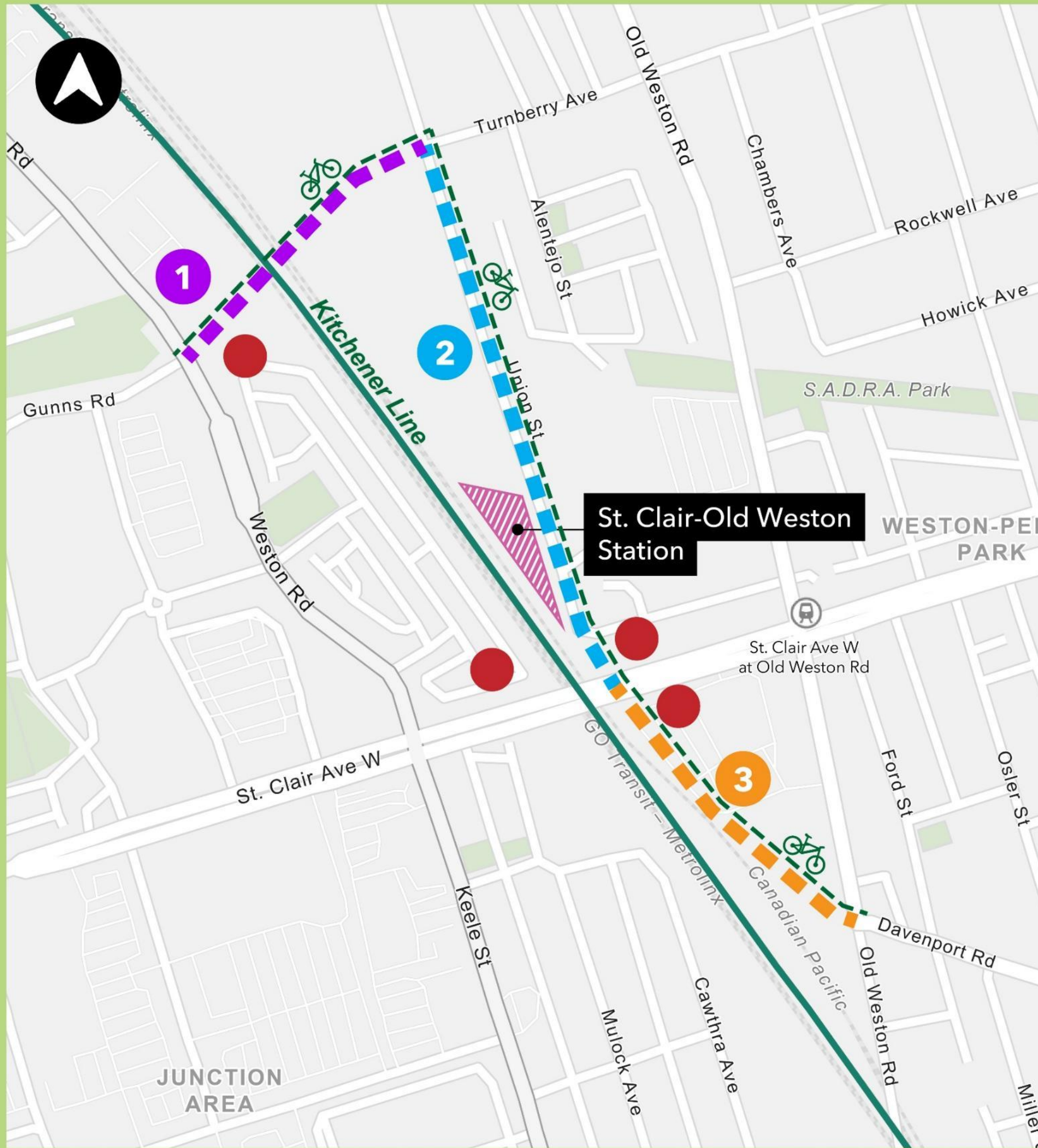
Future Location

Draft. Concept design. Work in progress. Not to scale. Subject to change.



St. Clair Avenue West Transportation Master Plan (TMP)

Not to scale.



In coordination with station construction, Metrolinx is delivering several elements of the City of Toronto's 2019 St. Clair Ave W Area Transportation Master Plan.

- 1 Extending Gunns Rd easterly from Weston Rd to Union St.
- 2 Improvements to Union St up to Turnberry Ave/Gunns Rd.
- 3 Extending Davenport Rd northwest over St. Clair Ave W to connect to Union St.

Map Legend

-  Station Building
-  Kitchener Rail Corridor
-  Area of Improvements
-  New Cycling Connection
-  Pedestrian Access Ramps

View along the Gunns extension facing east towards the Gunns bridge

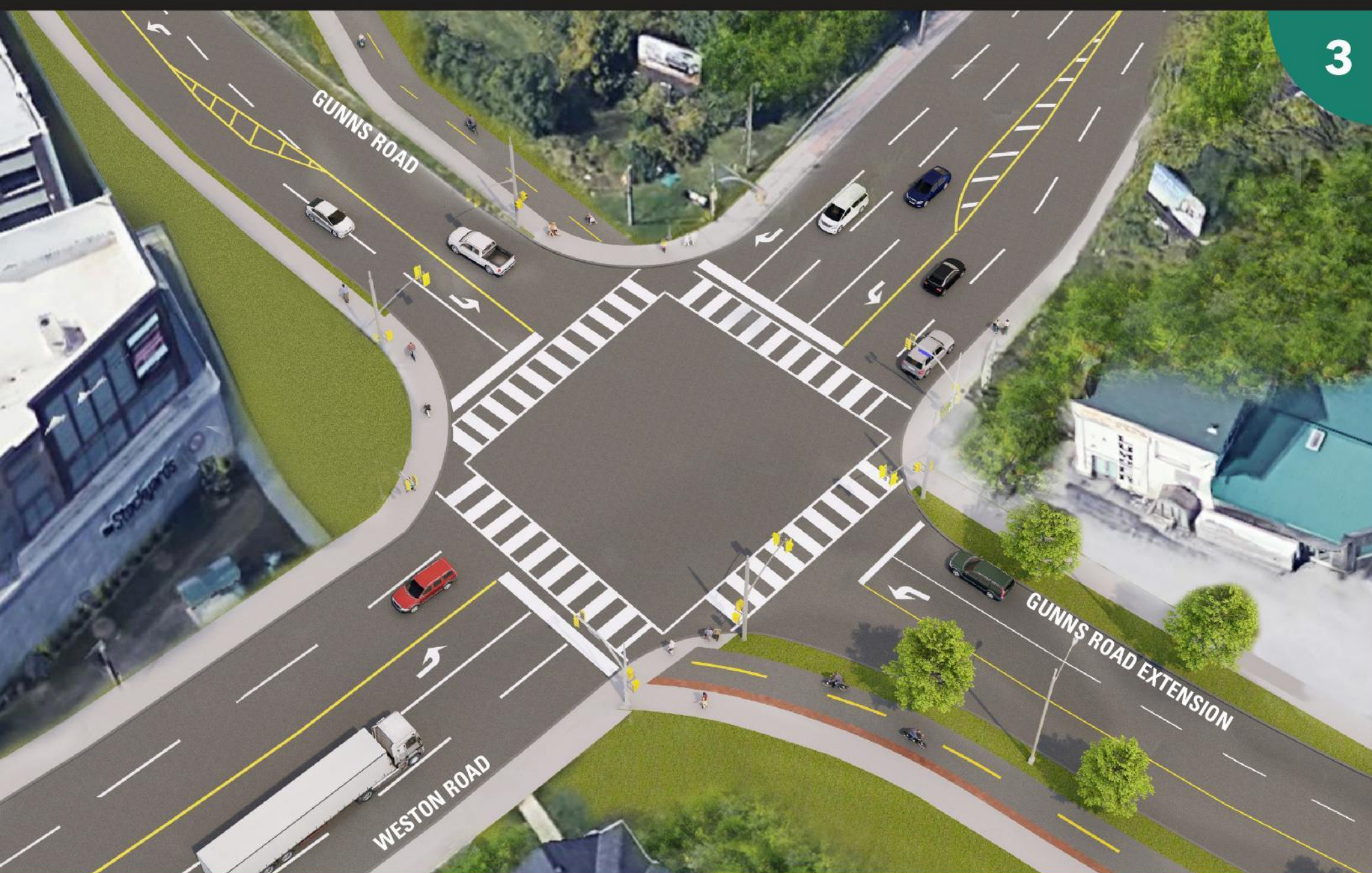


1

Aerial view of the Gunns, Turnberry and Union intersection

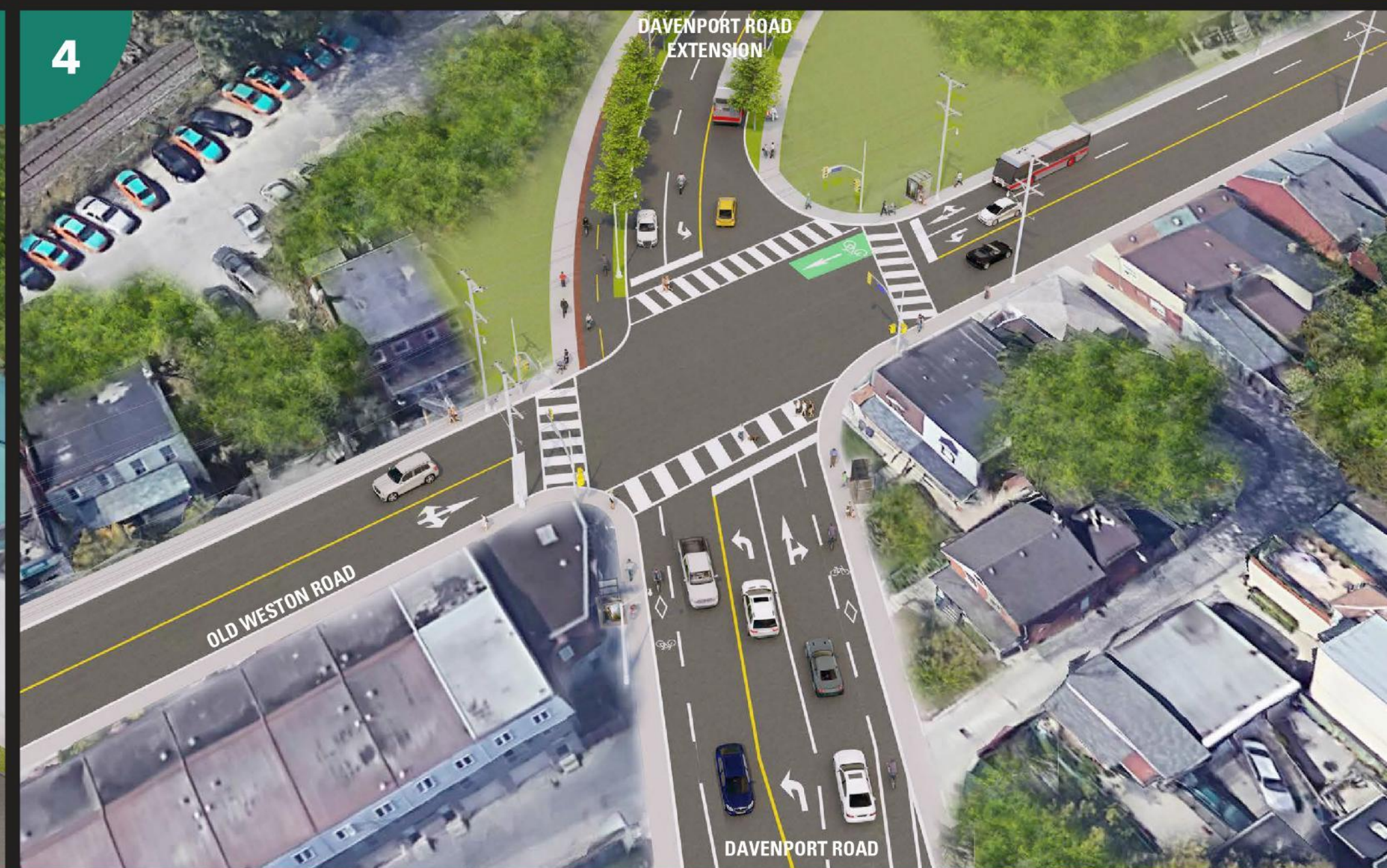


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3

Aerial view of the Gunns, Turnberry and Union intersection



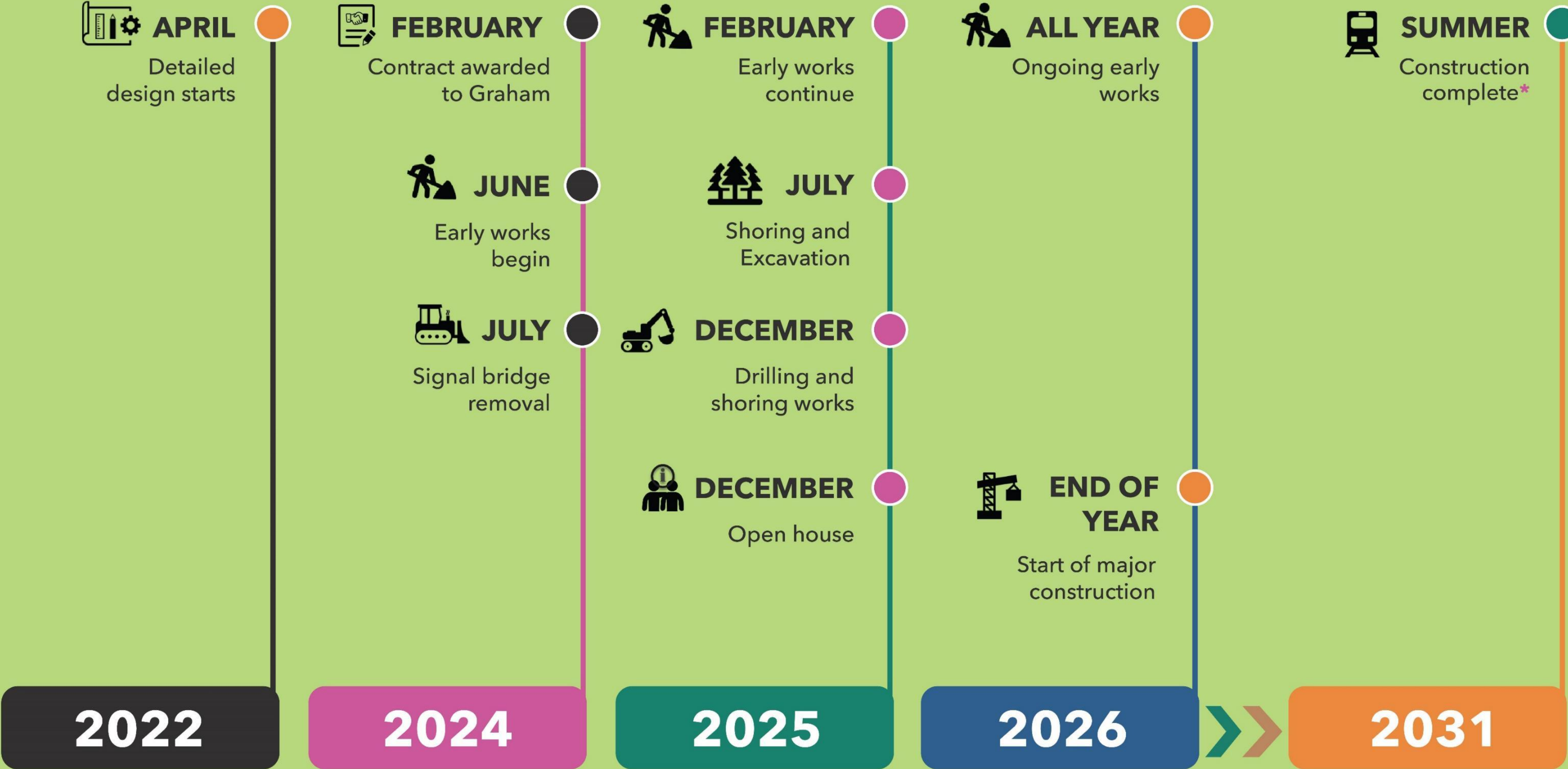
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Aerial view of the Gunns and Weston intersection

Facing northwest from east of Davenport towards the Davenport extension

Project Milestones

 * DATES ARE ESTIMATES AND SUBJECT TO CHANGE

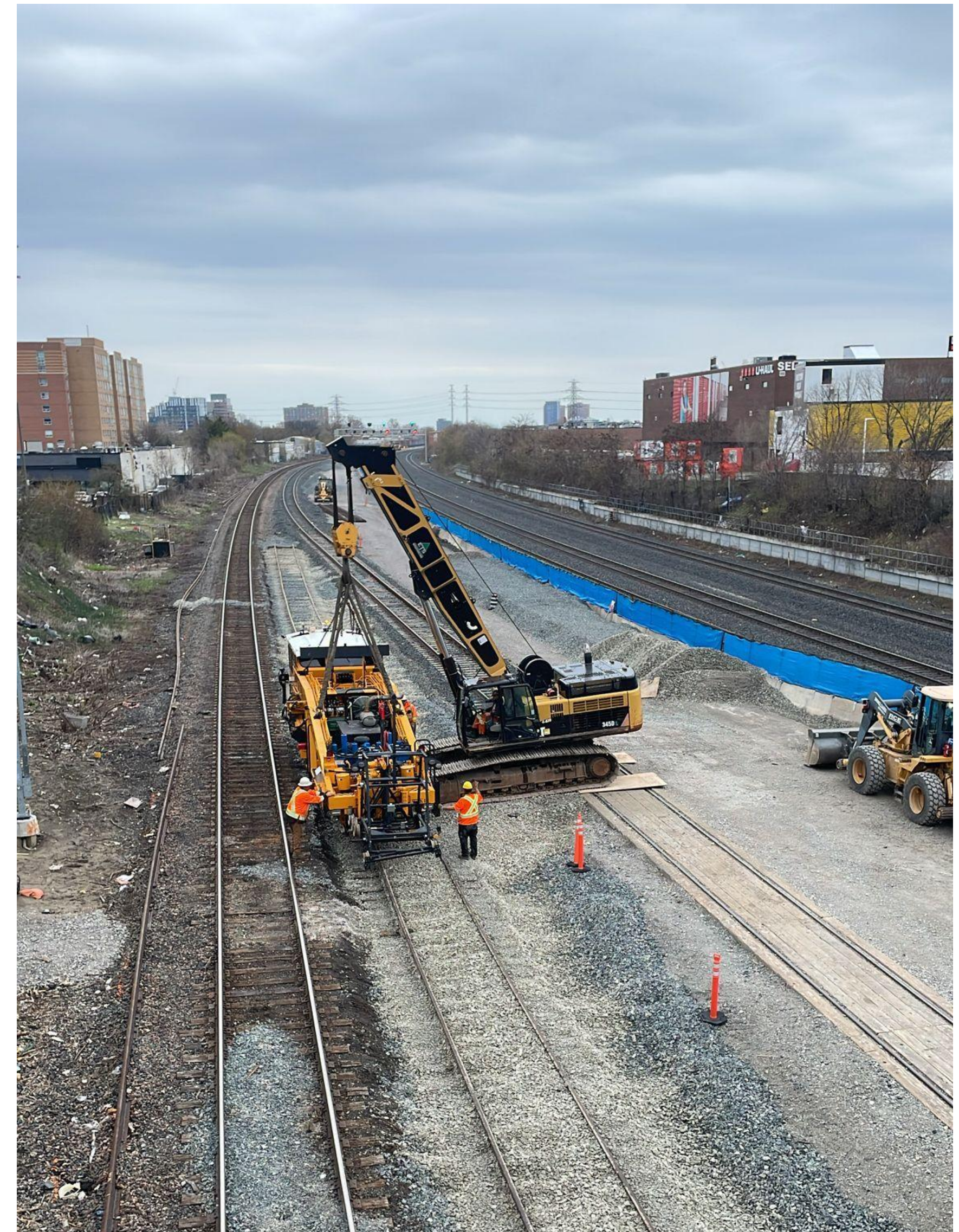


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Construction Updates

Completed Works - Track Diversion

- Crews completed construction of a new diversion track that will direct CPKC Rail trains through the Metrolinx rail corridor.
- Activities included rail and ballast installation, establishment of a Continuous Work Zone (CWZ), and support of excavation (SOE) construction.
- Work was carried out over several months and included weekend track closures, overnight work, and daytime activities conducted behind a Continuous Work Zone.
- Crews will proceed to the next phase of station construction and related track work within the CPKC rail corridor.



Track Diversion Stats

 Over **1,870** metres of rail were delivered and installed on-site

 Approximately **7,500** tonnes of rail ballast used on the track bed

 About **1,870** track ties were installed to support the tracks



Completed and Ongoing Works

January -
March 2026

Track construction works including installation of Support of Excavation (SOE) drilling at north and south tunnels.

January -
April 2026

Expansion of Continuous Work Zone (CWZ) for second stage of works.

March 27-
29, 2026

Major Track Closure, various activities including CPKC to T1 diversion and relocation of works carried out during this window

March - May
2026

Continuation of track construction and CWZ for Stage 2 works.

May 1-3,
2026

Divert CPKC rail from mainline to T1 diversion track.

May - July
2026

Preparation works for Stage 2 construction, including track removal works within CPKC Rail corridor.



Site of the future station featuring the expanded Continuous Work Zone.

Construction Lookahead

Timeline* *dates are tentative	Activity	Description	Hours
Mid-May to mid-June 2026	Track and ballast removal	Track and ballast removal within CPKC rail corridor	Daytime hours
May-June 2026	Environmental drilling, temporary access and laydown work at 153 Weston Road	Environmental borehole drilling program, preparing temporary access and laydown yard	Daytime hours
Mid-May 2026 to June 2026	Demolition works (in-corridor)	In-corridor demolition of retaining wall and signal bridge footing	Daytime hours
July 2026	Excavation and tie-back work (in-corridor)	Excavation and tie-back works at future north and south tunnels	Daytime hours
July 24-27, 2026	Major Track Closure (MTC)	In-corridor track work (to be determined)	Continuous day and night work from Friday evening to Monday morning

**Schedule is tentative and subject to change depending on permitting, approvals and unforeseen circumstances.*

Environmental Monitoring

Important Context for Interpreting Noise Monitoring Data

What is Leq 15 min?

- A 15-minute average of all sound during that period
- Loud and quiet moments are blended together
- One loud event (train horn, truck, machinery) can raise the entire average

What an "exceedance" means

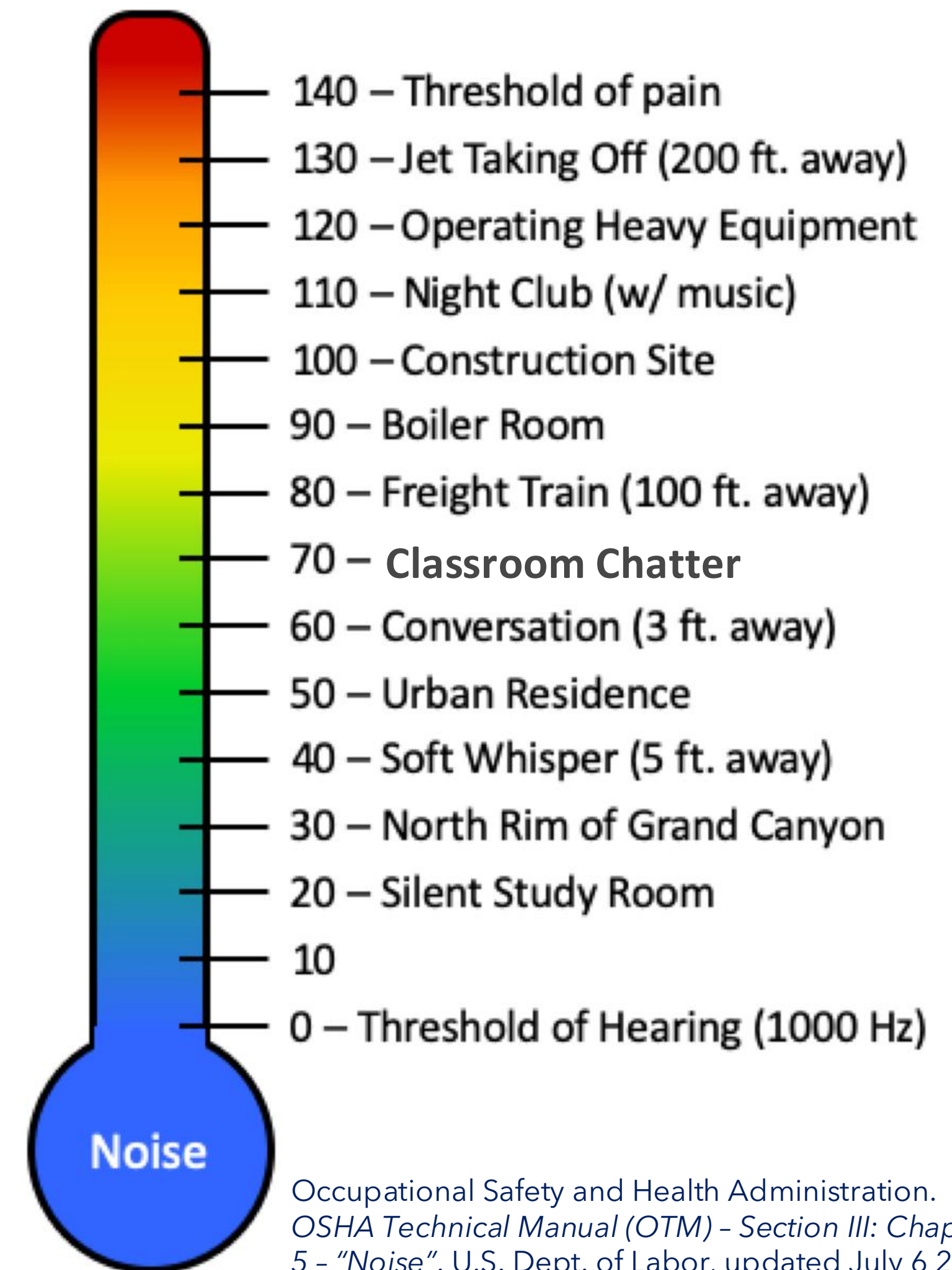
- The measured level was above the applicable guideline
- It does **not** always mean construction caused it
- It includes **all** sound at the monitor (traffic, trains, voices, weather)

What the monitor captures

- A fixed outdoor microphone recording all ambient noise
- Cannot distinguish project vs. non-project sources
- Weather, rail traffic, and nearby activity can influence readings

How exceedances are used

- Teams review each exceedance to identify causes
- Helps improve mitigation, scheduling, and community notifications
- Supports transparency and continuous noise



Occupational Safety and Health Administration. *OSHA Technical Manual (OTM) - Section III: Chapter 5 - "Noise"*. U.S. Dept. of Labor, updated July 6 2022, "Figure 3. Decibel Scale",

www.osha.gov/otm/section-3-health-hazards/chapter-5#decibels. Accessed November 25, 2025.

Noise Monitoring Summary for January to March 2026

Definition: Leq 15 min

Leq 15 min stands for “15-minute equivalent continuous sound level.” It is a standardized noise measurement that represents the average sound energy over a continuous 15-minute period, accounting for both loud and quiet moments. Even if noise fluctuates—traffic, trains, construction, voices—Leq smooths those variations into one representative value that reflects overall sound exposure for that timeframe.

Month	Number of days with			# of days with active construction	# of complaints	Average Leq 15 mins (dBA) during Exceedances	Main Scheduled Activity	Corrective Action
	Daytime exceedances: (7:01 - 19:00)	Evening exceedances: (19:01 - 23:00)	Overnight exceedances: (23:01 - 07:00)					
Jan 2026	0	0	0	18	0	N/A	Winter site maintenance, minor fence installation/repairs, site inspections and housekeeping, environmental monitoring, and DSHM surveys; no major construction activities conducted during the reporting period.	N/A
Feb 2026	0	0	0	19	0	N/A		
Mar 2026	0	0	0	26	0	N/A	Caisson drilling and chipping Concrete removal and demolition works Drill pad removal and grading Rail, tie, and ballast installation Tree removals Equipment maintenance and snow relocation	N/A

***Number of days for daytime, evening, and overnight are not mutually exclusive**

(e.g. if Oct 5 has exceedances at 14:00, 20:30, and 1:15, then Oct 5 is counted in all three categories)

**** Wind and rain occurrences have been omitted**

***** Days where no work was scheduled have been omitted**

Important Context for Interpreting Vibration Monitoring Data

What is being measure:

- Vibration levels are measured as Peak Particle Velocity (PPV), expressed in millimetres per second (mm/s).
- This measures how fast the ground moves during construction activity.

What an “exceedance” means

- The measured level was above the applicable guideline
- It does **not** always mean construction caused it
- It includes **all** vibration at the monitor (traffic, trains, etc.)

What the number means

- A recorded vibration event does not mean damage has occurred.
- Most vibration events are short-term and remain well below levels associated with cosmetic or structural damage.
- Vibration levels can fluctuate depending on construction activity, distance from the work, soil conditions, and building type.
- Brief spikes can occur even during routine work.

How exceedances are used

- Monitoring results are reviewed against established industry and regulatory guidelines that are designed to protect nearby buildings.
- Teams review each exceedance to identify causes
- Helps improve mitigation, scheduling, and community notifications
- Supports transparency and continuous vibration management

Vibration Monitoring Summary for January to March 2026

Definition: Peak Particle Velocity (PPV)

Construction vibration is measured using Peak Particle Velocity, expressed in millimetres per second (mm/s). PPV represents the maximum speed at which ground particles move because of construction activity and is the industry-standard metric used to assess the potential for vibratory impacts

Month	Number of days with			# of days with active construction	# of complaints	Average PPV (mm/s) of Exceedances	Main Scheduled Activity	Corrective Action
	Daytime exceedances: (7:01 – 19:00)	Evening exceedances: (19:01 – 23:00)	Overnight exceedances: (23:01 – 07:00)					
Jan 2026	0	0	0	18	0	N/A	Winter site maintenance, minor fence installation/repairs, site inspections and housekeeping, environmental monitoring, and DSHM surveys; no major construction activities conducted during the reporting period.	N/A
Feb 2026	0	0	0	19	0	N/A	Winter maintenance and demolition-related support activities	N/A
Mar 2026	0	0	0	26	1	N/A	Caisson drilling, concrete chipping, rail & ballast works	Graham investigated the complaint. Noise and vibration monitoring did not identify any exceedances.

***Number of days for daytime, evening, and overnight are not mutually exclusive**

(e.g. if Aug 5 has exceedances at 14:00, 20:30, and 1:15, then August 5 is counted in all three categories)

**** Days where no work was scheduled have been omitted**

Source-Based Mitigations for Noise and Vibration

Equipment Sound Control: Noise and vibration levels are benchmarked for typical construction equipment (excavators, dozers, cranes, concrete saws, etc). Equipment is operated with mufflers, silencers, or acoustic modifications where feasible to ensure levels remain as low as reasonably achievable.

Equipment Maintenance and Age: Preventative maintenance, use of newer units where possible, and replacement of outdated or faulty machinery are core mitigation practices.

Activity Scheduling: Work that risks nighttime exceedances must be carefully justified and managed with additional controls.

Operational Practices: Use of quieter construction techniques (e.g hydraulic rather than pneumatic tools, low vibration piling methods), proper equipment staging to reduce cumulative effects, and avoidance of idling to limit unnecessary noise

Monitoring and Alerts: 24/7 monitoring is in place at sensitive locations and is reviewed by noise consultants. If levels exceed defined thresholds, automatic alerts are triggered for investigation and corrective action (e.g adjusting work methods, equipment deployment, or sequencing). Metrolinx has staff every night to ensure compliance. In addition, Metrolinx will be sending a member of the project team on top of regular field staff to monitor first-hand experience with noise.

Compliance with Criteria: Thresholds are based on baseline measurements of existing ambient noise. Alarm levels are set relative to baseline plus allowable margins. Exceedances trigger review and if needed, immediate source-based mitigation.

Important Context for Interpreting Air Quality Monitoring Data

What is being measured:

- Air quality monitoring measures airborne dust, known as particulate matter (PM). Results are reported in micrograms per cubic metre ($\mu\text{g}/\text{m}^3$), which indicates the amount of dust particles present in a given volume of air during a monitoring period.

What an "exceedance" means

- An exceedance occurs when a monitored value is above a guideline or project-specific trigger level for a defined period of time.
- An exceedance does not automatically mean there is a health risk or that harm has occurred. Short-term exceedances can occur during active construction or changing weather conditions.

What the number means

- The air quality number represents the concentration of dust in the air at the time of monitoring.
- Readings can vary throughout the day due to construction activity, weather, wind, traffic, and other nearby sources

How exceedances are used

- Monitoring results are reviewed against established industry and regulatory guidelines
- Teams review each exceedance to identify causes
- Helps improve mitigation, scheduling, and community notifications
- Supports transparency and continuous air quality management

Air Quality Monitoring Summary for January to March 2026

Definition: PM₁₀ (µg/m³)

PM₁₀ refers to particulate matter with a diameter of 10 micrometres or smaller. It is a standardized air-quality measurement used to represent the concentration of construction-related dust particles suspended in the air. Results are expressed in micrograms per cubic metre (µg/m³), which indicates the amount of particulate matter present within a defined volume of air.

Number of days with

Month	Days with short-term elevated dust concentrations	Days with 24-elevated dust concentrations	# of days with active construction	# of complaints	24- hour Values recorded by stations (PM ₁₀ (µg/m ³)):	Main Scheduled Activity	Corrective Action
Jan 2026	1	0	18	0	N/A	No significant dust-intensive activities were undertaken during the month	No corrective actions required. Not related to construction activity.
Feb 2026	5	2	19	0	N/A	Demolition and removal of the concrete structure at 153 Weston Road, including: Steel beam cutting and removal Concrete chipping and crushing Waste handling/sorting Dump-truck loading	No corrective actions required. Related to high background concentrations of particulate in the airshed.
Mar 2026	3	4	26	0	N/A	Caisson drilling and chipping Drill pad removal Concrete demolition and milling Hydro-vacuuming Rail ballast placement and grading Haul road use and truck loading/unloading	No corrective actions required. Elevated PM10 and RCS events were not directly attributable to construction activities. Visual inspections confirmed no dust migration beyond the immediate work area Background regional air quality conditions (confirmed via MECP stations) were the dominant contributors Standard controls (housekeeping, sweeping, tarping, monitoring) remained in place

***Number of days for daytime, evening, and overnight are not mutually exclusive**
(e.g. if Oct 5 has exceedances at 14:00, 20:30, and 1:15, then Oct 5 is counted in all three categories)

**** Days where no work was scheduled have been omitted**

Source-Based Air Quality Management and Dust

Equipment Emissions Control: All diesel engines and exhaust systems are kept in good working order to meet regulatory standards. Equipment is enrolled in a preventative maintenance program, including periodic emissions testing. If visible smoke is observed from equipment, immediate corrective maintenance will be triggered to resolve the issue.

Idling Restrictions: Idling is limited in line with the City of Toronto's by-law, and "No Idling" signage is posted around the site. Site supervisors will be responsible for monitoring and enforcing compliance with these restrictions.

Dust Suppression Practices: Roads and paved areas adjacent to the work site are cleaned regularly to prevent soil or debris from being tracked onto public streets. Wet sweeping and washing will be used where necessary to control dust. Water or other dust suppressants will be applied during earthworks, stockpiling, cutting, and grinding activities. Concrete cutting and breaking will use wet saws or wetting methods to control silica emissions. Stockpiles will be covered or stabilized with tarps, suppressant, or vegetation, particularly during high winds. Construction schedules may be adjusted when wind speeds exceed 36 km/h for two consecutive hours. Haul route traffic will be restricted to a maximum of 10 km/h to further minimize dust emissions.

Odour Management: The use of low-sulphur diesel will reduce diesel odours, and strict enforcement of idling restrictions will further minimize exhaust-related odour impacts.

Monitoring & Alerts: Continuous monitoring of particulate matter (PM10, PM2.5, and silica) is conducted at the site. If monitoring shows that thresholds are being approached, real-time alerts will be triggered. Corrective actions are taken immediately to bring emissions back within acceptable levels.

Questions and Committee Discussion

Action Log: May 13, 2026

#	Question Asked/Action Item	Response/Resolution	Date/Status
1	Chimney Swifts	MX to follow up and provide response.	Pending
2			
3			
4			

Updates will be communicated to the community via:

- Mail drops of notices to residents
- Monthly Toronto West E-Newsletter
- Project website
(metrolinx.com/stclairoidweston)
- Monthly Construction Liaison Committee (CLC) Meeting
- Virtual and in-person public meetings
- [Interactive Map](#)
- Toronto West phone number:
 - 416-202-6911
- Toronto West email:
 - **TorontoWest@metrolinx.com**
- X: @GOExpansion
- Metrolinx Engage

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Contact Metrolinx and Stay Connected

Metrolinx will keep the community informed by providing St. Clair-Old Weston Station updates and addressing questions and concerns effectively, and quickly.

Connect With Us:

Toronto West Community Engagement Team

TorontoWest@metrolinx.com

416-202-6911

E-newsletter: [Metrolinx.com/subscribe](https://metrolinx.com/subscribe)

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