

Table of Contents

TABLE OF CONTENTS

1	INTRODUCTION.....	1-1	2.2.3	Design Development for Conversion of Existing Line and Stations	2-8
1.1	Study Area.....	1-2	2.2.4	SRT Extension - Network Alternatives Considered.....	2-8
1.2	The Transit Project Assessment Process (2008)	1-3	2.2.4.1	Background.....	2-8
1.2.1	The Transit Project Assessment Process.....	1-4	2.2.4.2	Alternative Designs Considered	2-8
1.2.2	Environmental Project Report	1-4	2.2.4.3	Evaluation Criteria	2-11
1.2.3	Transit Project Assessment Approvals.....	1-5	2.2.4.4	Analysis of Alternative Designs	2-11
1.2.4	SRT Preliminary Planning Phase	1-5	2.2.4.5	Consultation	2-12
1.3	Study Team Organization	1-5	2.2.4.6	SRT / LRT Hybrid Option.....	2-12
1.4	Relevant Policies to the SRT	1-5	2.2.5	SRT Extension – Alternative Alignments	2-12
1.4.1	City of Toronto Planning Policies	1-5	2.2.6	South Alignments.....	2-13
1.4.1.1	Toronto Official Plan.....	1-5	2.2.6.1	Alternatives Considered	2-13
1.4.2	TTC Policies	1-6	2.2.6.2	Evaluation Criteria.....	2-14
1.4.2.1	Ridership Growth Strategy	1-6	2.2.6.3	Analysis of Alternative Designs	2-14
1.4.2.2	Toronto Transit City Light Rail Transit Plan	1-7	2.2.6.4	Consultation	2-17
1.4.3	Provincial Planning Policies	1-8	2.2.7	North Segment of Extension Alignment.....	2-17
1.4.3.1	Provincial Policy Statement.....	1-8	2.2.7.1	Alternatives Considered	2-17
1.4.3.2	Growth Plan for Greater Golden Horseshoe.....	1-8	2.2.7.2	Crossing of Highway 401.....	2-20
1.4.3.3	MoveOntario 2020.....	1-8	2.2.7.3	Evaluation Criteria.....	2-20
1.4.3.4	Regional Transportation Plan (Metrolinx)	1-8	2.2.7.4	Analysis of Alternative Alignments.....	2-20
1.4.3.5	Transit Priority Statement.....	1-8	2.2.7.5	Consultation	2-22
1.5	Relevant Background Reports.....	1-8	2.3	Refinements to Evaluated Options.....	2-22
1.5.1	Scarborough RT Extension EA	1-8	2.3.1	Refinements to South Segment of Extension Alignment.....	2-22
1.5.2	Scarborough RT Strategic Plan.....	1-9	2.3.2	Refinements to North Segment of Extension Alignment	2-23
1.5.2.1	Overview of Travel Demand and Ridership Trends from the Strategic Plan	1-9	2.3.2.1	Centennial College/Progress Road Re-alignment	2-23
1.5.2.2	Preliminary Screening of Technologies / corridors from the 2006 Strategic Plan.....	1-10	2.3.2.2	Abandoned Rail Corridor.....	2-24
1.5.2.3	Evaluation of short listed technologies / corridors from the 2006 Strategic Plan	1-11	2.3.2.3	SRT Extension – Alternative Sheppard Bus Terminal.....	2-25
1.5.3	Evaluation of Vehicle Technologies	1-12	2.3.2.4	Service Connection	2-26
1.6	Transit Interface Considerations	1-12	2.3.2.5	Consultation and changes to Service Connection through TPA process	2-29
1.6.1	Kennedy Subway Station.....	1-13	2.3.3	Long Term Maintenance Needs	2-31
1.6.2	Sheppard East LRT	1-15	2.4	Preferred Design.....	2-31
2	PROJECT DESCRIPTION	2-1	2.4.1	Running Structures	2-32
2.1	PROJECT OBJECTIVES.....	2-1	2.4.1.1	Final Concepts for ECLRT and SMLRT	2-32
2.1.1	Kennedy Station Objectives	2-1	2.4.1.2	Conversion.....	2-32
2.1.2	Conversion (North of Kennedy to McCowan Station) Objectives.....	2-1	2.4.1.3	Existing Tunnel (north of Ellesmere Station).....	2-32
2.1.3	SRT Extension.....	2-1	2.4.1.4	Structure at Future Brimley Station.....	2-33
2.2	Evaluation of Major Functional Alternatives as part of Preliminary Planning Activities	2-3	2.4.1.5	Extension	2-33
2.2.1	Evaluation Scoring Systems	2-3	2.4.1.6	Crossing of Highland Creek/Markham Road.....	2-37
2.2.2	Alternative Designs Considered for Kennedy Station	2-3	2.4.2	Stations.....	2-37
2.2.2.1	Background.....	2-3	2.4.2.1	Kennedy Station.....	2-37
2.2.2.2	Alternative Designs Considered	2-3	2.4.3	Lawrence East Station	2-40
2.2.2.3	Evaluation Criteria.....	2-3	2.4.4	Ellesmere Station.....	2-41
2.2.2.4	Analysis of Alternative Designs	2-4	2.4.5	Midland Station	2-41
2.2.2.5	Consultation	2-6	2.4.6	Scarborough Centre Station.....	2-42
2.2.2.6	Area Context.....	2-6	2.4.7	McCowan Station.....	2-42
			2.4.8	Centennial College Station.....	2-43

**SCARBOROUGH RAPID TRANSIT
ENVIRONMENTAL PROJECT REPORT
TABLE OF CONTENTS**

2.4.9	Sheppard East Station	2-43	3.1.6.2	Conversion	3-17
2.4.10	Phase 2 - Malvern Town Centre Station.....	2-44	3.1.6.3	Extension	3-17
2.4.11	Future Development Driven Stations.....	2-44	3.2	Emissions	3-19
2.4.12	Ancillary Features	2-44	3.2.1	Air Quality	3-19
2.4.12.1	Special Trackwork.....	2-44	3.2.2	Noise and Vibration.....	3-19
2.4.12.2	Service Connection	2-44	3.2.2.1	Kennedy Station.....	3-19
2.4.12.3	Tunnel Pumping Stations	2-45	3.2.2.2	Conversion.....	3-20
2.4.12.4	Emergency Exit Buildings.....	2-45	3.2.2.3	Extension	3-20
2.4.12.5	Traction Power Substations.....	2-45	3.2.2.4	Future Conditions.....	3-22
2.4.12.6	Roadway Modifications	2-47	3.2.3	Stray Current.....	3-22
2.4.13	Construction Approach	2-47	3.3	Socio-Economic Environment.....	3-22
2.4.13.1	Kennedy Station and Conversion	2-48	3.3.1	Kennedy Station: Socio-Economic Environment	3-22
2.4.13.2	Extension	2-48	3.3.1.1	Land Use/ Economics	3-22
2.4.14	Decommissioning of Existing McCowan Car House and Yard.....	2-48	3.3.1.2	Local Parks and Community Facilities	3-22
2.4.15	Replacement Service during SRT Shut Down.....	2-48	3.3.1.3	Property	3-22
2.4.15.1	Temporary Bus Terminals at Kennedy Station	2-49	3.3.1.4	Utilities	3-22
2.4.15.2	Temporary Bus Terminals at Scarborough City Centre	2-50	3.3.1.5	Archaeology	3-22
2.4.15.3	Temporary Construction Sites and Easements.....	2-50	3.3.1.6	Built Heritage Resource and Cultural Landscape	3-23
2.5	Utilities.....	2-51	3.3.2	Conversion: Socio-Economic Environment.....	3-25
3	EXISTING AND FUTURE CONDITIONS.....	3-1	3.3.2.1	Land Use.....	3-25
3.1	Natural Environmental Features	3-2	3.3.2.2	Local Parks and Community Facilities	3-25
3.1.1	Kennedy Station: Designated Natural Areas, Vegetation, Fisheries and Wildlife	3-2	3.3.2.3	Property	3-25
3.1.1.1	Designated Natural Areas	3-2	3.3.2.4	Utilities	3-25
3.1.1.2	Vegetation and Vegetation Communities	3-2	3.3.2.5	Archaeology and Built Heritage	3-25
3.1.1.3	Fisheries and Aquatic Habitat	3-4	3.3.3	Extension: Socio-Economic Environment.....	3-25
3.1.1.4	Wildlife and Wildlife Habitat.....	3-4	3.3.3.1	Land use	3-25
3.1.2	Conversion: Designated Natural Areas, Vegetation, Fisheries and Wildlife	3-4	3.3.3.2	Local Parks and Community Facilities	3-25
3.1.2.1	Designated Natural Areas	3-4	3.3.3.3	Property	3-25
3.1.2.2	Vegetation and Vegetation Communities	3-4	3.3.3.4	Utilities	3-25
3.1.2.3	Fisheries and Aquatic Habitat	3-5	3.3.3.5	Built Heritage.....	3-25
3.1.2.4	Wildlife and Wildlife Habitat.....	3-5	3.3.3.6	Archaeology	3-26
3.1.3	Extension: Designated Natural Areas, Vegetation, Fisheries and Wildlife	3-5	3.3.4	Future Conditions: Socio-Economic Environment.....	3-29
3.1.3.1	Designated Natural Areas	3-5	3.3.4.1	Kennedy Station.....	3-29
3.1.3.2	Vegetation and Vegetation Communities	3-5	3.3.4.2	Conversion	3-29
3.1.3.3	Fisheries and Aquatic Habitat	3-7	3.3.4.3	Extension	3-29
3.1.3.4	Wildlife and wildlife Habitat.....	3-7	3.4	Transportation.....	3-29
3.1.4	Future Conditions: Designated Natural Areas, Vegetation, Fisheries and Wildlife	3-7	3.4.1	Kennedy Station: Transportation	3-29
3.1.4.1	Kennedy Station.....	3-7	3.4.1.1	TTC Service	3-30
3.1.4.2	Conversion.....	3-7	3.4.1.2	GO Transit	3-32
3.1.4.3	Extension	3-8	3.4.1.3	Road Network, Pedestrian and Cyclists.....	3-32
3.1.5	Geology, Soils and Groundwater	3-10	3.4.1.4	Navigable Waterways.....	3-32
3.1.5.1	Kennedy Station.....	3-10	3.4.1.5	Emergency Service and Access.....	3-32
3.1.5.2	Conversion.....	3-13	3.4.2	Conversion: Transportation	3-32
3.1.5.3	Extension	3-13	3.4.2.1	TTC Service	3-32
3.1.5.4	Future Conditions.....	3-17	3.4.2.2	GO Transit	3-35
3.1.6	Surface Water	3-17	3.4.2.3	Road Network, Pedestrian and Cyclists.....	3-35
3.1.6.1	Kennedy Station.....	3-17	3.4.2.4	Navigable Waterways.....	3-35

**SCARBOROUGH RAPID TRANSIT
ENVIRONMENTAL PROJECT REPORT
TABLE OF CONTENTS**

3.4.2.5	Emergency Service and Access.....	3-35	4.5.2.4	Mitigation.....	4-10
3.4.3	Extension: Transportation	3-35	4.5.3	Operations and Maintenance Impacts	4-10
3.4.3.1	TTC Service	3-35	4.6	Geology, Soils and Groundwater	4-10
3.4.3.2	GO Transit	3-36	4.6.1	Displacement of Existing Features by the SRT Facilities.....	4-11
3.4.3.3	Road Network, Pedestrian and Cyclists	3-36	4.6.1.1	Kennedy Station.....	4-11
3.4.3.4	Navigable Waterways	3-36	4.6.1.2	Conversion.....	4-11
3.4.3.5	Emergency Service and Access.....	3-36	4.6.1.3	Extension	4-11
3.4.4	Future Conditions: Transportation.....	3-36	4.6.2	Construction Impacts	4-11
3.4.4.1	Kennedy: other transit initiatives.....	3-36	4.6.2.1	Kennedy Station.....	4-11
3.4.4.2	Conversion: other transit initiatives.....	3-37	4.6.2.2	Conversion.....	4-11
3.4.4.3	Extension: other transit initiatives.....	3-37	4.6.2.3	Extension	4-11
4	ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND MONITORING.....	4-1	4.6.2.4	Mitigation.....	4-14
4.1	Interactions between the Undertaking and the Environment	4-1	4.6.3	Operations and Maintenance Impacts	4-14
4.2	Natural Environment: Designated Natural Areas.....	4-3	4.7	Surface Water.....	4-14
4.3	Natural Environment: Vegetation and Vegetation Communities.....	4-3	4.7.1	Displacement of Existing Features by the SRT Facilities.....	4-14
4.3.1	Displacement of Rare, Threatened or Endangered Vegetation or Significant Vegetation Communities	4-3	4.7.1.1	Kennedy Station and Conversion	4-14
4.3.2	Disturbance to Vegetation and Vegetation Communities by the SRT Facilities	4-3	4.7.1.2	Extension	4-15
4.3.2.1	Kennedy Station.....	4-3	4.7.2	Construction Impacts	4-16
4.3.2.2	Conversion.....	4-3	4.7.2.1	Kennedy Station and Conversion	4-16
4.3.2.3	Extension	4-4	4.7.2.2	Extension	4-16
4.3.3	Mitigation for Displaced Vegetation and Vegetation Communities by the SRT Facilities	4-6	4.7.2.3	Mitigation.....	4-16
4.3.4	Construction Impacts to Vegetation and Vegetation Communities by the SRT Facilities	4-6	4.7.3	Operations and Maintenance Impacts	4-18
4.3.4.1	Kennedy Station.....	4-6	4.8	Air Quality	4-18
4.3.4.2	Conversion.....	4-6	4.8.1	Displacement of Existing Features by the SRT Facilities.....	4-18
4.3.4.3	Extension	4-6	4.8.2	Construction Impacts	4-18
4.3.5	Operations and Maintenance Impacts.....	4-6	4.8.2.1	Mitigation.....	4-18
4.4	Natural Environment: Fisheries and Aquatic Habitat.....	4-7	4.8.3	Operations and Maintenance Impacts	4-18
4.4.1	Displacement of Existing Aquatic Features by the SRT Facilities.....	4-7	4.9	Noise and Vibration	4-19
4.4.1.1	Kennedy Station.....	4-7	4.9.1	Displacement of Existing Features by the SRT Facilities.....	4-19
4.4.1.2	Conversion.....	4-7	4.9.2	Construction Impacts	4-19
4.4.1.3	Extension	4-7	4.9.3	Mitigation	4-19
4.4.2	Construction Impacts	4-7	4.9.4	Operations and Maintenance Impacts	4-19
4.4.2.1	Kennedy Station.....	4-7	4.9.4.1	Kennedy Station.....	4-19
4.4.2.2	Conversion.....	4-7	4.9.4.2	Conversion.....	4-19
4.4.2.3	Extension	4-8	4.9.4.3	Extension	4-20
4.4.2.4	Mitigation	4-8	4.9.5	Mitigation	4-21
4.4.3	Operations and Maintenance Impacts.....	4-8	4.9.5.1	Kennedy Station.....	4-21
4.5	Natural Environment: Wildlife and Wildlife Habitat	4-8	4.9.5.2	Conversion.....	4-21
4.5.1	Displacement of Existing Wildlife/Wildlife Habitat Features by the SRT Facilities.....	4-8	4.9.5.3	Extension	4-21
4.5.1.1	Kennedy Station.....	4-8	4.10	Stray Current	4-22
4.5.1.2	Conversion.....	4-9	4.10.1	Mitigation	4-22
4.5.1.3	Extension	4-9	4.11	Socio-Economic Environment: Land Use	4-22
4.5.2	Construction Impacts	4-10	4.11.1	Displacement of Existing Features by the SRT Facilities.....	4-22
4.5.2.1	Kennedy Station.....	4-10	4.11.2	Construction Impacts	4-22
4.5.2.2	Conversion.....	4-10	4.11.2.1	Mitigation.....	4-22
4.5.2.3	Extension	4-10	4.11.3	Operations and Maintenance Impacts	4-23
			4.12	Socio-Economic Environment: Local Parks and Community Facilities	4-23

**SCARBOROUGH RAPID TRANSIT
ENVIRONMENTAL PROJECT REPORT
TABLE OF CONTENTS**

4.12.1	Displacement of Existing Features by the SRT Facilities.....	4-23	4.17.2.1	Kennedy Station.....	4-35
4.12.1.1	Kennedy Station and Conversion.....	4-23	4.17.2.2	Conversion.....	4-36
4.12.1.2	Extension.....	4-23	4.17.2.3	Extension.....	4-36
4.12.2	Construction Impacts.....	4-23	4.17.2.4	Mitigation.....	4-36
4.12.2.1	Kennedy Station.....	4-23	4.17.3	Operations and Maintenance Impacts.....	4-37
4.12.2.2	Conversion.....	4-23	4.17.3.1	Kennedy Station and Conversion.....	4-37
4.12.2.3	Extension.....	4-23	4.17.3.2	Extension.....	4-37
4.12.3	Operations and Maintenance Impacts.....	4-23	4.18	Transportation: Pedestrian and Cyclists.....	4-37
4.13	Property.....	4-23	4.19	Transportation: Navigable Waterways.....	4-37
4.13.1	Kennedy Station.....	4-24	4.20	Transportation: Emergency Services and Access.....	4-37
4.13.1.1	SRT.....	4-24	5	FUTURE COMMITMENTS.....	5-1
4.13.1.2	Eglinton Crosstown LRT.....	4-24	5.1	Municipal Approvals.....	5-1
4.13.1.3	Scarborough-Malvern LRT.....	4-25	5.1.1	Toronto Transit Commission.....	5-1
4.13.2	Conversion.....	4-25	5.1.2	Toronto City Council.....	5-1
4.13.3	Extension – Phase 1 – Main Line.....	4-26	5.2	List of Commitments.....	5-1
4.13.4	Extension – Phase 1 - Sheppard Avenue.....	4-27	5.3	Compliance Monitoring.....	5-6
4.13.5	Extension - Phase 2.....	4-30	5.4	Addendum Process.....	5-6
4.13.6	Bellamy Maintenance and Storage Facility.....	4-31	5.5	Federal Environmental Assessment (CEAA).....	5-6
4.13.7	Mitigation.....	4-31	5.6	Ontario Realty Corporation Class Environmental Assessment Process.....	5-7
4.14	Utilities.....	4-32	6	CONSULTATION PROCESS.....	6-1
4.14.1	Displacement of Existing Features by the SRT Facilities.....	4-32	6.1	Introduction.....	6-1
4.14.1.1	Kennedy Station.....	4-32	6.1.1	Overview of Consultation Process.....	6-1
4.14.1.2	Conversion.....	4-33	6.1.2	Notification Protocol.....	6-1
4.14.1.3	Extension.....	4-33	6.1.3	Study Organization and Study Stages.....	6-1
4.14.2	Construction Impacts.....	4-33	6.2	Consultation during Preliminary Planning.....	6-2
4.14.3	Operations and Maintenance Impacts.....	4-33	6.2.1	Technical Agencies and Municipal Staff.....	6-2
4.15	Socio-Economic Environment: Archaeology.....	4-33	6.2.2	Municipal Representatives.....	6-3
4.15.1	Displacement of Existing Features by the SRT Facilities.....	4-33	6.2.3	Aboriginal Consultation.....	6-3
4.15.1.1	Kennedy Station.....	4-33	6.2.4	General Public and Property Owners.....	6-4
4.15.1.2	Conversion.....	4-33	6.2.4.1	Public Open House # 1.....	6-4
4.15.1.3	Extension.....	4-33	6.2.4.2	Public Open House # 2.....	6-5
4.15.2	Construction.....	4-34	6.2.4.3	Special Community Public Meeting.....	6-6
4.15.3	Operations and Maintenance Impacts.....	4-34	6.2.4.4	Public Open House # 3.....	6-6
4.16	Socio-Economic Environment: Built Heritage Resource and Cultural Landscape.....	4-34	6.2.4.5	Public Open House # 4.....	6-6
4.16.1	Displacement of Existing Features by the SRT Facilities.....	4-34	6.3	Transit Project Assessment.....	6-7
4.16.1.1	Kennedy Station.....	4-34	6.3.1	General Public and Property Owners.....	6-7
4.16.1.2	Conversion.....	4-34	6.3.2	Public Open House # 5.....	6-7
4.16.1.3	Extension.....	4-34	6.3.3	Technical Agencies and Municipal Staff.....	6-9
4.16.2	Construction Impacts.....	4-34	6.3.3.1	Stakeholder Agency Workshop (May 4, 2010).....	6-9
4.16.3	Operations and Maintenance Impacts.....	4-34	6.3.4	Aboriginal Consultation.....	6-9
4.17	Transportation: Automobile Traffic and Transit Service.....	4-34	6.4	Summary of Consultation.....	6-10
4.17.1	Displacement of Existing Features by the SRT Facilities.....	4-35			
4.17.1.1	Kennedy Station.....	4-35			
4.17.1.2	Conversion.....	4-35			
4.17.1.3	Extension.....	4-35			
4.17.1.4	Mitigation.....	4-35			
4.17.2	Construction Impacts.....	4-35			

LIST OF EXHIBITS

Exhibit 1-1: Toronto Transit City Light Rail Plan	1-1	Exhibit 2-29: Service Connections to allow the SRT to utilize the Sheppard East Maintenance and Storage Facility.....	2-27
Exhibit 1-2: Overall Study Area	1-2	Exhibit 2-30: Underground Service Connection (Sheppard Option).....	2-30
Exhibit 1-3: Outline of Transit Project Assessment Process *	1-3	Exhibit 2-31: Future Potential Maintenance and Storage Facility.....	2-31
Exhibit 1-4: Toronto Official Plan Map 5: Higher Order Transit Corridors.....	1-6	Exhibit 2-32: The Recommended SRT Project	2-32
Exhibit 1-5: Toronto Transit City Light Rail Plan	1-7	Exhibit 2-33: Tunnel reconstruction and temporary rail diversion for GO Stouffville Line	2-33
Exhibit 1-6: 1992 SRT Extension, EA Approved Alignment.....	1-9	Exhibit 2-34: SRT Extension Alignment.....	2-34
Exhibit 1-7: Origins and Destinations (2008) for current SRT Passengers.....	1-10	Exhibit 2-35: SRT Extension Alignment.....	2-35
Exhibit 1-8: Forecast Travel Origin and Destination (2031)	1-10	Exhibit 2-36: SRT Extension Alignment.....	2-36
Exhibit 1-9: Potential Capacities for SRT Alternatives	1-11	Exhibit 2-37: Exploration of possible column locations for Markham Road Crossing	2-37
Exhibit 1-10: Preferred Technology – Light Rail Transit Vehicles	1-12	Exhibit 2-38: Kennedy Station Concept.....	2-38
Exhibit 1-11: Kennedy Station	1-13	Exhibit 2-39: North – south section through Kennedy Station	2-39
Exhibit 1-12: Typical Cross Section.....	1-14	Exhibit 2-40: East-west section through Kennedy Station.....	2-39
Exhibit 1-13: Typical Plan – Far Side Platform Stop	1-14	Exhibit 2-41: Typical Plan – Parallel LRT Stop	2-39
Exhibit 1-14: Eglinton Crosstown LRT Environmental Project Report – Ionview Stop – Part 1	1-14	Exhibit 2-42: Typical Cross-Section – Parallel LRT Stop	2-39
Exhibit 1-15: Eglinton Crosstown LRT Environmental Project Report – Ionview Stop – Part 2	1-15	Exhibit 2-43: Example Portal	2-40
Exhibit 1-16: Scarborough-Malvern Environmental Project Report – Midland Stop	1-15	Exhibit 2-44: Lawrence East Station Extension	2-40
Exhibit 2-1: Project Objectives for the SRT extension	2-2	Exhibit 2-45: Ellesmere Station Extension	2-41
Exhibit 2-2: Evaluation Scoring System.....	2-3	Exhibit 2-46: Midland Station.....	2-41
Exhibit 2-3: Elevated Kennedy Station Option – Alternative C3.....	2-4	Exhibit 2-47: Scarborough Centre Station	2-42
Exhibit 2-4: At Grade Kennedy Station Option – Alternative D2	2-4	Exhibit 2-48: McCowan Station	2-42
Exhibit 2-5: Below-grade Kennedy Station Option – Alternative A1	2-5	Exhibit 2-49: Centennial College Station	2-43
Exhibit 2-6: Modified track alignment at Kennedy.....	2-7	Exhibit 2-50: Sheppard East Station.....	2-43
Exhibit 2-7: Network Option 1 - Extension of SRT to Malvern.....	2-9	Exhibit 2-51: Malvern Station Concept	2-44
Exhibit 2-8: Network Option 2 - Extension of SRT to Sheppard and LRT to Malvern.....	2-10	Exhibit 2-52: Typical Emergency Exit Building – Sheppard Subway	2-45
Exhibit 2-9: Network Option 3 - Extension of SRT to Centennial College and LRT to Malvern	2-10	Exhibit 2-53: Potential Substation Locations for SRT Extension	2-46
Exhibit 2-10: Network Option 4 – New LRT to Malvern from McCowan Station and no SRT extension...2-11	2-11	Exhibit 2-54: Example of a substation building for LRT.....	2-47
Exhibit 2-11: Alternative Alignments Considered for Preferred Network Plan	2-13	Exhibit 2-55: Milner Business Court / Progress Avenue access to be closed.....	2-47
Exhibit 2-12: South Alignment 1	2-13	Exhibit 2-56: Examples of construction for new elevated sections	2-48
Exhibit 2-13: South Alignment 2	2-14	Exhibit 2-57: Examples of open cut construction for below grade sections	2-48
Exhibit 2-14: Modified South Alignment 2.....	2-14	Exhibit 2-58: Affected area for replacement bus service during SRT shut down	2-49
Exhibit 2-15: South Alignment 3	2-14	Exhibit 2-59: Temporary bus terminal at Kennedy Station	2-49
Exhibit 2-16: North Alignment 1.....	2-18	Exhibit 2-60: Temporary bus terminal at Scarborough Centre	2-50
Exhibit 2-17: North Alignment 2.....	2-18	Exhibit 2-61: Possible work zones.....	2-51
Exhibit 2-18: North Alignment 3.....	2-19	Exhibit 3-1: Study Area.....	3-1
Exhibit 2-19: North Alignment 4.....	2-19	Exhibit 3-2: Vegetative Communities surrounding Kennedy Station	3-3
Exhibit 2-20: Alignment Options	2-22	Exhibit 3-3: Vegetative Communities within the Extension Study Area	3-6
Exhibit 2-21: Elevated structure across Markham Road with columns in middle of road.....	2-23	Exhibit 3-4: Proposed Toronto Water Stream Works in the vicinity of Markham Road.....	3-9
Exhibit 2-22: Assessment of East Side versus West Side	2-23	Exhibit 3-5: Sites in the vicinity of Kennedy Station with High Potential Environmental Concern	3-12
Exhibit 2-23: Existing Abandoned Rail Corridor, north of Sheppard Avenue.....	2-24	Exhibit 3-6: Surficial Geology Map.....	3-14
Exhibit 2-24: Elevated Option.....	2-24	Exhibit 3-7: Sites in the vicinity of the SRT Extension with High Potential Environmental Concern.....	3-16
Exhibit 2-25: Elevated Covered.....	2-24	Exhibit 3-8: Existing Watercourses associated with SRT Conversion	3-17
Exhibit 2-26: Below Grade Open Cut	2-24	Exhibit 3-9: Existing Rosebank Park SWM facility	3-18
Exhibit 2-27: Below Grade Covered	2-24	Exhibit 3-10: Predicted ambient sound levels within the SRT Extension Study Area	3-21
Exhibit 2-28: Sheppard Bus Terminal Options.....	2-25		

**SCARBOROUGH RAPID TRANSIT
ENVIRONMENTAL PROJECT REPORT
LIST OF EXHIBITS**

Exhibit 3-11: Existing Land Uses (Map 20 from the City of Toronto Official Plan).....3-24
Exhibit 3-12: Areas of Archaeological Potential (south section).....3-27
Exhibit 3-13: Areas of Archaeological Potential (North section).....3-28
Exhibit 3-14: Future Population and Employment Growth (2031)3-29
Exhibit 3-15: Existing Transit Services3-32
Exhibit 4-1: Vegetation Locations where impacts are anticipated4-5
Exhibit 4-2: Existing dry SWM facility in Rosebank Park4-17
Exhibit 4-3: Location of possible noise exceedances where mitigation may be required4-20
Exhibit 4-4: Cut and Cover construction methodology for road rights of way4-36

LIST OF TABLES

Table 1-1: Summary Evaluation of SRT Corridor Alternatives	1-11	Table 6-7: Summary of Comments and Responses to Draft Environment Project Report	6-14
Table 1-2: Transit Studies Related to SRT Extension Study.....	1-12		
Table 2-1: Evaluation of short-listed design alternatives for Kennedy Station.....	2-5		
Table 2-2: Analysis of SRT Extension Network Alternatives.....	2-12		
Table 2-3: South Segment Alignment Analysis.....	2-16		
Table 2-4: North Segment Alignment Analysis	2-21		
Table 2-5: Summary of considerations in selecting the preferred design within the abandoned rail corridor	2-25		
Table 2-6: Evaluation of alternative bus terminal locations for Sheppard East Station	2-26		
Table 2-7: Analysis of non revenue service connections	2-28		
Table 3-1: Fish Collected historically in the Watercourses within or adjacent to the Study Area.....	3-7		
Table 3-2: Sites in the vicinity of Kennedy Station with High Potential Environmental Concern:.....	3-11		
Table 3-3: Summary Table of potentially contaminated sites for SRT Extension	3-15		
Table 3-4: Ambient Air Quality Summary (2007)	3-19		
Table 3-5: Existing Equivalent Daytime and Night Time Sound Levels at Kennedy Station.....	3-19		
Table 3-6: Vibration Monitoring Statistics for Kennedy Station	3-19		
Table 3-7: Existing (2005-2006) Ridership in the SRT Extension Study Area.....	3-32		
Table 3-8: Existing TTC Bus Route that use Lawrence East Station and Associated Ridership (2005-2006).....	3-33		
Table 3-9: Existing TTC routes at Scarborough Centre Station	3-34		
Table 3-10: Existing TTC routes at McCowan Station	3-35		
Table 3-11: Existing TTC routes within the SRT Extension Study Area that do not cross the existing SRT TTC routes at Scarborough Centre Station	3-36		
Table 3-12: Routes to be redirected to new SRT terminal station (Sheppard East Station)	3-37		
Table 4-1: SRT Interactions Matrix.....	4-2		
Table 4-2: Summary of Permanent and Temporary Property Requirements	4-24		
Table 4-3: SRT - Kennedy Properties	4-24		
Table 4-4: Eglinton Crosstown LRT Property Requirements	4-24		
Table 4-5: Scarborough-Malvern LRT Property Requirements.....	4-25		
Table 4-6: Conversion Property Requirements.....	4-25		
Table 4-7: Extension Phase 1 – Main Line Property Requirements.....	4-26		
Table 4-8: Extension – Phase 1 – Sheppard Avenue Property Requirements.....	4-28		
Table-4-9: Phase 2 Permanent Public Property Requirement	4-30		
Table-4-10: Bellamy Maintenance and Storage Facility Property Requirements	4-31		
Table 4-11: Impacts and Mitigation	4-38		
Table 5-1: Future Commitments for SRT.....	5-2		
Table 5-2: Assessment of Potential CEAA Triggers	5-6		
Table 6-1: Preliminary Planning – Technical Advisory Committee Meetings	6-2		
Table 6-2: Preliminary Planning – Government Review Team Meetings	6-3		
Table 6-3: Preliminary Planning – Municipal Councillor Briefing Meetings.....	6-3		
Table 6-4: Toronto Committee / Events.....	6-8		
Table 6-5: Transit Project Assessment – Technical and Government Review Agencies Meetings	6-9		
Table 6-6: Addressing of Key Comments / Issues through the Pre Planning and Transit Project Assessment Process	6-11		

LIST OF APPENDICES

Appendix A Alternative Analysis

- A-1 Preliminary Planning Study: Design Alternatives for Kennedy Station
- A-2 Preliminary Planning Study: March 2009 SRT Feasibility Study
- A-3 SRT / LRT Conversion Study
- A-4 Preliminary Planning: Summary of Alternative Alignment Analysis
- A-5 Alignment Refinement Options
- A-6 Service Connections
- A-7 Bellamy Maintenance and Storage Facility
- A-8 Sheppard Bus Terminal

Appendix B Natural Sciences

- B-1 Kennedy Station Natural Heritage
- B-2 SRT Conversion Natural Heritage
- B-3 SRT Extension Natural Heritage

Appendix C Noise & Vibration

- C-1 Kennedy Station Noise and Vibration Assessment Study
- C-2 Scarborough Rapid Transit Noise and Vibration Assessment Study

Appendix D Cultural Resources

- D-1 Heritage Report – Kennedy Station
- D-2 Heritage Report – SRT Extension
- D-3 Archeological Report – Kennedy Station
- D-4 Archeological Report – SRT Extension

Appendix E Air Quality

- E-1 Sheppard East Station
- E-2 Malvern Town Centre Station

Appendix F Policy and Land Use Planning Report

Appendix G Transportation Assessment Report

- G-1 Transportation Assessment Report
- G-2 SRT Service Line Impact
- G-3 Milner Business Court Traffic Assessment

Appendix H Geotechnical Report

- H-1 Kennedy Geotechnical Report
- H-2 SRT Extension Geotechnical Report
- H-3 Highland Creek Geotechnical Report

Appendix I Water Resources

- I-1 Water Resources Report
- I-2 Sheppard Bridge Report

Appendix J Utilities

Appendix K Consultation Records

- K-1 Public Information Centre #1
- K-2 Public Information Centre #2
- K-3 Public Information Centre #3
- K-4 Public Information Centre #4
- K-5 Public Information Centre #5
- K-6 First Nations Consultations
- K-7 Consultation with Agencies and Stakeholders

K-8 Special Community Consultations

K-9 Government Review Team Consultation