

## Future Commitments

## **5 FUTURE COMMITMENTS**

During the Transit Project Assessment, the TTC and the City of Toronto have worked closely with key stakeholders to address and resolve all issues or concerns identified. However, not all issues can be addressed within the context of a Transit Project Assessment since the design of the SRT has been prepared at a conceptual level only. Accordingly, the TTC and the City have, with stakeholder input, developed a list of future commitments. Supplemental commitments have also been developed under the direction of the Toronto Transit Commission board and Toronto City Council. Because commitments have a direct relationship with required permits and approvals, these are also documented in this chapter. Lastly, this chapter also identifies future commitments required under the Canadian Environmental Assessment Act and Ontario Regulation 231/08 (*Transit Projects and Greater Toronto Transportation Authority Undertakings*).

### **5.1 Municipal Approvals**

During the Transit Project Assessment process, the study recommendations were presented in staff reports to the Toronto Transit Commission and Toronto City Council for approval. Through the municipal approvals process, The Commission and Toronto City Council approved motions which require follow-up actions by TTC and City of Toronto staff. The motions are listed below and any required follow-up actions are listed in the following subsections.

#### **5.1.1 Toronto Transit Commission**

At its meeting of May 7, 2010, the Toronto Transit Commission approved the following motions:

- “Commissioner Moeser moved that the Commission direct staff to address the concerns of the Chinese Cultural Centre with respect to the implications of the SRT non-revenue connection on the Chinese Cultural Centre parking and garden and that a working group be established with TTC, the Chinese Cultural Centre, and local community and Councillor to address these issues and identify measures to reduce impacts.
- Chair Giambone moved that, subject to receiving the Minister Of The Environment Notice To Proceed for the Scarborough RT conversion and extension, and subject to the successful resolution of provincial funding for Transit City projects, TTC propose an Amendment to the Transit Project Assessment to include an underground connection track option as an alternative to the at-grade connection track proposed for Progress Avenue.
- Commissioner Perruzza moved that staff be directed to explore and implement industry leading construction technologies in order to reduce noise and vibration and reasonably address community concerns as it relates to the non-revenue service connection on Progress Avenue.”

Each of these three motions relate to the surface non-revenue service connection (Progress Avenue, between Milner Avenue and Sheppard Avenue East). Because City Council subsequently adopted a recommendation or an underground service connection (see below), no further action is required by staff in

response to the Commission’s motions.

#### **5.1.2 Toronto City Council**

At its meeting of June 8 and 9, 2010, Toronto City Council adopted the following:

- “1. City Council approve the following:
  - a. Conversion of the existing Scarborough Rapid Transit line (Kennedy Station to McCowan Station) to use Transit City Light Rail Transit (LRT) vehicles.
  - b. Extension of the Scarborough Rapid Transit from McCowan Road to Malvern Town Centre, including the alignment, stations, passenger pick-up and drop-off facilities and bus terminals.
  - c. An underground non-revenue service connection to the Sheppard East Maintenance and Storage Facility.
  - d. Protection for the future Bellamy Maintenance and Storage Facility.
  - e. An amendment to the approved Scarborough-Malvern LRT Environmental Project Report (EPR) to provide an underground connection to Kennedy Station, via a portal located immediately west of Midland Avenue.
  - f. An amendment to the Eglinton Crosstown LRT EPR to provide an underground connection to Kennedy Station, via a portal located immediately east of Ionview Road.
2. City Council authorize staff to submit the EPR to the Ministry of Environment.
3. City Council strike a Construction Liaison Committee, in consultation with the Toronto Transit Commission, appropriate City staff and local City Councillors, to deal with any construction deficiencies, or nuisances brought forward by local residents.
4. City Council forward a copy of this Item to the Honourable Kathleen Wynne, Minister of Transportation for the Ontario Provincial Government, and Mr. Robert Prichard, President and CEO of Metrolinx.”

### **5.2 List of Commitments**

The future commitments listed in the following table are organized in the same order as the environmental features listed in Chapter 4 and are grouped under the following categories:

- Natural Environment
- Emissions
- Socio-Economic Environment
- Transportation

The table also identifies the time frame during which the commitments will be addressed and the key stakeholders involved. Unless stated otherwise, all of the commitments listed will be addressed during the design phase of the SRT project.

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**Table 5-1: Future Commitments for SRT**

| <b>ID</b>  | <b>Element</b>   | <b>Lead Responsibility</b> | <b>Key Stakeholders</b>   |
|------------|--|----------------------------|---|
| <b>1</b>   | <b>Natural Environment</b>   |                            |   |
| <b>1.1</b> | <b>Vegetation and Vegetation Communities</b>   |                            |   |
| 1.1.1      | For TRCA regulated areas: <ul style="list-style-type: none"> <li>Prepare an inventory of the vegetation (trees and shrubs) to be removed;</li> <li>For rare or uncommon plant species identified in the inventory, develop site-specific measures to minimize displacement or disturbance effects;</li> <li>Design environmental protection measures to reduce vegetation removals;</li> <li>Prepare a detailed landscaping plan to address vegetation and vegetation community impacts; and</li> <li>Prepare a restoration landscape plan showing how TTC intends to implement the proposed vegetation compensation.</li> </ul> | TTC                        | City of Toronto Parks, Recreation and Forestry<br>TRCA (for TRCA regulated areas) |
| 1.1.2      | Identify opportunities to incorporate TRCA natural environment restoration projects into the overall natural heritage improvements activities for the project.   | TTC                        | TRCA  |
| 1.1.3      | Prepare construction access and staging plan associated with the proposed Highland Creek crossings (three locations) and an assessment of the temporary construction impacts on vegetation communities.  | TTC                        | TRCA  |
| 1.1.4      | Prepare detailed erosion control plan for Highland Creek crossing (second crossing located west of Markham Road).  | TTC                        | TRCA  |
| 1.1.5      | Prepare and implement vegetation protection, restoration, compensation, edge management and streetscape plans for approval. Determine areas where compensation for vegetation loss will be required. Determine quantity and type of species to be used and identify sites where compensation efforts would be maximized. <b>Compensation will be calculated comprehensively in accordance with applicable TRCA and City of Toronto (Parks, Forestry and Recreation) requirements.</b>  | TTC                        | City of Toronto Urban Forestry<br>TRCA  |
| 1.1.6      | Obtain permits and approvals for tree protection and removal/injury.   | TTC                        | City of Toronto Urban Forestry<br>TRCA (for TRCA regulated areas)                 |
| 1.1.7      | Comply with City of Toronto Ravine and Natural Feature Protection By-law, as applicable.   | TTC                        | City of Toronto Urban Forestry?   |
| 1.1.8      | Conduct supplemental planning to determine the corridor for a possible future extension of the SRT beyond the planned terminus at Malvern Town Centre. Finalize alignment of current Undertaking at Malvern Town Centre to minimize potential impacts of future extension on the community woodlot.  | TTC                        | City of Toronto Parks, Recreation and Forestry                                    |
| <b>1.2</b> | <b>Fisheries and Aquatic Habitat</b>   |                            |   |
| 1.2.1      | In consultation with TRCA, determine any potential for a Harmful Alteration, Disruption or Destruction of fish habitat (HADD) in line with TRCA's Level III agreement with Fisheries and Oceans Canada as per the <i>Fisheries Act</i> .   | TTC                        | TRCA  |
| 1.2.2      | Investigate Highland Creek (Malvern Branch) conditions and develop construction methods to minimize fish habitat impacts.  | TTC                        | TRCA  |
| <b>1.3</b> | <b>Wildlife and Wildlife Habitat</b>   |                            |   |
| 1.3.1      | If vegetation clearing is required during the nesting season (as defined under the Migratory Birds Convention Act), TTC will retain a qualified avian biologist to conduct a nesting survey. If active nests are found, TTC will prepare a site-specific mitigation plan in consultation with the Canadian Wildlife Service.   | TTC                        | Canadian Wildlife Service   |
| <b>1.4</b> | <b>Geology, Soils and Groundwater</b>  |                            |   |
| 1.4.1      | Provide dewatering plans to TRCA for review and approval. Prepare an environmental monitoring plan for mitigating the natural environment during dewatering, if needed.  | TTC                        | TRCA  |
| 1.4.2      | Develop procedures for disposal of excavated materials, including excess soils and contaminated soils, in accordance with applicable legislation.  | TTC                        | Ministry of the Environment   |
| 1.4.3      | Prepare and implement a Soil and Groundwater Management Strategy, including: <ul style="list-style-type: none"> <li>water treatment methods, which results in discharge water quality complying with prevailing TRCA and City of Toronto water guidelines and requirements. and,</li> <li>contaminated soils management, in accordance with environmental legislation, regulations and guidelines.</li> </ul>  | TTC                        | TRCA<br>Toronto Water   |
| 1.4.4      | Prepare an erosion and sedimentation control plan, which complies with prevailing TRCA and City of Toronto water guidelines and requirements.  | TTC                        | TRCA<br>Toronto Water   |
| 1.4.5      | Conduct a Phase 2 Environmental Site Assessment for any areas of existing contamination prior to property acquisition.   | TTC                        | Ministry of the Environment?  |
| 1.4.6      | Obtain Permit(s) to Take Water (from Ministry of the Environment) for locations where dewatering exceeds 50,000 litres per day.  | TTC                        | Ministry of the Environment   |
| 1.4.7      | Conduct further soils investigations to delineate the extent of the potentially impacted materials (i.e., with debris / aesthetic contaminants and/or petroleum hydrocarbon impact), and to determine if segregation is required for reuse or whether they will need to be handled as waste material and disposed of off-site at a landfill facility authorized to receive this material (pending approval of receiving site authorities).   | TTC                        | Ministry of the Environment   |
| 1.4.8      | Conduct further assessment to determine if dewatering will adversely affect adjacent utilities, structures and watercourses.   | TTC                        |   |
| 1.4.9      | If potential adverse effects are identified (as part of 1.4.8) undertake buildings and structures monitoring (associated with settlement) during construction.   | TTC                        | Property Owners   |
| 1.4.10     | Execute Surcharge Agreement with City of Toronto, if water discharge to sanitary sewer exceeds City of Toronto Sanitary and Combined Sewer By-Law.   | TTC                        | Toronto Water   |

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|------------|--|---------------------|--|
| 1.4.11     | Develop during detailed design appropriate mitigation measures in the event of dewatering discharge to combined sewer systems.   | TTC                 | TRCA   |
| 1.4.12     | Conduct further assessment of localized sections of Highland Creek slopes (between Bellamy Rd. and Markham Rd.) where inclinations are steeper than 2H: 1V during preliminary design to provide recommendations based on additional geotechnical investigation.  | TTC                 | TRCA   |
| 1.4.13     | Address potential toe erosion allowance issues (Highland Creek between Bellamy Rd. and Markham Rd.) during preliminary design.   | TTC                 | TRCA   |
| <b>1.5</b> | <b>Surface Water</b>   |                     |  |
| 1.5.1      | Provide design of crossings of Highland Creek to TRCA for review (due to the potential hydraulic impacts associated with the proposed crossings of Highland Creek) (see 1.1.4)   | TTC                 | TRCA   |
| 1.5.2      | Conduct a hydraulic assessment of the new Highland Creek structures during the design stage using the latest floodplain mapping and model provided by TRCA with adjustments to account for creek changes to be undertaken by Toronto Water. The details of the required analysis will be discussed with TRCA during the design stage. This will include detailed hydraulic calculations for all reaches where impacts on hydraulics are expected as a result of the proposed undertaking, including the Bellamy Road and Markham Creek crossings (Phase 1), as well as the mammoth Hall Trail crossing (Phase 2) | TTC                 | TRCA<br>Toronto Water                                |
| 1.5.3      | Develop a flood response contingency plan for each of the Highland Creek crossing locations for activities within the floodplain (during construction)..   | TTC                 | TRCA   |
| 1.5.4      | During design and construction of the SRT, coordinate with the City of Toronto for ongoing City Projects within the proposed Highland Creek area (including Taylor Creek realignment and Taylor Hydro Corridor multi-use pathway).   | TTC                 | Toronto Water  |
| 1.5.5      | Prepare an erosion and sediment control plan, which complies with prevailing TRCA and Toronto Water guidelines and requirements will be prepared;  | TTC                 | Toronto Water<br>TRCA                                |
| 1.5.6      | Conduct stormwater management, in accordance with City of Toronto, TRCA and MOE requirements (including MOE Certificate of Approval for any new stormwater management system)  | TTC                 | Toronto Water<br>TRCA<br>Ministry of the Environment |
| 1.5.7      | Obtain sewer discharge permits and approvals, in accordance with City of Toronto (Discharge Permit) and TRCA requirements.   | TTC                 | Toronto Water<br>TRCA                                |
| 1.5.8      | Obtain permits and approvals in accordance with Ontario Regulation 166/06 (Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) within TRCA-regulated areas (Highland Creek valley lands)   | TTC                 | TRCA   |
| 1.5.9      | Prepare a construction staging and contingency plan for Rosebank Park dry stormwater management facility.  | TTC                 | Toronto Water and TRCA                               |
| 1.5.10     | Conduct supplemental hydrogeologic testing (to be used to refine range of anticipated pumping rates and hydraulic connection to the watercourse)   | TTC                 | TRCA   |
| 1.5.11     | Look for opportunities to create over-control runoffs to compensate for the uncontrolled portions of the systems within the Bellamy Station yard during detailed design. The LID measurements in other stations also will be investigated at the detailed design stage.  | TTC                 | TRCA   |
| 1.5.12     | Consider the applicable design standard at the detailed stage including Wet Weather Flow Management Guideline (WWFMG).   | TTC                 | TRCA   |
| 1.5.13     | Develop a detailed construction staging / contingency plan during detailed design to ensure stormwater management criteria will still be achieved.   | TTC                 | TRCA   |
| 1.5.14     | To conduct appropriate fluvial/geomorphic assessment in the future during detailed design specifically to ensure adequate depth between the creek and obvert of the SRT tunnel.  | TTC                 | TRCA   |
| 1.5.15     | Restore a reasonable section of the channel affected by the construction of the SRT with regards to the Channel Cleanout Maintenance Program (to occur prior to start of the construction of the crossing)   | TTC                 | TRCA   |
| <b>2</b>   | <b>Emissions</b>   |                     |  |
| <b>2.1</b> | <b>Air Quality</b>   |                     |  |
| 2.1.1      | Include air quality monitoring and mitigation measures and construction site maintenance/upkeep requirements in construction contract documents.   | TTC                 | Ministry of the Environment<br>City of Toronto       |
| 2.1.2      | Obtain Certificate of Approval for Air Quality, in accordance with the Environmental Protection Act (through MOE).   | TTC                 | Ministry of the Environment                          |
| <b>2.2</b> | <b>Noise and Vibration</b>   |                     |  |
| 2.2.1      | Conduct additional noise studies, as required, in accordance with existing MOE/ TTC protocols.   | TTC                 | Ministry of the Environment                          |
| 2.2.2      | Finalize location of the traction power substations and undertake additional noise and vibration analysis to determine the impacts and the associated mitigation measures if required.   | TTC                 | Ministry of the Environment                          |
| 2.2.3      | Refine track geometry for the runningway immediately south of Lawrence East Station and conduct a follow-up noise predictions. In the event that predicted noise levels exceed MOE/TTC Protocol criteria, develop solutions to mitigate increased noise (such as noise barriers).  | TTC                 | Ministry of the Environment                          |
| 2.2.4      | Include noise and vibration monitoring and mitigation measures and construction site maintenance/upkeep requirements in construction contract documents.   | TTC                 | Ministry of the Environment<br>City of Toronto       |
| 2.2.5      | Construct a noise barrier around the west, north and east sides of the Sheppard East station bus terminal to mitigate noise.   | TTC                 | Ministry of the Environment                          |
| 2.2.6      | Construct all underground track work using rubber pads between rail and tie and tie and tunnel to mitigate ground borne vibration.   | TTC                 | Ministry of the Environment                          |

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|------------|--|----------------------------|---|
| 2.2.7      | Obtain MOE Certificate of Approval for ventilation shafts and traction power substations.  | TTC                        | Ministry of the Environment   |
| <b>3</b>   | <b>Socio-Economic</b>  |                            |   |
| <b>3.1</b> | <b>Land Use/ Economic Impacts</b>  |                            |   |
| 3.1.1      | Participate in Metrolinx Mobility Hub Study for the Kennedy Station lands.   | City Planning<br>TTC       | Metrolinx   |
| 3.1.2      | Work with the City of Toronto for selected locations for station entrances, vent shafts, traction power substations and Emergency Exit Buildings (EEBs) in order to meet established urban design and community planning policies and guidelines, limit impact, and provide opportunities for enhancements of the sites and pedestrian access.   | TTC                        | City Planning   |
| 3.1.3      | Obtain Site Plan Approval for above grade structures and facilities including Kennedy Station, Lawrence East Station, Ellesmere Station, Centennial College Station and Sheppard East Station. Stand alone support structures, including emergency exit buildings, new substations and pumping stations will also be included in the list of facilities requiring Site Plan.   | TTC                        | City Planning   |
| 3.1.4      | Obtain building permits for the stations (including ancillary facilities) and stand alone support structures.  | TTC                        | City Building   |
| <b>3.2</b> | <b>Local Parks and Community Facilities</b>  |                            |   |
| 3.2.1      | Develop plans for compensation parking and delivery access for Chinese Cultural Centre/ Burrows Hall Community Centre and Library (displaced by Sheppard East Station main entrance building and Passenger Pick-up and Drop-off).  | TTC                        | Toronto Public Library<br>Toronto Parks, Recreation and Forestry<br>Chinese Cultural Centre                                     |
| 3.2.2      | Refine plans for a temporary bus terminal at Kennedy Station, which may include a temporary facility on the Don Montgomery Community Centre lands. If TTC determines that a portion of the Community Centre parking lot is required for the temporary bus terminal, TTC will develop plans for compensation parking for review and approval by City Parks and Recreation.  | TTC                        | Toronto Parks, Recreation and Forestry  |
| 3.2.3      | Obtain park access permits for access to parks for construction and staging activities.  | TTC                        |   |
| <b>3.3</b> | <b>Property</b>  |                            |   |
| 3.3.1      | Conduct a Property Protection Study to confirm property requirements.  |                            |   |
| 3.3.2      | For privately-owned properties acquire property by negotiation or expropriation.   | City of Toronto            | Private property owners   |
| 3.3.3      | Conduct ongoing communications with property owners potentially impacted property by the proposed future Bellamy Yard regarding implementation timing and status.  | TTC                        | Private property owners   |
| 3.3.4      | Initiate or continue property acquisition negotiations with Canada Post, Hydro One Networks Inc., Ontario Realty Corporation, the Toronto and Region Conservation Authority, the Toronto District School Board, the Toronto Catholic District School Board and the Toronto and Region Conservation Authority for publicly-owned property;  | City of Toronto            | Public property owners  |
| 3.3.5      | Secure Toronto District School Board trustee approvals, as applicable under Regulation 444/58.   | TTC                        | Toronto District School Board   |
| 3.3.6      | Conduct a further review of the future Toronto Catholic District School Board elementary school site on Progress Avenue to determine the potential impacts of the SRT underground tunnels on a future school. If it is determined that as a result of the proposed alignment it is not feasible for a school to be developed on these lands, the TTC and the City of Toronto will enter into further discussions with the School Board to achieve a mutually acceptable agreement. | City of Toronto            | Toronto Catholic District School Board  |
| 3.3.7      | Obtain Cabinet Order-in-Council for Provincially-owned lands, as applicable.   | City of Toronto            | Ontario Realty Corporation<br>Hydro One Networks Incorporated   |
| 3.3.8      | Assist ORC in the completion of the ORC Consultation and Documentation Report in accordance with the MEI Class EA process for Realty Activities Other Than Electricity Projects (approved April 2004, amended September 11, 2008) using the work completed in support of this EPR as the basis.  | TTC                        | Ontario Realty Corporation<br>Hydro One Networks Incorporated   |
| 3.3.9      | Undertake Designated Substances Surveys for any buildings or structures which require demolition and to reflect the findings in construction contract documents.   | TTC                        | Ministry of the Environment, Ministry of Labour   |
| <b>3.4</b> | <b>Utilities</b>   |                            |   |
| 3.4.1      | Submit design and construction plans to Hydro One Network Incorporated for the proposed LRT alignment within active hydro corridors to address line clearances and access to Hydro One's facilities, electrical clearances from the transmission line conductors during construction (per the Ontario Health and Safety Act and maintaining the integrity of structure foundations. for review/ approval)  | TTC                        | Hydro One Networks Incorporated   |
| 3.4.2      | Develop utility and municipal servicing relocation plans with service providers. Contact utility companies (Bell Canada, Rogers Cable, Enbridge Gas, Hydro One, Telus, Allstream Enterprise Solutions, Cogeco Data Service, and City of Toronto (watermains, storm water and sanitary sewers) early during design to confirm plant location and discuss relocation strategies / cost sharing.  | TTC                        | Bell Canada<br>Rogers Cable<br>Toronto Hydro<br>Telus<br>Allstream Enterprise Solutions<br>Cogeco Data Service<br>Toronto Water |
| 3.4.3      | Conduct further investigations of clearances between new overhead catenary and existing high voltage power lines crossing the existing SRT right-of-way (Kennedy Station   | TTC                        | Toronto Hydro   |

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|------------|---|----------------------|--|
|            | to McCowan Station).  |                      |  |
| 3.4.4      | Undertake stray current protection (if applicable) and monitoring for pipelines and other utilities.  | TTC                  | Utility agencies   |
| 3.4.5      | Assure that applicable Ontario Energy Board approvals are obtained for utility relocations.   | TTC                  | Ontario Energy Board   |
| <b>4</b>   | <b>Culture</b>  |                      |  |
| <b>4.1</b> | <b>Archaeology</b>  |                      |  |
| 4.1.1      | Conduct a Stage 2 archaeological assessment in areas where ground disturbance will occur during construction and which have archaeological potential.   | TTC                  | Ministry of Tourism and Culture<br>City of Toronto Heritage Preservation Services                |
| 4.1.2      | For lands under TRCA ownership, TRCA will conduct archaeological investigations in accordance with TRCA and Ministry of Culture requirements  | TRCA                 | TRCA   |
| 4.1.3      | Ministry of Tourism and Culture must concur with all recommendations made in both Stage 1 reports and any Stage 2 assessments that are required prior to commencement of construction.  | TTC                  | Ministry of Tourism and Culture  |
| <b>4.2</b> | <b>Built Heritage Resource and Cultural Landscape</b>   |                      |  |
| 4.2.1      | Bethel Cemetery – if detailed designs for Kennedy Station result in direct impacts to the resource, TTC will prepare a heritage impact assessment, including a conservation strategy.   | TTC                  | Ministry of Tourism and Culture  |
| <b>5</b>   | <b>Transportation</b>   |                      |  |
| 5.1        | Develop traffic, transit, cycling and pedestrian management strategies to be included in construction contract documents.   | TTC                  | Toronto Transportation   |
| 5.2        | Develop railway protection and monitoring plans for GO Stouffville Subdivision during construction.   | TTC                  | Metrolinx  |
| 5.3        | Obtain Railway Crossing Agreement at the GO Stouffville subdivision.  | TTC                  | Metrolinx  |
| 5.4        | Submit Highway 401 bridge design for review including: <ul style="list-style-type: none"> <li>• 401 Progress Road Bridge pier placements,</li> <li>• 401 Progress Road Bridge Structural elements,</li> <li>• 401 Progress Road Bridge clearances and aesthetics and</li> <li>• Traffic management plan for construction</li> </ul>               | TTC                  | Ministry of Transportation   |
| 5.5        | Obtain Ministry of Transportation permits and approvals for Highway 401 bridge. Possible permits and approvals include Encroachment Permit, Building and Land Use Permit (for Centennial Station due to close proximity to 401); Legal Agreement and Sign Permit (for all signs visible to Highway 401 within 400 metres of highway right-of-way) | TTC                  | Ministry of Transportation   |
| 5.6        | Obtain permits for construction within the existing road allowances (through the City of Toronto);  | TTC                  | Toronto Transportation   |
| 5.7        | Obtain Highway Alteration By-law approval for alterations to Eglinton Avenue.   | City of Toronto      |  |
| 5.8        | Conduct consultations with Metrolinx (bus operations) re: layout of temporary bus terminal at Scarborough City Centre.  | TTC                  | Metrolinx<br>Toronto Transportation<br>City Planning   |
| 5.9        | Obtain By-law approval for closure of Milner Business Court (Municipal Class EA approvals normally undertaken in support of retirement of roadway is obviated by this Transit Project Assessment).  | City of Toronto      | City of Toronto  |
| <b>6</b>   | <b>Consultation</b>   |                      |  |
| 6.1        | Hold further consultations would be held with Fire/Emergency services on the SRT facility design details (for example, fire routes for stations) as part of the overall Transit City program.   | TTC                  | Toronto Transportation<br>Toronto Emergency Medical Services<br>Toronto Fire Services<br>Toronto |
| 6.2        | Develop emergency response plans with emergency service providers to maintain fire, police and emergency medical services during construction;  | TTC                  | Toronto Emergency Services   |
| 6.3        | Develop a public consultation plan, which will include a strategy for public participation during design and to address community issues, such as traffic and site access, during construction (see 6.5)  |                      |  |
| 6.4        | Conduct communications with businesses along existing SRT line to advise of SRT shutdown timing, duration and replacement bus services.   | TTC                  | Toronto Economic Development   |
| 6.5        | Strike a Construction Liaison Committee, in consultation with the Toronto Transit Commission, appropriate City staff and local City Councillors, to deal with any construction deficiencies, or nuisances brought forward by local residents.   | Toronto City Council | Toronto City Council   |

**5.3 Compliance Monitoring**

Compliance with the mitigation measures identified in Chapter 4 and the commitments documented in this chapter will be monitored by TTC under its Compliance Monitoring Program. Specifically, TTC will prepare a monitoring plan in accordance with subsection 9.2.8 of Ontario Regulation 231/08.

**5.4 Addendum Process**

The TTC will prepare an addendum if significant changes to the project occur after the Notice of Completion is issued in accordance with Section 15 of the Transit Projects Regulation, including:

- Preparation of an addendum to the Environmental Project Report;
- Preparation of a Notice of Addendum to the Environmental Project Report; and,
- Distribution of the Notice of Addendum to relevant stakeholders and the Ministry of the Environment.

Implementation of future stations such as Brimley, Bellamy, phase 2 extension to Malvern Town Centre (including the MTC station) and the Bellamy yard are considered to be approved under this Transit Project Assessment provided that the commitments to future works as identified above are undertaken.

**5.5 Federal Environmental Assessment (CEAA)**

A number of conditions associated with this TPAP may “trigger” requirements of the federal Canadian Environmental Assessment Act (CEAA). TTC will continue to monitor the Transit Project for potential CEAA “triggers” (Table 6-1) and in the event that the CEAA applies to the Transit Project, TTC will prepare an Environmental Screening Report. Specifically, Section 5 (1) of CEAA applies to projects where a federal authority:

1. Is the proponent of the project;
2. Provides funding to the project;
3. Provides land for the project; or
4. Issues a permit, license or authorization as prescribed in the Law List Regulations.

Following completion of this study, the TTC will prepare and submit a Project Description to CEAA.

TTC will prepare a CEAA Project Description Report to secure a determination under CEAA for the entire project from Kennedy Station to Malvern Centre Station

**Table 5-2: Assessment of Potential CEAA Triggers**

| <b>POTENTIAL CEAA TRIGGERS</b>   |                 |
|--|-----------------|
| <b>Trigger</b>   | <b>SRT</b>      |
| Is the project being funded in whole or in part by the federal government?   | NO              |
| Is the project on federal land?  | NO <sup>8</sup> |
| Is the project likely to affect a facility regulated by the National Energy Board, e.g. oil or gas pipeline?   | NO              |
| Is the project likely to affect the operation of a railway company or railway property?  | NO              |
| Does the project involve the temporary storage of explosives on-site?  | NO              |
| Is the project likely to harm fish or fish habitat?  | NO              |
| Is the project likely to substantially interfere with navigability of waterways?   | NO <sup>9</sup> |
| Is the project likely to take place in, involve dredge and fill operations, draw water from or discharge to a historic canal operated by Parks Canada? | NO              |
| Is the project likely to affect First Nation reserve lands?  | NO              |

<sup>8</sup> CEAA requirements may be triggered due to property impacts. Based on discussions with Canada Post (representing the building at 2439 Eglinton Avenue); it is our understanding that a self directed relocation does not necessarily trigger a federal EA. TTC will continue to monitor.

<sup>9</sup> The extension crosses Highland Creek at Markham Road and Progress Road intersection. Letters from Transport Canada dated April 15,2010 states that “Please be advised that the waters of Highland Creek at the above location are considered not navigable. Consequently, we have no interest in any works at this site.”

## **5.6 Ontario Realty Corporation Class Environmental Assessment Process <sup>10</sup>**

Approved by the Ontario Minister of the Environment pursuant to Section 9(1) of the EA Act in 1992, the Ontario Realty Corporation Class Environmental Assessment Process (ORC Class EA) allows ORC to carry out environmental assessments consistently on a wide range of undertakings associated with properties owned or leased by the Ministry of Public Infrastructure Renewal. The ORC Class EA process entails assigning a provisional EA category as defined in the Class EA parent document (ie. Category A, B, C or D), then applying the appropriate EA methodology specific to the category.

Undertakings in Category B have some potential for adverse environmental effects. These effects are well understood from a technical perspective and are minor in nature. Environmental assessment requirements for this Category are kept to a level of detail that ensures proper environmental protection. For Category B undertakings, ORC must consult directly with affected parties. The ORC will complete a seven point, site-specific analysis that examines municipal official plan and zoning designations, contaminants, Environmentally Significant Areas (ESAs), cultural heritage, servicing capacity, environmental features and socio-economic effects. ORC must keep a record of consultation activities, issues identified and resolved, environmental effects and any necessary mitigation measures. These findings are summarized in a Consultation and Documentation Record (C & D Report), followed by a Notice of Completion for posting.

For 30 calendar days after the Class EA posting date, the public can comment on the Class EA and proposing undertaking; and or:

- Ask the ORC to elevate the EA Category of the proposed undertaking; or
- Submit a written request for a Part II Order to the Minister of the Environment to subject the undertaking to an individual EA (Category D) if potentially adverse effects are suspected, or serious public concern exists.

If no requests or comments have been received during the 30-day posting period, the undertaking can proceed as proposed.

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<sup>10</sup> Ontario Realty Corporation website: <http://www.orc.on.ca>