

5. FUTURE COMMITMENTS

This Transit Project is being undertaken under the new Transit Project Assessment Process (TPAP). During the Preliminary Planning and Transit Project Assessment phase, TTC and the City of Toronto worked closely with the Technical Agencies to address any environmental concerns and issues. The potential impacts, mitigation measures and the associated net impacts have been identified, evaluated and assessed as documented in the previous section. However, the design process, including both preliminary design and detailed design, may lead to refinement or modification of the proposed design as noted in this EPR. It is anticipated that such changes will be minor and will not alter the original intent and the commitments to the public and government agencies.

5.1 Property Acquisition

Property acquisition and temporary construction easements will be required for this project. For most of the alignment of the Etobicoke-Finch West LRT the existing roadway allowance, or right-of-way, has a width of 36 metres. However, the segment from Yonge Street to Bathurst Street is an exception, where a significant portion of the right-of-way measures 30 metres in width. As a matter of policy, the City of Toronto works to acquire the nominal 3 metre wide strip of property on each side of the street when applications for new projects are filed.

Accordingly, portions of approximately 55 properties in the Yonge Street to Bathurst Street segment will need to be acquired to provide a continuous 36 metre wide right-of-way to build the stops planned in this segment. Portions of approximately 80 additional properties will need to be acquired to provide a uniform 36 metre right-of-way width for the rest of the LRT route in this segment, in order to accommodate all standard attributes of the Transit City design. The TTC and the City of Toronto will confirm property requirements and limits early during the design phase.

The City of Toronto and the TTC will undertake the following process to acquire the necessary property:

- Undertake a Property Protection Study during the early stages of the detailed design of the Etobicoke-Finch West LRT corridor to identify temporary easements for construction or other purposes, and permanent property acquisition requirements to accommodate the LRT and associated facilities;
- Negotiate with affected property owners where property acquisition is required for the project; and
- Acquire the necessary property prior to the construction stages.

5.2 During Design

The detailed design will evaluate and assess construction methods and staging that will minimize the impacts to the surrounding properties and will develop mitigation plans, e.g. traffic staging, noise, air quality, etc. This will involve ongoing liaison with the technical agencies, emergency services providers and the public.

The TTC and the City of Toronto will comply with the TRCA/MOE and other regulatory government agencies' regulations, standards and directives. TRCA has provided a number of specific issues to be addressed during detailed design and construction phases as shown in Appendix M. Specifically, the TTC and the City of Toronto's commitments to future work are listed as follows:

- During the design stage, a structural analysis of the existing bridge structures where the LRT tracks will be incorporated will be undertaken to identify any potential structural modifications that may be required. The structural analysis will take into account the bridge expansion joints, impact of LRT loading and axle spacing, track infill details (depth, width, light-weight infill), pole arrangement / load, etc;

- Environmental protection measures will be designed to reduce vegetation removals along the study corridor. A detailed landscaping plan will be prepared to address vegetation and vegetation community impacts with the consultation of the TRCA;
- Vegetation protection / restoration / compensation plans will be prepared and implemented. Plant inventory for the rare or uncommon plant species and site-specific measures will be prepared to minimize displacement or disturbance effects;
- An inventory of the vegetation (trees and shrubs) to be removed will be prepared as part of the TRCA permit application review. The design team will identify opportunities to incorporate TRCA natural environment restoration projects into the overall natural heritage improvements activities for the project;
- The team will develop an urban design layout and select the appropriate streetcaping elements for Etobicoke-Finch West LRT;
- Due to the potential ecological and hydraulic impacts associated with the proposed widening of the West Don River bridge, abutment protection against channel migration may need to be provided for the bridge widening and other structures. The design of the abutments will be provided to TRCA for review;
- Construction access, staging plans and assessments of the temporary construction impacts on vegetation communities will be prepared for the widening of the West Don River bridge, the Islington Bridge over the Humber River, and other structures if applicable;
- Where widening of watercourse crossings potentially affects the watercourse, such as at the West Don River bridge crossing, hydraulic assessments will be undertaken during the design stage using the latest floodplain mapping and model provided by TRCA. The details of the required analysis will be discussed with TRCA during the design stage. The appropriate construction methodology for the new structure will be determined to minimize impacts on the natural environment;
- The details of any dewatering plans, including for underground subway connections, will be provided to TRCA for review and approval. An environmental monitoring plan for mitigating the natural environment during dewatering will be prepared if needed.
- A detailed stormwater management plan will be prepared;
- An erosion and sediment control plan will be prepared, which complies with prevailing TRCA and Toronto Water guidelines and requirements;
- Procedures will be developed for disposal of excavated materials, including contaminated soils, in accordance with Ministry of the Environment requirements;
- A ground and soil management strategy will be developed to mitigate the potential groundwater impact during construction;
- The team will submit a letter to the TRCA confirming issues that will be addressed;
- A Project Description will be submitted to Canadian Environmental Assessment Agency in for review. The Canadian Environmental Assessment Agency will determine whether a CEAA EA is required. If it is required, the Agency will identify the Responsible Authority for submitting an environmental screening report and posting of the project on the CEAA Environmental Registry. This TPAP commits the TTC to follow and complete the CEAA process as required by the Responsible Authority;

- Approval and permits will be required for the construction and permanent operations crossing the CN Rail line (between Chesswood Drive and Alexdon Road) and CP Rail line (east of Weston Road). In the event that an agreement cannot be reached with CN Rail or CP Rail, the crossing/s would require the intervention of the Canadian Transportation Agency (CTA) for a federal order which would trigger the CEAA;
- Further consultations will be held with Fire/Emergency services on the LRT facility design details (example, pole locations, median height, etc.). This is part of the overall Transit City LRT program;
- Further review of traffic operations will contribute to recommended optimized intersection treatments in the area of capacity constraints to provide for the effective operations of LRVs, pedestrian and vehicular traffic;
- The Highway 400 crossing arrangement with the Ministry of Transportation will be finalized, with consideration of traffic operations, traffic signal operations and maintenance, urban design / landscaping opportunity, bicycle lane arrangement, cost-sharing agreement etc. A detailed traffic analysis has been undertaken to determine the traffic operations requirements;
- Refinement of the design details including structural, stormwater management, natural environmental mitigations, traffic operation improvements, and geotechnical investigations will determine the final property impacts / requirements;
- Condition surveys of buildings, structures, and railway protection and monitoring will be undertaken prior to construction initiation;
- Designated Substances Surveys for any buildings or structures that require demolition will be undertaken. Construction contract documents will include this provision;
- A Heritage Impact Assessment will be developed to meet the needs of the Ministry of Culture;
- While not anticipated, a Stage 2 Archaeological Assessment, if required, will be prepared;
- The location of the electrical substations will be finalized and an additional noise and vibration analysis will be undertaken to determine any impacts and the associated mitigation measures, if required.
- Aquatic habitat and fish data collection studies will be undertaken if and when detailed design of the LRT system indicates disturbance of watercourses; and
- Since the alignment traverses the federal quarantine area for the Asian Long-horned Beetle, all regulations regarding this quarantine area will be observed.
- As adopted by the City Council on January 26, and 27, 2010, TTC to have meaningful consultation with interested communities and local councillors regarding urban design, bicycle lanes and landscaping issues, and report the outcome of these consultations to City Council, through Executive Committee.

5.3 During Construction

The TTC will conduct further analysis related to the construction of the Etobicoke-Finch West LRT including but not limited to:

- Include noise and vibration mitigation measures and construction site maintenance requirements in construction contract documents;

- Include traffic, transit and pedestrian management strategies in construction contract documents to address potential traffic infiltration, operations, and safety concerns;
- Undertake stray current protection and monitoring for pipelines and other utilities;
- Develop and implement a construction monitoring program to confirm compliance with contract requirements, and to assess the overall performance and effectiveness of the required environmental construction practices in the field. It is recommended that TTC conduct full-time construction supervision, including inspection and monitoring services, to confirm the project is constructed in accordance with provincial, regional and city standards;
- Employ a TTC environmental inspector to make frequent random site visits for the duration of work at the water crossing locations. The environmental inspector will be responsible for delineating work areas, ensuring that erosion and sedimentation control measures are functional and that the provisions related to fisheries and watercourse protection are met; and,
- Enforce and monitor noise and vibration during construction in accordance with the City of Toronto Noise By-Law (Chapter 591), and City of Toronto By-Law No. 514-2008 with respect to regulation of vibrations from construction activity.

5.4 During Operation

During operation there will be ongoing monitoring of traffic conditions to determine if any further changes to the traffic system should be implemented. Similarly the analysis of changes in bus routes in the area will result in monitoring of the performances of the new routes and potential implementation of any necessary adjustments.

- The TTC will continue to follow practices for the routine maintenance of train wheels to eliminate “wheel flats” that can contribute to ground-borne noise and vibration. All tracks will have regular evaluation to maintain the rail tracks to satisfy TTC standards so that noise and vibration impacts can be minimized.
- The City and the TTC will monitor traffic volumes on public roads and transit schedules as part of the normal operating procedures. This will allow for either agency to identify future issues and develop corrective actions. Furthermore, as development proceeds along the study corridor, the City will ensure the continued functioning of the road network, through the use of supporting traffic impact studies. The use of residential streets and adjacent properties will be monitored.

5.5 On-Going Consultation

The TTC and the City of Toronto will continue to consult with the public, property owners, business owners, police, fire, other emergency service providers, local councillors and other stakeholders during the design of the Etobicoke-Finch West LRT alignment, stations/stops, and other project-related facilities.

5.6 Utility Co-ordination

A number of utilities will require relocation prior to the construction of the Etobicoke-Finch West LRT. These may include Bell Canada, Rogers Cable, Enbridge Gas, Telus, Allstream Enterprise Solutions, and watermain, stormwater and sanitary sewers of the City. It is expected that utility relocations can be accommodated within the proposed right-of-way. This will be confirmed in consultation with the utilities during detailed design.



All of these utilities will be contacted early during the preliminary design to confirm plant location and discuss relocation and cost sharing strategies. Impacts and mitigation requirements will be considered in relation to the alternative relocation options.

Preliminary consultations have been held with the oil pipeline companies regarding the EFWLRT alignment and the depth of the pipelines to be crossed. These preliminary discussions indicate that the pipelines do not currently anticipate any issues. Copies of correspondence from the oil pipelines are included in Appendix M.