5. **IMPACT ASSESSMENT, MITIGATION, AND MONITORING**

Section 9 (2) of the Transit Projects Regulation (Ontario Regulation 231/08) requires the proponent to prepare an Environmental Project Report that contains the following information, among other requirements:

- The proponent’s assessment and evaluation of the impacts that the preferred method of carrying out the transit project and other methods might have on the environment, and the proponent’s criteria for assessment and evaluation of those impacts;

- A description of any measure proposed by the proponent for mitigating any negative impacts that the preferred method of carrying out the transit project might have on the environment; and,

- If mitigation measures are proposed, a description of the means the proponent proposes to use to monitor or verify their effectiveness.

The purpose of this chapter is to review the anticipated impacts, proposed mitigation measures, and recommended monitoring activities as presented in the 2010 EPR, identify changes to the potential impacts, mitigation, and monitoring that result from the new configuration of the ECLRT, and then present that information for public review and comment. Similar to Chapter 4, the information presented herein contains a summary of the impact assessment, mitigation and monitoring that appeared in the 2010 EPR, along with specific changes that are attributable to the changes described in Chapter 3.

5.1 **Range of Potential Impacts**

The environmental factors that may be affected by project facilities / activities were identified using an interactions matrix that first appeared in the 2010 EPR. The interactions matrix was designed to scope the types and level of significance of environmental effects that may be encountered and the level of detail that may be necessary to address those environmental effects. The interactions matrix considered site-specific environmental conditions and project-specific facilities and activities.

The environmental effects of the Undertaking can be classified under three categories:

1. **Footprint Impacts** – Development of the ECLRT will result in the permanent displacement or loss of the existing features found within the footprint of the new facility. Within the study area addressed by this Addendum, the footprint impacts related to the surface sections of the ECLRT are specifically associated with stations, structures, elevated guideway, road realignment, intersection improvements and the Black Creek Maintenance and Storage Facility.

In the underground sections, footprint impacts are associated with ECLRT surface facilities including station entrances and ventilation shafts.
2. Construction Impacts – As documented in the 2010 EPR, the runningway will be largely tunnelled through the underground sections. As a result, impacts are predicted to be negligible in these areas. Stations and special track work areas will be constructed by cut-and-cover method. Station entrances, ventilation shafts, and traction power substations will be constructed following standard at surface construction methods with excavation activities for connection to the underground sections. Surface and elevated sections of the runningway will be constructed at or above grade. Bridge modifications are not anticipated to involve in-water construction work.; and

3. Operation and Maintenance Impacts – The operations and maintenance of the ECLRT will result in impacts that will be experienced over the life of the project. These impacts are associated with emissions during facility operations including air pollution, noise, vibration, electromagnetic interference and stray current. The ECLRT will also have long term effects on traffic and transit operations.

The level of interaction between a facility/activity and an environmental factor can be classified as: “none,” “weak,” “moderate” and “strong” as was done in the 2010 EPR. These terms were defined as follows:

1. None (blank) - no probability of an interaction or the interaction has no significance to the environment. As a result, no additional discussion and documentation is required in support of this Transit Project Assessment.

2. Weak (W) - a low probability of an interaction or the interaction has low significance to the environment. A general discussion is provided in this section, but given the anticipated low probability and/or significance, no additional commitments or follow up actions are required.

3. Moderate (M) - a moderate probability of an interaction or the interaction has moderate significance to the environment. A more detailed discussion accompanied with supporting supplemental analysis and possible mitigation measures and commitments.

4. Strong (S) - a high probability of an interaction or the interaction has a high level of significance to the environment. These issues are usually regulated or closely monitored by government agencies and will require detailed analysis to quantify the potential impact and the anticipated effect of mitigation measures. Future commitments for elements with strong interactions are addressed.

The interactions matrix illustrates which project facilities / activities have a significant interaction with environmental factors. The interactions matrix has been updated to reflect the proposed design changes to the ECLRT covered by this Addendum and is presented in Table 5-1 and, as noted above, is consistent with the approach to identifying the interaction classifications in the 2010 EPR. The subsequent sections will discuss for each of the environmental effects identified in the following topics:

1. Potential impacts;

2. Mitigation measures; and
3. Monitoring, and any contingency measures as required.

Table 5-5 presents a summary of ECLRT potential impacts, mitigation measures, monitoring, future work, and contingency plan.
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<th>Facilities/Activities</th>
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Level of interaction (see definitions above, per 2010 EPR): "-" = None  "W" = Weak  "M" = Moderate  "S" = Strong
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5.2 Monitoring

The 2010 EPR outlines a monitoring plan to be prepared in accordance with Subsection 9(2)(8) of Ontario Regulation 231/08. The proposed changes to the ECLRT will result in minor changes to the monitoring plan proposed in the approved 2010 EPR (as detailed in subsequent sections of this chapter); however, the objectives of the monitoring plan remain as follows:

1. To augment existing information and databases, where required;
2. To determine the accuracy of impact predictions and the effectiveness of environmental protection measures;
3. To ensure compliance with federal, provincial and local legislation and regulation; and,
4. To ensure that commitments, plans, and programs are carried out as planned. Environmental commitments and mitigation measures will be reflected in construction contract documents.

These objectives help to determine the types of monitoring to be used including baseline monitoring, implementation monitoring, and compliance monitoring, as described below.

5.2.1 Baseline Monitoring

A considerable amount of baseline information was collected for the entire ECLRT study area, however, the level of detail of information and the timeframe involved presents only a snapshot of conditions as they are today. For these reasons, a monitoring program is required to gain a fuller understanding of baseline conditions within the study area.

5.2.2 Implementation Monitoring

A plan for implementing prescribed mitigation measures and environmental commitments will be prepared. The plan will include a schedule, resources and priorities for implementation. The plan will also serve as a reference for monitoring the completion of tasks. A review to determine the success of implementation will be conducted on a regular basis. An annual report will be prepared to document the degree of implementation of prescribed measures and set priorities for the following year.

5.2.3 Effectiveness Monitoring

Effectiveness monitoring will be performed at regular intervals to determine if impact predictions were accurate and if environmental protection measures are effective. If the results of effectiveness monitoring reveal unanticipated effects, contingency measures will be implemented to address the situation.
5.2.4 Compliance Monitoring

Compliance monitoring will be conducted to ensure that construction activities do not contravene legislation and regulations and are in accordance with contract provisions.

Where standard monitoring procedures are known, they are identified in the following sections. A detailed monitoring plan will be prepared for the ECLRT prior to construction. Contingency measures, where appropriate, will be addressed as part of the detailed monitoring plan.

5.3 Natural Environment

5.3.1 Groundwater

5.3.1.1 Footprint Impacts

Potential Impacts

In the 2010 EPR, it was anticipated that the ECLRT facilities would not interrupt existing groundwater migration pathways, as permanent groundwater dewatering systems will not be used. This remains the case under the EPR Addendum. The potential for groundwater impacts will be reviewed and documented in the Soil and Groundwater Management Strategy prior to construction.

Mitigation Measures

A Soil and Groundwater Management Strategy will be developed prior to construction. Any contaminated groundwater will be managed in accordance with provincial legislation and regulations including the Ministry of the Environment’s Guidelines for Use at Contaminated Sites in Ontario (MOE 1997).

Monitoring and Contingency

If excavations or property acquisitions are planned in areas of known or high potential for environmental impacts, additional environmental investigations (e.g. Phase 1 Environmental Site Assessments and Phase 2 Environmental Soil & Groundwater Investigations) will be conducted in accordance with provincial regulatory requirements to assess the environmental site conditions (i.e. in general accordance with O.Reg. 153/04 (i.e. to CSA standards), as amended), disposal requirements for soil, as well as health and safety requirements. Groundwater will be managed in accordance with provincial legislation and regulations including Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act, dated April 15, 2011. This may include management within the right-of-way depending on circumstances.

A monitoring program will be included in the Soil and Groundwater Management Strategy which will be developed prior to construction. Groundwater monitoring wells will be installed prior to construction.

A contingency plan will be developed prior to construction where appropriate.
### 5.3.1.2 Construction Impacts

#### Potential Impacts

The groundwater table is likely to be above the base of the proposed depth of alignment within the underground section of the ECLRT from Mount Dennis Station westerly to Jane Street. There is, therefore, potential to encounter contaminated groundwater. Seepage cut-off and depressurization of aquifers will be required to control groundwater, stabilize the base of excavations. It can be expected that groundwater will need to be controlled by methods such as pumping from sumps, educators or well points or in some cases by deep well dewatering systems. Care must be taken to prevent the removal of fine soil particles during pumping.

#### Mitigation Measures

Further hydrogeologic assessments will be conducted at locations requiring dewatering to estimate discharge rates, predict impacts and evaluate treatment/discharge options. These studies are also needed to support the Ministry of the Environment’s Permit to Take Water (PTTW) applications.

There is potential for buildings to have foundations built below the local water table, and a potential exists for these foundations to be affected by dewatering. Further investigation to determine the radius of influence of any required dewatering will be necessary to fully consider the impacts to nearby structures and infrastructure. Further mitigation plans will be developed prior to construction.

#### Monitoring and Contingency

Most cut-and-cover operations for the construction of stations will require dewatering to reduce groundwater pressure and lower groundwater levels to allow for construction on stable undisturbed and substantially dry subgrade. To avoid adverse effects such as settlement of buildings two types of monitoring are employed:

- **Amount of Total Suspended Solids in the Dewatering Effluent** – Unless required to be more stringent by the geotechnical engineer during design, is limited to 5 parts per million Total Suspended Solids. This monitoring is undertaken 12 hours after the commencement of pumping.

- **Groundwater Monitoring Wells (piezometers)** – The measurement of groundwater levels are taken from piezometers generally situated within areas of excavation. As part of the baseline monitoring, a minimum of 2 sets of readings prior to the start of dewatering will be taken. The monitoring of water levels will be conducted on a daily basis while dewatering systems remaining in operation. The monitoring program will include review and alert levels. If instrument readings exceed “review” levels, Metrolinx and its contractor will jointly assess the necessity of altering the method, rate or sequence of construction. At “alert” groundwater levels, Metrolinx can order
construction operations to cease until the necessary mitigation measures are undertaken.

Recognizing the urban environment within which this project occurs, the disposal of groundwater will be to an existing storm or sanitary sewer and will be arranged by the contractor. The conditions and resulting monitoring and reporting requirements will be the subject of a water disposal permit with the City of Toronto and monitoring will include sampling and analysis carried out in accordance with the procedures, modified or validated by the City, as set out in the City document entitled “Quality System, Analytical Methods Manual” as it may be amended from time to time. [Amended 2002-10-31 by By-law No. 855-2002].

5.3.1.3 Operations and Maintenance Impacts

The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to groundwater.

5.3.2 Surface Water

5.3.2.1 Footprint Impacts

Potential Impacts

The general direction of roadway overland flow routes and the drainage patterns will not be altered and will be maintained as they currently occur. With the new ECLRT bridge of approximately 11 metres wide and the extension of the Eglinton Avenue Bridge deck to the south, the increase in impervious area in the Black Creek Catchment at the Eglinton Avenue Bridge crossing is approximately 0.34 ha. The total drainage area of the Black Creek Catchment at the Eglinton Avenue Bridge crossing is approximately 5310 ha. The increase in impervious area is insignificant and there will be no significant changes in peak flows due to the proposed ECLRT. Therefore, specific techniques to reduce the quantity and rate of runoff are not required. Details of the Stormwater Analysis for the Black Creek crossing are presented in Appendix A.

Similarly, approximately 0.35 ha of impervious area is added to the Humber River Catchment at the Eglinton Avenue Bridge crossing. The total drainage area of the Humber River Catchment at the Eglinton Avenue Bridge crossing is approximately 81,930 ha. The increase in impervious area is insignificant and there will be no significant changes in peak flows due to the proposed ECLRT. Therefore, specific techniques to reduce the quantity and rate of runoff are not required.

A Stormwater Management System (SWM) is required at the MSF site, which will be consistent with the Toronto Green Development Standard, including the provision for green roofs. Current MSF design standards require imbedded track, and a network of paved roads and parking areas, the overall site will be highly impervious. The SWM system will be designed on this basis, with appropriate
storage and outlet controls. The SWM is planned to outlet to the 1200 millimetre diameter storm sewer that is located on Industry Street.

Mitigation Measures

The storm runoff will be discharged to Black Creek and the Humber River. The SWM system will be designed to achieve an Enhanced Level of water quality treatment, as per the Ministry of the Environment's Stormwater Management Planning and Design Manual (2003) and using low impact development techniques where feasible. Due to land constraints on Eglinton Avenue, oil grit separators will be designed to achieve the desired level of water quality treatment.

An on-site SWM pond is protected for within the current design of the MSF site to control both water quality and quantity of stormwater discharge before the connection to the municipal storm sewer network. The SWM pond will be further defined as part of the detailed design phase of the project.

Monitoring and Contingency

The City of Toronto operates and maintains a network of rainfall gauges. The information is used to determine sewer sizes and the influence of storms of various sizes on the existing sewer system and on streams (floods).

The City collects and analyses water samples from sewers at sewer outfalls, in stream and at the lakefront for a variety of management reasons. Sample results from sewer outlets are used to determine trace and correct the discharge of prohibited pollutants to its sewer systems.

5.3.2.2 Construction Impacts

Potential Impacts

In-stream works are not proposed at any of the crossings therefore changes to the fluvial integrity of the channel are not anticipated.

Mitigation Measures

Measures will be put in place during all phases of construction to minimize disturbance to watercourses from inputs of soil, concrete dust / washwater and other materials. Measures will be included in the design process to ensure that storm water impacts will be minimal and that water features are protected as part of the proposed construction.

In areas where construction sites or roadways are located in proximity to watercourses, the use of minor grading to direct surface runoff away from the aquatic habitats is recommended. This generally consists of the slope leading to a very shallow swale created by a low ridge of topsoil. The vegetative swale is configured to direct surface runoff along the swale back away from the edge.

If uncontrolled, the construction activities associated with Eglinton Avenue widening could result in increased rates of erosion and sedimentation within and
adjacent to the site area and tributaries to major watersheds. The potential environmental impacts from increased erosion and sedimentation include: degradation of water quality; destruction of fisheries habitat; and, increased flooding potential. Erosion and sedimentation processes are typically accelerated due to construction activities.

In order to prevent and minimize the release of sediment to watercourses, various sediment and erosion control measures will be implemented during LRT construction, such as:

- Environmental protection measures will be installed in areas adjacent to watercourses. Erosion and sediment control measures will be prepared in accordance with the TRCA Guidelines “Erosion and Sediment Control for Urban Construction Sites”;
- During the design process, a sediment and erosion control plan will be developed utilizing Best Management Practices;
- Any required structure work will be isolated from the open watercourse and conducted “in the dry”;
- Any required dewatering operations for structure work should be outlet onto a grassed area at least 30 metres from the watercourse, a settling pond, and/or wetland filter bag. A Permit to Take Water application will be submitted to the Ministry of the Environment to undertake any dewatering that is over 50,000 L/day;
- Any effluents derived from concrete cutting/grinding/forming will be collected and managed in accordance to provincial standard specifications;
- Following the completion of final site grading and topsoil application, a roadside seed mixture (Ontario Provincial Standard Specification, OPSS 572) and perennial rye grass nurse crop seed should be applied to all exposed soils. For exposed soils located adjacent to watercourses, immediately following seed application a straw erosion control blanket (installed as per OPSS 572.05.07, 572.05.08 and 572.07.04.04) should also be installed along the embankment slopes;
- All necessary steps should be taken to prevent dust nuisance resulting from Contractors’ work. Dust suppression will be undertaken as per OPSS 501 and 506;
- In order to mitigate the potential impacts associated with excess material storage (pocket), no stockpiles shall be located closer than 30m from water features, in accordance with OPSS 180. Waste and excess materials will be dealt with in accordance with OPSS 180, General Specification for the Management and Disposal of Excess Material. Waste generated on-site, which requires off-site removal should be in accordance with Ontario Regulation 347 under the Environmental Protection Act which provides for the transportation and processing of hazardous and non-hazardous waste;
To prevent surface water contamination during construction, care will be taken to avoid accidental spillage or discharge of chemical contaminants (i.e. gasoline, oils and lubricants). Refuelling should take place no closer than 30 metres from water features. Furthermore, proper containment, clean up and reporting, in accordance with provincial requirements, should be completed in the event of a spill;

All exposed slopes shall be treated with topsoil and seeding, mulching or sodding;

A significant step towards controlling erosion during construction is to minimize the amount of disturbed ground cover particularly near watercourses;

Exposed areas should not be left uncovered longer than necessary and ground cover should be re-established as quickly as possible; and

Sediment control measures will be installed prior to construction, monitored during the construction and replaced as necessary.

Monitoring and Contingency

Prior to construction, the contractor is required to submit comprehensive environmental controls and methods plan to address, among other elements, effluent (water) control. The effectiveness of this plan is monitored during a demonstration of the process that is undertaken before the work can commence on site. A representative of Metrolinx will undertake monitoring of plan compliance.

As a component of erosion and sedimentation control, environmental inspections of the construction site will be conducted. Environmental inspections will be conducted to assess the performance of erosion and sedimentation control measures and identify any required maintenance. The frequent inspections will also permit the identification of localized erosion and sedimentation control issues that require site specific attention. A detailed erosion and sedimentation control plan will be prepared during later design phases.

During the course of construction, there is a risk of spills or discharges of pollutants or contaminants by the contractor. The following contingency plan will be put in place:

- Names and telephone numbers of persons in local municipalities and MOE to be notified forthwith of a spill;
- Names and telephone numbers of representatives of fire, police and health departments of local municipalities who are responsible to respond to emergency situations;
- Names and telephone numbers of companies experienced in control and cleanup of hazardous materials that will be called in an emergency involving a spill;
- Contingency plan shall include provisions for hazardous or unknown materials (e.g. puncturing a drain during excavation);
- Containment and control of spill and clean up procedures are to be initiated immediately to mitigate environmental damage, while awaiting additional assistance; and
- Ensure materials and products are on site with which temporary repairs can be made to broken pipelines or other services so emissions of pollutants can be controlled and stopped.

5.3.2.3 Operations and Maintenance Impacts

Provided the mitigation measures discussed in Section 5.3.3, the proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to surface water.

5.3.3 Fish and Fish Habitat

5.3.3.1 Footprint Impacts

Potential Impacts

In general terms, any project that involves road widening and associated bridge / culvert improvements over a watercourse, drainage modifications, or generation of stormwater runoff has the potential to result in a Harmful Alteration, Disruption or Destruction (HADD) of fish habitat. The 2010 EPR documents potential impacts to the watercourses along the ECLRT. Black Creek is the only watercourse within the study area assessed for the EPR Addendum.

It should be noted that the Natural Environment Existing Conditions, Impact Assessment, and Mitigation Recommendations study (see Appendix B) undertaken in 2012 did not evaluate or update potential impacts to aquatic SAR. Impacts and mitigation measures for aquatic Species at Risk (SAR) in the 2010 EPR remain unchanged.

Impacts to fish and fish habitat associated with the proposed shift of the ECLRT alignment from the centre median of Eglinton Avenue West to the north side of Eglinton Avenue West right-of-way and new elevated ECLRT structure over Black Creek are anticipated to be similar to those discussed for the proposed bridge widening identified in the 2010 EPR. As the new proposed bridge structure will span the bed and banks of the watercourse with no encroachment required in the wetted portion of the channel, direct impacts to fish and fish habitat are not anticipated as a result of the proposed works.

Mitigation Measures

The Humber River floodplain and crossing of Black Creek are within the regulated areas of the City of Toronto’s Ravine and Natural Feature Protection Bylaw and TRCA’s Ontario Regulation 166/06, and a permit will be needed before the project works can be initiated. The TRCA will also review the project as it relates to Fish Habitat under their Level III agreement with Fisheries and
Oceans Canada (DFO) to determine whether there is a potential for the proposed works to result in a HADD of fish habitat. As the proposed elevated LRT bridge structure will span the bed and banks of the watercourse with no encroachment in the wetted portion of the channel, it is anticipated that a HADD will not result from the proposed works and the TRCA will issue a Letter of Advice accordingly.

**Monitoring and Contingency**

Any additional mitigation measures, monitoring and commitments agreed to in consultation with provincial and federal agencies will be complied with.

### 5.3.3.2 Construction Impacts

**Potential Impacts**

Potential impacts to fish or fish habitat as result of potential surface water impacts during construction. Please refer to Section 5.3.2 for additional information.

**Mitigation Measures**

Implement mitigation measures as identified in Section 5.3.2.

Implement best management practices identified in the 2010 EPR during construction to reduce the potential for impacts to fish and fish habitat.

All works will be completed in accordance with the *Fisheries Act*, the *Endangered Species Act*, and the *Species at Risk Act*.

**Monitoring and Contingency**

Implement monitoring and contingency plans as identified in Section 5.3.2.

Any additional mitigation measures, monitoring and commitments agreed to in consultation with provincial and federal agencies will be complied with.

### 5.3.3.3 Operations and Maintenance Impacts

The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to fish and fish habitat.

### 5.3.4 Vegetation and Vegetation Communities

This section provides updates to Sections 5.3.4 and 5.3.5 of the 2010 EPR (Communities / Ecosystems and Populations / Species) to reflect changes addressed by this EPR Addendum.

In support of this EPR Addendum, an impact assessment was conducted to inform the Natural Environment Existing Conditions, Impact Assessment and Mitigation Recommendations Memo for the study area, including the MSF site (see Appendix B).
5.3.4.1 Footprint Impacts

Potential Impacts

The re-alignment of the LRT to the right-of-way north of Eglinton Avenue may cause the loss of small portions of cultural woodland, one bordering the railway track and the other on the west side of Black Creek. Construction of the MSF and associated access tracks will require the removal of about 2.8 ha of the vegetation at the northwest corner of Black Creek Drive and Eglinton Avenue (see Figure 5-1). Specifically, losses will be to most of the cultural thicket / cultural woodland fencerow along the west side, two entire fragments of cultural woodland at the north end, most of the large meadow dominated area, all of the cattail marsh, and most of the band of cultural woodland along and extending north of Eglinton Avenue.

Mitigation Measures

Footprint impacts to vegetation are typically addressed through the construction phase of the project. Mitigation measures associated with the removal of vegetation are discussed under Section 5.3.4.2.

Through this project, Metrolinx will be acquiring property on the existing Keelesdale Drive and closing the roadway (see Section 5.4.1). This property will be cleared and naturalized through the Project, offering an opportunity for some compensative plantings to offset the vegetation removals required for the project. Plans for the naturalization of the Keelesdale Drive property will be developed during the detailed design phase of the project, and will be reviewed with the TRCA at that time. Metrolinx will restrict future development on the Keelesdale Drive properties.

Monitoring and Contingency

No further monitoring or contingency is proposed.

5.3.4.2 Construction Impacts

Potential Impacts

The Project may impact trees in protected areas, in parks, on the road allowance and/or on private land. If not properly protected, vegetation not impacted by the footprint of the ECLRT may be directly impacted during construction.

Potential indirect impacts to vegetation include exposure to sediment and contaminant runoff from construction activities.

Mitigation Measures

Under the Ravine and Natural Feature Protection Bylaw, a permit is required to dump fill or refuse, or alter the grade, or injure or destroy any tree, in specified protected areas. There are other City of Toronto bylaws that give the same tree protection to park trees, street trees and certain trees on private land. On private land, trees that have a diameter at breast height of 30 cm or more are protected,
and smaller trees are protected if they are part of a registered site plan agreement. Direction for adhering to the tree protection bylaws, including minimum protection zones, is provided in the City of Toronto’s Tree Protection Policy and Specification for Construction Near Trees.

In support of the bylaws, a tree inventory will be required for the locations where trees are likely to be impacted. Mitigation, restoration or compensation measures will be identified following the tree inventory and will be based on detailed site assessments undertaken during the detail design phase, refined to the satisfaction of the issuer of the permit. Erosion and sediment control will be addressed as discussed in Section 5.3.2.2.

Where the City of Toronto does not have authority to issue tree permits (i.e., where there is provincial or federal interest), all works must be completed in accordance with applicable legislation including, but not necessarily limited to, the Fisheries Act, Migratory Birds Convention Act, Endangered Species Act and Species at Risk Act.

Implement mitigation measures as identified in Section 5.3.2.
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Legend
- Study Limits for Natural Environment Investigations
- Maintenance and Storage Facility (MSF) Site
- Vegetation Communities
- Proposed Vegetation Removal for MSF
- Proposed Vegetation Removal for Access Tracks
- Toe of Embankment Slope

ELC Code   ELC Description
CUM1-1     Dry-Moist Old Field Meadow
CUT1       Mineral Cultural Thicket Ecosite
CUW1       Mineral Cultural Woodland Ecosite
MAS2-1     Cattail Mineral Shallow Marsh

Date: OCTOBER 2013
Scale: AS SHOWN

EGLINTON CROSSTOWN LRT
ENVIRONMENTAL PROJECT REPORT ADDENDUM
BLACK CREEK MSF VEGETATION REMOVALS
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Monitoring and Contingency

Implement monitoring and contingency plans as identified in Section 5.3.2.

It is possible that additional mitigation measures, monitoring, and commitments may be identified in consultation with relevant provincial and federal agencies. Any additional mitigation measures, monitoring and commitments agreed to will be complied with.

5.3.4.3 Operations and Maintenance Impacts

The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to vegetation and vegetation communities.

5.3.5 Wildlife and Wildlife Habitat

This section provides updates to Sections 5.3.4 and 5.3.5 of the 2010 EPR (Communities / Ecosystems and Populations / Species) to reflect changes addressed by this EPR Addendum.

In support of this EPR Addendum, an impact assessment was conducted to inform the Natural Environment Existing Conditions, Impact Assessment and Mitigation Recommendations Memo for the study area, including the MSF site (see Appendix B).

5.3.5.1 Footprint Impacts

Potential impacts to terrestrial wildlife related to impacts to vegetation and vegetation communities. Please refer to Section 5.3.4.1 for details regarding footprint impacts to vegetation and vegetation communities.

5.3.5.2 Construction Impacts

Potential Impacts
Wildlife using the Black Creek wildlife corridor may be disturbed by noise and vibration associated with construction of the elevated LRT bridge. Barn Swallows may nest under the Black Creek bridge as they have in previous years. Northern Rough-winged Swallow and three other species considered probable nesters may be nesting near the bridge. Recent rail corridor construction works in the vicinity of the bridge may deter nesting. At the MSF site, wildlife habitat may be eliminated or rendered unsuitable through construction of the MSF.

Mitigation Measures
The nests of most bird species are protected by the Migratory Birds Convention Act. Migratory bird nesting season varies by species and seasonal weather variations. Lands impacted by the project works should be monitored between April 1st and August 31st for active nests of bird species, and if they are observed it is recommended that they be monitored by a wildlife specialist to ensure that nesting activity continues. Potential disturbance may be sufficient to warrant the
prevention of nesting under Black Creek bridge and the erection of alternative nesting structures.

Caution should be exercised near Black Creek to avoid disturbing wildlife using this wildlife corridor. This is particularly important if Barn Swallows are nesting under the bridge. Implementation of mitigation measures may be sufficient such that a permit under the ESA will not be required for Barn Swallow, Chimney Swift and/or Milksnake. Requirements associated with the ESA are to be confirmed in consultation with MNR prior to construction commencing.

All works must be completed in accordance with applicable legislation including, but not necessarily limited to, the Fisheries Act, Migratory Birds Convention Act, Endangered Species Act and Species at Risk Act.

**Monitoring and Contingency**

It is possible that additional mitigation measures, monitoring and commitments may be identified in consultation with relevant provincial and federal agencies. Any additional mitigation measures, monitoring and commitments agreed to will be complied with.

5.3.5.3 Operations and Maintenance Impacts

The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to wildlife and wildlife habitat.

5.3.6 Designated Natural Areas and Parks

5.3.6.1 Footprint Impacts

**Potential Impacts**

Construction of relocating Eglinton Avenue West and elevated guideway in the study area along the ECLRT corridor will result in minor encroachment at three parks including: Coronation Park, Keelesdale Park and Pearen Park. The LRT facilities proposed at each park are presented below.

- Coronation Park: Foundations for Elevated Guideway
- Keelsedale Park: Grading for Realignment of Eglinton Avenue West
- Pearen Park: Bicycle Pathway (see below for additional details)

Further, the construction of the MSF yard access tracks will require alteration of the valley wall adjacent to the former Kodak property, including removal of trees (addressed in Section 5.3.4), and excavation works.

At Pearen Park, the Project includes a proposed 3.0m bicycle pathway running east-west along the southern limit of the Park, and will tie in to the Eglinton Avenue corridor at the western limit of the Park. The alignment of the pathway will be developed in detailed design.
Mitigation Measures

The ECLRT facilities will be positioned and configured to minimize intrusion into the parks to the extent possible. The ECLRT facilities will be designed to blend into their surroundings. Metrolinx will consult with City of Toronto Parks, Forestry and Recreation Division during detailed design to mitigate impacts on City of Toronto parks located along Eglinton Avenue.

In order to ensure that the slope of the valley wall is maintained during and after construction, retaining walls will be constructed along the MSF yard access tracks. Previous non-native fill material will be compacted and tested to ensure that it is sufficiently stable to support the proposed works on the former Kodak lands.

The proposed bicycle pathway at Pearen Park will be designed to avoid existing trees to the extent feasible. Any impacts to vegetation associated with the proposed pathway will be addressed through the consultation with City of Toronto Parks, Forestry, and Recreation described above.

Monitoring and Contingency

A contingency plan will be developed prior to construction where appropriate.

5.3.6.2 Construction Impacts

Potential Impacts

The proposed location for the west temporary work site is on the south side of Eglinton Avenue, 200 m east of Black Creek Drive. The area is locally known as Keelesdale Park and the present land use consists of baseball diamonds, an indoor hockey arena and a grass soccer pitch. The soccer pitch is located adjacent to but separated from Eglinton Avenue by a cultural woodlot (CUW1), and is bordered by a small deciduous forest parcel (FOD2-1) to the east and a parking lot to the south. The majority of the work zone will be established on the soccer pitch, but will also require removal of approximately 0.105 ha. of cultural woodlot to accommodate the northern boundary of the work zone and the ‘open shaft’ access to the portal. The FOD2-1 vegetation community will not be affected. The soccer pitch will also be used as the tunnel boring machine launch site and as temporary material stockpiling and heavy equipment operations site resulting in temporary impacts to its recreational use.

Mitigation Measures

To ensure that the forested area remains undisturbed, the entire FOD2-1 vegetation community will be separated and isolated with a barrier to prevent encroachment by any construction related activity. Upon completion of the project, the soccer pitch will be re-instated to its present condition. The cultural woodlot (CUW-1) will also be restored to its pre-construction state as it will be replanted with suitable native species.
Monitoring and Contingency

A monitoring and contingency plan will be developed prior to construction where appropriate.

5.3.6.3 Operations and Maintenance Impacts

The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to designated natural areas or parks.

5.3.7 Air Quality

5.3.7.1 Footprint Impacts

The proposed changes to the 2010 EPR are not expected to result in any footprint-related impacts to air quality.

5.3.7.2 Construction Impacts

Potential Impacts

A Construction Air Quality Assessment was undertaken by Novus Environmental Inc. in support of this EPR Addendum to evaluate the impacts of the revised ECLRT configuration in the study area (including the MSF site). A copy of the Construction Air Quality Assessment Report is provided in Appendix C.

Construction air quality impacts will primarily occur where exposed construction activities are conducted. The areas where exposed construction activities are anticipated to occur in the study area are:

- An approximate construction area of 15,100 m² between Jane Street and Keele Street for the construction of the light rail track; and
- An approximate construction area of 40,000 m² north of Eglinton Avenue between the CPR/CNR rail tracks and Black Creek Drive, for construction of the Maintenance and Storage Facility (MSF).

The area surrounding the exposed construction activities are bounded by a mixture of commercial and residential land uses. Land uses which are defined as sensitive receptors for evaluating air quality effects are:

- Health care facilities;
- Senior citizen long-term care facilities;
- Child care facilities;
- Educational facilities;
- Places of worship; and
- Residential dwellings.
The worst-case sensitive receptors locations relative to the exposed construction activities are noted in Figure 5-2 as R1 through R4.

Figure 5-2: Worst-Case Sensitive Receptors (Construction Activities)

Construction activities may result in temporary, localized impacts to air quality. The two major sources of construction impacts to air quality are dust and exhaust emissions from construction equipment.

Results of the dispersion modeling are discussed in the Construction Air Quality Assessment Report found in Appendix C. Modelling was performed both with and without mitigation to show the improvements in ground level dust concentrations that can be achieved. Due to the large amount of dust generated during construction processes, mitigation is often required. It should be understood that the maximum predicted Total Suspended Particulate (TSP) concentrations were assessed using conservative assumptions and that it is anticipated that for the majority of time, the experienced TSP levels off-site will be substantially less than those presented in the Construction Air Quality Assessment Report.

Mitigation Measures

As documented in the 2010 EPR and the 2012 Construction Air Quality Assessment (Appendix C), best management practices will be implemented to prevent the potential release of dust and other airborne pollutants offsite.

A dust management plan will be developed by the contractor, and will incorporate the following mitigation techniques:
- Material wetting or chemical suppressants;
- Construction of barriers;
- Limiting exposed areas; and
- Equipment washing.

Different levels of mitigation may be required at different construction phases. The focus of the mitigation plan is to reduce the dust emissions from the material processing activities, the major contributor to total dust emissions, and not to reduce vehicle emissions.

Environment Canada’s “Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities” document will be followed for mitigation techniques, not only for dust but for other pollutants such as carbon monoxide and oxides of nitrogen as well (Environment Canada, 2005).

These types of controls aid in minimizing impacts to the environment during the construction phase. Night time construction activities will also be considered in order to reduce the higher emissions from vehicles that are slowed down by the reduced existing road capacity during the day. It is recommended that only water be used as a dust suppressant.

As noted in the 2010 EPR, reductions in greenhouse gases associated with the use of the ECLRT will far outweigh any short term increase in greenhouse gas emissions that are associated with construction activities.

A more detailed discussion of the construction-related mitigation modeling for sensitive air quality receptors including associated figures can be found in the Construction Air Quality Assessment located in Appendix C.

**Monitoring and Contingency**

As committed to in the 2010 EPR, air monitoring of crystalline silica, total dusts and other contaminants (as applicable) will be conducted as a check on the effectiveness on dust control measures. In particular, air quality monitoring will be conducted prior to, during or following construction as follows:

- When construction and/or demolition activities are likely to cause dust emission, air monitoring must be conducted prior to beginning activities to establish a baseline value for the quantity of suspended particulate matter in the air. During construction and/or demolition operations where dust is being created, air quality monitoring must be conducted to establish the level of particulate matter in the air. Following construction and/or demolition operations where dust was created, confirmatory tests must be conducted to quantify the level of particulate matter in the air.

- Construction Borne Particulate Matter within Existing Buildings – In instances where works are necessary to connect new works to existing buildings and stations and activities, such as sawcutting – monitoring of airborne contaminants such as crystalline silica will be required to show that these
contaminants are below their respective time weighted average exposure values as indicated in Regulation 833.

- Appropriate adaptive management will be undertaken in response to findings from air quality monitoring.

5.3.7.3 Operations and Maintenance Impacts

Potential Impacts

The 2010 EPR describes how the operation of the ECLRT will result in significant reductions in emissions of oxides of nitrogen, volatile organic compounds and carbon monoxide along Eglinton Avenue compared to current conditions. The replacement of existing diesel powered buses that serve the ECLRT corridor and transfer of terminus points for some bus routes that are currently served from either the Eglinton Station or Eglinton West Station will result in a reduction in local air emissions.

There will be a need for more electricity to operate the ECLRT. However, even with the increased contaminant releases associated with electricity production, it is estimated that there will be a reduction of common air contaminants released in southern Ontario as a result of implementing the ECLRT. Further reductions are possible if private vehicle users become LRT riders.

The proposed Mount Dennis Bus Terminal will be a point source for exhaust emissions. Based on the number of buses to use this terminal at any one time, the duration that the buses will be idling on site, and the age of the bus fleet, it was determined that carbon monoxide (CO), total suspended particulate (TSP) and nitrogen oxide (NO) emission will be well below Canada Wide Standards (CWS) and Ontario Ambient Air Quality Objectives at these locations.

Given the scope of operational changes, operational air quality has been assessed for the study area. Potential impacts were assessed by predicting contaminant concentrations at sensitive land uses adjacent to the roadway for the existing, future no-build and future build scenarios. The maximum combined concentrations for all scenarios were below their respective MOE guidelines or CWS, with the exception of coarse Particulate Matter (<10 microns in diameter, PM$_{10}$) and TSP. Frequency analysis was undertaken in order to estimate the number of occurrences above the guideline and it was found that no additional days above the guideline for PM$_{10}$ and TSP are predicted for the future build scenario from the existing scenario over a 5 year period. Results of the operational air quality assessment for the study area are discussed in the Operational Air Quality Assessment Report found in Appendix C.

Mitigation Measures

Mitigation measures are not warranted, due to the fact that no additional days above the guideline for PM10 and TSP are predicted for the future build scenario from the existing scenario over a five-year period.
Monitoring and Contingency

As warranted, a contingency plan will be developed prior to maintenance activities where appropriate.

5.3.8 Potential Contamination

5.3.8.1 Footprint Impacts

As noted in the 2010 EPR, the overall Project will result in the displacement of approximately 1.8 million m$^3$ of surplus excavated material generated by tunneling and cut-and-cover construction at the portals, tunnel and stations. The extension of the underground section between Mount Dennis Station and the Jane Street portal will result in approximately 75,000 m$^3$ of additional surplus excavated material. The Black Creek MSF will be designed to minimize the generation of surplus excavated material.

A Contamination Overview Study (COS) has been completed in support of this EPR Addendum. The COS report documenting impacts and related mitigation for the proposed new alignment and MSF for the ECLRT is available in Appendix E.

Based on the information collected through the 2012 Contamination Overview Study from Jane Street to Black Creek (Appendix E), broad Areas of Potential Environmental Concern (APEC) were identified as noted as shown in Figure 5-3.

APECs with high potential for contamination correspond to locations within the study area where land uses consist of commercial / industrial operations that could impact soil and/or groundwater, including:

- Former Kodak lands (Maintenance and Storage Facility [MSF] lands) located northwest of the intersection of Black Creek Drive and Eglinton Avenue;
- The former waste disposal site located on the southeast corner of Black Creek Drive and Eglinton Avenue; and
- The rail corridor to the west of the former Kodak lands (MSF lands) which bisects the study area.

Two areas were found to be of moderate potential and represent small commercial / industrial properties suspected of using chemical compounds or performing activities that could impact soil and/or groundwater; but may not be directly impacted by road improvements. APECs with moderate potential for contamination include:

- A small commercial area near the intersection of Keele Street and Eglinton Avenue; and
- A small commercial area near the intersection of Weston Road and Eglinton Avenue.

All other areas are considered to have a low potential for site contamination. These areas are generally classified as open space, residential, or agricultural areas that are not suspected of using chemical compounds harmful to the

| Metrolinx | Transit Project Assessment Process |
| Eglinton Crosstown LRT | Environmental Project Report Addendum |

MMM Group | October 2013 | Page 5-30
environment or human health. Another low contamination potential of concern includes road salt impacts and the presence of spills along right-of-way, roads, and parking lots.

**Mitigation Measures**

As documented in the 2010 EPR, excess soil will require waste classifications in accordance with applicable regulatory requirements. Regulatory requirements in place at the time of construction and excess materials management guidelines and specifications (e.g. OPSS 180) will be used when developing an excess materials management plan.

A Soil and Groundwater Management Strategy will be developed prior to construction.

Generally, where impacts are anticipated to all or portions of properties with high or moderate potential for contamination, further environmental investigations will be completed for these properties (or portions thereof) that would be directly impacted by construction activities (i.e. tunneling):

- Prior to construction, a Risk Assessment will be prepared covering the former Kodak lands (MSF lands) with regard to the handling of contaminated materials located at the site. The purpose of the Risk Assessment is to describe and estimate the likelihood of adverse effects to human health and the environment resulting from exposure to contaminants and to develop property-specific environmental standards that will protect the people and the environment at the site. The Risk Assessment is intended to support the filing of a Record of Site Condition in accordance with O.Reg. 153/04, as amended;

- For other properties (or portions thereof) are to be acquired for the ECLRT construction, Phase I and Phase II Environmental Site Assessments will be conducted in general accordance with O.Reg. 153/04 (i.e. to CSA standards), as amended. If a Record of Site Condition is required for a property the corresponding studies will be completed in accordance with O. Reg. 153/04, as amended; and

- For areas where spills were documented to have occurred within the study area, during construction of the ECLRT, soil testing for petroleum hydrocarbons (PHCs) will be completed along the road right-of-way where removal of soil from the road shoulders and road right of ways (i.e. excess materials) is required. If presence of PHCs is confirmed, appropriate contaminated soils management will be determined and implemented.

Since the former waste disposal site (southeast corner of Black Creek Drive and Eglinton Avenue) was closed more than 25 years ago, no ministerial approvals are required.

No additional environmental investigations are required for APECs with low potential for contamination.
Monitoring and Contingency

A monitoring program will be included in the Soil and Groundwater Management Strategy which will be developed prior to construction. A contingency plan will be developed prior to construction where appropriate.
5.3.8.2 Construction Impacts

Potential Impacts

Contamination-related impacts associated with construction activities are limited to potential spills associated with construction equipment or during handling of contaminated materials.

Mitigation Measures

Response to any spills will be addressed in accordance with the measures identified in Section 5.3.2.

An excess materials management plan will be implemented in accordance to regulatory requirements during construction. Management of contaminated material encountered will follow MOE Standards, Ontario Regulation 153/04 and Ontario Provincial Standards Specification 180 – General Specification for the Management and Disposal of Excess Material.

Monitoring and Contingency

Baseline monitoring will be undertaken as outlined in the 2010 EPR in accordance with the Ontario Environmental Protection Act and will be documented in the Geotechnical Baseline Report and other environmental reports, which will provide the necessary information for the handling and disposing of excess soil. The disposal of contaminated materials will be directed to an MOE approved soil treatment site or waste disposal site. The monitoring of these facilities is the jurisdiction of the MOE.

Prior to construction, Metrolinx will require the contractor to submit the name, location and type of license of the designated soil disposal sites (as issued by MOE).

5.3.8.3 Operations and Maintenance Impacts

The proposed changes to the 2010 EPR are not expected to result in any additional operations and maintenance-related impacts to potential contamination. Response to any spills will be addressed in accordance with the measures identified in Section 5.3.2.

5.4 Socio-Economic Environment

5.4.1 Property

5.4.1.1 Footprint Impacts

Potential Impacts

The following table (Table 5-2) summarizes the properties required to construct the proposed ECLRT within the Addendum study area, as well as the change in status of properties identified in the 2010 EPR. The preliminary property requirements identified in this Section will be confirmed during the detailed
design/implementation phase of the study. Property requirements/impacts are presented as either:

- Partial: only a part of the property will have to be acquired by Metrolinx in order to implement the ECLRT; or
- Full: the entire property will have to be acquired by Metrolinx in order to implement the ECLRT.

### Table 5-2: Updated Property Impact Summary

<table>
<thead>
<tr>
<th>Property #</th>
<th>Street</th>
<th>Impact Under This Addendum</th>
<th>Impact Under 2010 EPR</th>
<th>Public/Private</th>
</tr>
</thead>
<tbody>
<tr>
<td>36</td>
<td>Keelesdale Dr</td>
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**Mitigation Measures**

Per the 2010 EPR, property acquisition required for this project will be undertaken by Metrolinx. In acquiring property, Metrolinx balances community need and the rights of the property owner. The objective is to ensure that individual rights are respected and protected and to provide fair compensation within the framework of the Expropriations Act for any property acquired or affected by civic projects. The acquisition process emphasizes negotiation and the achievement of a mutually satisfactory agreement between Metrolinx and the owner. If necessary, in order to protect the ability to proceed with the Project, expropriation may be required to acquire the necessary property. In general, property acquisition uses the following steps:

- Metrolinx contacts the property owner to indicate its interest in the property and to identify issues and concerns;
- Metrolinx conducts legal surveys, appraisals, environmental site assessments and other property-related assessments;
• An offering price is discussed. If a tentative agreement is reached, an Offer to Sell is signed by the owner. The Offer is then sent to Metrolinx for approval and acceptance;

• If discussions do not result in an agreement, Metrolinx initiates the expropriations procedures. The expropriation process may be initiated while negotiations are occurring;

• If expropriation is pursued, the owner has a right to an independent inquiry called a Hearing of Necessity, which determines whether the property requirements are fair, sound and reasonably necessary;

• Metrolinx approves the settlement/expropriation, and acquires the property; and

• If expropriated, the owner has the right to have compensation payable referred to arbitration at the Ontario Municipal Board.

The objective of the Expropriations Act is to put tenants and property owners in the same position that they were in prior to the beginning of the civic project directly affecting their properties. Compensation is determined having regard for the Expropriations Act by experienced, qualified appraisers and other experts. Compensation is generally based on three factors:

• Market Value – Market value is defined as “the amount that the land will be expected to realize if sold on the open market by a willing seller to a willing buyer.” The date of expropriation is usually determined as the date to determine market value.

• Damages Attributable to Disturbance – These refer to the economic loss suffered by an owner as a result of having to vacate expropriated property. This can include moving costs, temporary accommodation, redundant furnishings, or loss of business revenues and profitability. Compensation for damages of this type is determined after expropriation.

• Damages for Injurious Affection – Injurious affection is sometimes referred to as “consequential damages.” It has very precise and limited applications according to the law and can include items such as reduced market value and increased business operating expenses. Injurious affection is usually determined after expropriation.

The total property acquisition process and resulting compensation is intended to leave the affected owner “whole” and thereby mitigating the negative impact.

Partial property takings required include underground easements and surface facilities such as station entrances. Metrolinx will conduct a Property Protection Study during the detailed design of the ECLRT, which will determine detailed property requirements, including temporary construction easements. The acquisition of these properties will follow the same principles described above.

Where properties to be displaced form a continuous development of retail / business streetscape, the displacement facility will ensure the continuation of
existing street wall (with respect to height setback and general architectural characteristics).

Any brownfield sites will be managed in accordance with the Ontario Regulation 153/04 as amended. A Designated Substances Surveys for any buildings or structures which require demolition will be undertaken during the design phase.

5.4.1.2 Construction Impacts

Potential Impacts

Temporary property easements will be required during the construction phase to establish work zones, material laydown areas, equipment maintenance/storage (pocket) and to obtain access for construction activities.

Construction activities (e.g. excavation) may result in potential for ground settlement, and corresponding impacts to existing adjacent buildings and structures.

Mitigation Measures

Metrolinx will negotiate temporary construction easements with property owners on a case-by-case basis following the procedures described in Section 5.3.8. Following construction, Metrolinx will reinstate lands to pre-construction conditions.

Monitoring and Contingency

Prior to the commencement of construction operations, separate instrumentation readings will be taken to provide a pre-condition survey for all buildings to assess current conditions.

Monitoring during construction will include ground settlement measurements, inclinometers and surface monitoring points for structures. Monitoring is undertaken on a weekly basis during active excavation. This monitoring schedule is reduced to every three months for up to a year following backfilling.

The monitoring program will include review wand alert levels. If instrument readings exceed “review” levels, Metrolinx and its contractor will jointly assess the necessity of altering the method, rate or sequence of construction. At “alert” levels, Metrolinx can order construction operations to cease until the necessary mitigation measures are undertaken.

Following construction, Metrolinx and its contractors will arrange for a joint post-construction inspection of buildings/structures and utilities with the respective Owners. The results of these surveys will be compared with the pre-construction surveys.

Metrolinx will monitor horizontal and vertical movements and tilt of adjacent structures and utilities on a daily basis during active excavation or backfilling. In the event that instrument readings reach “alert” levels, (as to be defined on a structure-specific basis in the construction contract documents), Metrolinx site
supervisory staff oil order construction operations to cease and take necessary actions to mitigate unacceptable movements, including, but not limited to alternative construction methods or construction equipment and/or additional support/protection measures.

In the event that a property owner submits a claim for property damage, Metrolinx will conduct further investigations and, if appropriate, will negotiate a settlement.

5.4.1.3 Operations and Maintenance Impacts

The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to property ownership.

5.4.2 Noise and Vibration

5.4.2.1 Footprint Impacts

The proposed changes to the 2010 EPR are not expected to result in any footprint-related impacts to noise and vibration.

5.4.2.2 Construction Impacts

Potential Impacts

The noise impacts of the ECLRT corridor were assessed as part of the 2010 EPR. The 2010 EPR provides the environmental noise and vibration impact assessment, conducted by J. E. Coulter Associates Ltd., dated February 2010.

As indicated in the 2010 EPR, much of the noise resulting from construction activity will be that typical of a highway or road widening, but overall duration of the construction activity will be significant: however, the impact to a specific area will be comparatively short during the course of construction as construction will progress from one area to the next.

A review was undertaken to update the 2010 Noise and Vibration Impact Assessment with respect to the proposed new alignment for the ECLRT as well as the Maintenance and Storage Facility (MSF). A Noise and Vibration Assessment was prepared by Novus Environmental Inc. in support of this EPR Addendum. The report examines the noise and vibration effects of the revised LRT configuration and the MSF, and can be found in Appendix D.

Noise sensitive points of reception include but are not limited to:

- Permanent and seasonal residences;
- Hotels, motels, campgrounds;
- Noise sensitive institutional uses such as hospitals, daycares, nursing homes, and schools; and
- Places of worship.
The proposed LRT line within the study area will consist of at-grade, tunnel, and elevated sections. The LRT line will run along or to just to the north of the existing Eglinton Avenue alignment. In undertaking the review of potential noise and vibration impacts, the study area has been broken up into four sections:

- Jane Street to Western Portal, which examines impacts from the western study limit (approx. Station 104+700) to the tunnel portal at approx. Station 105+000.
- Tunnel Section, which examines impacts from the tunnel section, from the western portal to the Mount Dennis Station (from approx. Station 105+000 to approx. Station 105+600).
- MSF site and Stations, which examines impacts surrounding the MSF, including impacts from the Bus Station, Passenger Pick-Up and Drop-Off (PPUDO), Mount Dennis Station, and Vents.
- Mount Dennis to West of Keele Street, which examines impacts from approx. Station 105+900 to the eastern study limit (approx. Station 106+400).

For details regarding existing conditions and land use in the four sections please refer to **Section 4.2.1**.

The following provides an overview of the noise and vibration impacts associated with construction in the study area. The full Noise and Vibration Assessment Report including locations of noise sensitive receptors and results of the noise modelling can be found in **Appendix D**.

**Noise**

**Jane Street to Weston Portal**

Surface construction will be required in the area. Above-ground construction activity may include:

- Removal of overburden;
- Front end loaders and trucks for removal of material from the site; and
- Backfilling, finishing, repaving, and landscaping.

Construction noise levels will vary over time, as the activities at the site change.

**Tunnel Section**

Cut-and-cover construction will be required along the majority of the Tunnel Section. Cut-and-cover construction activity may include:

- Installation of secant or soldier piling, to hold up the sides of excavations;
- Removal of overburden, excavation of foundations and excavation for vent shafts and stairway shafts;
- Front end loaders and trucks for removal of material from the site;
Concrete trucks and pumps for foundation and building construction; and
Backfilling, finishing, repaving, and landscaping.

Construction noise levels will vary over time, as the activities at the site change.

**Black Creek MSF and Mount Dennis LRT Station**

Surface construction will be required throughout the MSF and Stations area. Construction activity may include:

- Front end loaders and trucks for removal of material from the site;
- Concrete trucks and pumps for foundation and building construction; and
- Backfilling, finishing, repaving, and landscaping.

Construction noise levels will vary over time, as the activities at the site change.

**Mount Dennis Station to West of Keele Street**

The first stage of construction will involve the excavation of the TBM launch portal. This will involve the installation of excavation shoring, soldier piles, and/or secant piles, followed by excavation. Once the TBMs are in place and operating, approximately 10 trucks per hour will be used to ship off-site the material excavated by the units. TBM excavation will take approximately 3 years to complete.

Cut-and-cover and open construction will be required for the remainder of this section. Construction activity may include:

- Installation of secant or soldier piling, to hold up the sides of excavations;
- Removal of overburden, excavation of foundations and excavation for vent shafts and stairway shafts;
- Front end loaders and trucks for removal of material from the site;
- Concrete trucks and pumps for foundation and building construction; and
- Backfilling, finishing, repaving, and landscaping.

Construction noise levels will vary over time, as the activities at the site change.

**Vibration**

Under the City of Toronto Vibration Bylaw, the construction vibration zone of influence is the area where vibration from construction activity is likely to exceed 5 millimetres per second peak particle velocity (mm/s ppv).

Vibration from tunnel boring in the area should be less than 5 mm/s ppv at all building foundations. Vibration from pile driving and other general construction activities will not affect any surrounding structures. A review of the surrounding land uses indicates no particularly vibration sensitive uses in the area.
Mitigation Measures

The 2010 EPR lists the applicable provincial and municipal guidelines with regard to construction noise and vibration.

Provincial guidelines restrict maximum allowable sound levels for equipment used in certain construction activities. Municipal bylaws place restrictions on the hours of operation for all construction activity: in particular, construction is limited from 7:00 AM to 11:00 PM on weekdays, with more stringent restrictions on weekends and holidays. If construction activities occur outside the hours of operations, special exemptions need to be obtained from the City of Toronto and residents in the area must be notified several weeks in advance of the construction activities.

Noise

To minimize the potential for construction noise impacts associated with the new alignment in the study area, the following provisions will be written into the contract documentation for the contractor:

- Construction will be limited to the time periods allowed by the locally applicable bylaws (7:00 AM to 11:00 PM, except in the case of emergencies). If construction activities are required outside of these hours, the Contractor must seek permits / exemptions directly from the City of Toronto in advance.

- There will be explicit indication that Contractors are expected to comply with all applicable requirements of the contract and local noise by-laws. Enforcement of noise control by-laws is the responsibility of the Municipality for all work done by Contractors.

- All equipment will be properly maintained to limit noise emissions. As such, all construction equipment will be operated with effective muffling devices that are in good working order.

- The Contract documents will contain a provision that any initial noise complaint will trigger verification that the general noise control measures agreed to, are in effect.

- In the presence of persistent noise complaints, all construction equipment will be verified to comply with MOE NPC-115 guidelines.

- In the presence of persistent complaints and subject to the results of a field investigation, alternative noise control measured may be required, where reasonably available. In selecting appropriate noise control and mitigation measures, consideration should be given to the technical, administrative and economic feasibility of the various alternatives.

- All blasts will be designed to meet any applicable overpressure and vibration limits established by the MOE in Publication NPC-119 and by the MTO in OPSS 120.
Vibration

Under the terms of the City Vibration By-law, a vibration control form will be provided with a Building Permit or Demolition Permit application.

Monitoring and Contingency

Pre-construction consultation, vibration monitoring, and site inspections will likely be required. Monitoring will be required during construction.

As indicated in the 2010 EPR, noise levels for nearby sensitive uses (such as residential or institutional) will have specific monitoring locations and maximum noise levels. These levels and construction activities that may generate exceedences will be determined prior to construction.

Vibration resulting from construction will be monitored using seismographs. Vibrations will be monitored at locations at various distances from work operations and at critical structural or utility locations. As part of the baseline monitoring, a minimum of 3 consistent sets of readings will be taken prior to the start of work. Metrolinx will then continuously monitor ambient vibration levels during construction.

The monitoring program for both noise and vibration will include review and alert levels. If instrument readings exceed “review” levels, Metrolinx and its contractor will jointly assess the necessity of altering the method, rate or sequence of construction. At “alert” levels, Metrolinx can order construction operations to cease until the necessary mitigation measures are undertaken.

Similarly, vibration during the tunnelling process will require monitoring.

In the event that instrument readings reach “alert” levels, (as to be defined on a structure-specific basis in the construction contract documents), Metrolinx site supervisory staff will order construction operations to cease and take necessary actions to mitigate unacceptable movements, including, but not limited to alternative construction methods or construction equipment.

5.4.2.3 Operations and Maintenance Impacts

Potential Impacts

Surface Operations

Noise from ECLRT surface operations in the study area is predicted to meet the requirements of the applicable MOE/TTC guideline limits at all noise sensitive locations. No further investigation of operational noise mitigation is required.

Ventilation Noise

Based on the “generic” sound power emission data and silencer insertion loss data used in the Noise and Vibration Assessment (Appendix D), the emergency fire ventilation fans are predicted to meet the applicable MOE NPC-205 guideline limits at all noise sensitive locations. Should noise emissions or operations vary
significantly from those outlined above, noise impacts should be reassessed to assure compliance with all relevant legislative requirements.

**Black Creek MSF Operations**

Based on the modelled noise impacts from MSF activity, noise impacts are not anticipated. However, it is recommended that Heating, Ventilation, and Air Conditioning (HVAC) equipment be chosen in order to minimize impacts at surrounding noise sensitive areas. HVAC selection recommendations are provided in **Appendix D**. There is the potential for wheel squeal to occur at some turns within the Black Creek MSF. If observed, wheel squeal will be addressed through mitigation measures as outlined in **Appendix D**.

**Bus Station and PPUDO**

Bus activity at the proposed Bus Station is anticipated to lead to noise levels exceeding guideline limits at some locations (see additional detail in **Appendix D**). Mitigation is recommended to deal with noise impacts from bus activity.

**Vibration**

A review of the surrounding land uses indicates no particularly vibration sensitive uses in the area. The MOE/TTC guideline limit is predicted to be met (see **Appendix D**), and as a result, no adverse vibration impacts from normal operations are anticipated.

**Mitigation Measures**

Noise and vibration mitigation measures for sections of the ECLRT outside of this Addendum’s study area are provided in the 2010 EPR.

**Bus Station and PPUDO**

Potential options for mitigating stationary source noise impacts include the installation of noise barriers surrounding the Bus Station, and/or upgrading the currently planned noise barriers to the west of the existing CP Rail / GO Transit rail line. Two potential mitigation options are:

- **Option 1:** 3 barriers surrounding the proposed Bus Station (7.0 m, 4.5 m, and 5.0 m)
- **Option 2:** 1 barrier to the northwest of the proposed Bus Station (7.0 m), and 1 upgraded GO Transit barrier to south of Eglinton Avenue

Either of the above mitigation options will lead to compliance at surrounding noise sensitive receptors. However, the specific design of mitigation will be considered in detail during the detailed design phase of the project.

**Monitoring and Contingency**

As warranted, a contingency plan will be developed prior to maintenance activities.
5.4.3 Land Use

5.4.3.1 Footprint Impacts

The proposed changes to the 2010 EPR are not expected to result in any footprint-related impacts to land use designations.

The ECLRT alignment will be situated on the north side of Eglinton Avenue; lands now currently designated as parks and employment lands. The areas affected east of the former Kodak lands are being used as park/open space, and offer little opportunity for redevelopment. Therefore, minimal impacts on the potential to redevelop those lands are expected to result from the implementation of the proposed LRT.

The former Kodak lands themselves – now owned by Metrolinx – have been the subject of a number of meetings between the community and Metrolinx. The community has expressed a desire to see significant employment-focused redevelopment on the site. However, as part of Metrolinx' Mount Dennis Mobility Hub Study (2013), real estate specialists Cushman and Wakefield had indicated that the potential for the site to attract new development is minimal and will remain so for the foreseeable future, given the presence of more attractive, accessible developable properties in the ECLRT corridor. All proposed buildings, both on the former Kodak property and the Mount Dennis LRT Station, will be subject to the City's Building Permit requirements.

As discussed earlier, however, this EPR Addendum addresses the potential impacts and mitigating measures associated with an ultimate 162-vehicle Maintenance and Storage Facility. Metrolinx has, however, committed to continue to work with the Mount Dennis community to identify opportunities to integrate additional employment-related development on the former Kodak lands, which may result in a reduction in the scope of the MSF. If such opportunities are identified and pursued, the impacts and mitigation measures associated with those developments will be addressed through the appropriate planning process at that time.

5.4.3.2 Construction Impacts

Potential Impacts

The ECLRT will enhance this accessibility with improved transit service, bringing more patrons to and along the corridor. By stimulating transit oriented development along the corridor, the ECLRT will attract more business activity, resulting in positive economic benefits.

As noted in the 2010 EPR, experience from other large LRT projects in the City has suggested that an important business issue is the possible reduced vehicle access to the area and potential loss of on-street parking. The design of the project has been developed to minimize these impacts. Construction will be accelerated as much as possible to reduce the construction period in order to minimize construction related impacts to residents and businesses. Auto and
transit traffic will be maintained throughout the construction period with a minimum of a single lane of travel in each direction. Pedestrian access may be detoured at times but will also be maintained throughout construction. Every attempt will be made to replace any short-term parking loss for individual homes and businesses.

Access to businesses will be modified during construction activities.

**Mitigation Measures**

As noted in the 2010 EPR, Metrolinx will form a “Construction Liaison Group” in active construction zones during construction to provide quick access to construction related information, specifically schedule and timing information for local business owners and residents. The Construction Liaison Groups will be made up of Metrolinx and Contractors staff who will meet regularly on site. Business owners and residents directly impacted by the current/future construction activity will be invited and encouraged to attend these meetings where the day to day issues affecting their home/business will be discussed and resolved. Issues such as business deliveries, local parking, and garbage pick-up will often be topics of concern. Further, construction schedule and activity timing is also a prime topic. Besides the Construction Liaison Group, Metrolinx will undertake prior to each phase of construction, a comprehensive public awareness campaign. Keeping the area up to date and well informed in advance of construction can dramatically reduce the inevitable disruption brought about by this project.

**Monitoring and Contingency**

A public consultation plan, including information on how the public can raise issues/concerns, will be developed during the design phase.

Any complaints received will be investigated and resolved in an effective and efficient manner.

**5.4.3.3 Operations and Maintenance Impacts**

The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to land use designations.
5.4.4 Utilities

5.4.4.1 Footprint Impacts

Potential Impacts

As noted in the 2010 EPR, there are a number of large diameter utilities and pipelines located within the Eglinton Avenue right-of-way. There are also numerous large underground utility chambers throughout, with the majority located at the major intersections. In addition, there is an extensive system of minor storm sewers, combination storm/sanitary sewers and trunk sewers along Eglinton Avenue. Similarly, there are watermains located along Eglinton Avenue from 150 millimetre diameter up to 600 millimetre diameter. The existing utility plant within the current study area is discussed in Section 4. In the study area, there is potential for additional utility impacts along the north side of Eglinton Avenue between Weston Road and the LRT portal at Black Creek. Of note, a pole line supporting street lighting, hydro, and communications will likely have to be relocated. In addition, it is likely that subsurface municipal services will be impacted between Jane Street and the Mount Dennis Station, and between Black Creek Drive and the LRT portal at Black Creek. Utility impacts will be confirmed during the detailed design phase of the project.

The proposed alignment modifications to the ECLRT do not appear to introduce any conflicts with the City’s existing sewer or water infrastructure. Metrolinx will confirm the impacts to the City’s municipal services during the detailed design phase and will consult further with the City at that time.

Mitigation Measures

Per the 2010 EPR, utilities and pipelines located within the underground section of the ECLRT will be avoided to the extent possible. In areas of cut and cover construction, small utilities that are not in direct conflict with the ECLRT facility will be supported and protected during construction. For utilities that are in direct conflict with the ECLRT facility, or for large utilities that cannot be temporarily supported, relocation will occur. Services will be maintained to the extent possible during relocation and notice of planned service interruptions will be provided to service users prior to interruptions. The location of all plant, potential conflicts and the relocation strategy will be confirmed with service providers during design.

For all utilities that will be relocated, relocation plans and construction activities will be undertaken in accordance with the Road Rights of Way Act and with the City’s Requirements for the Installation of Services within the City of Toronto Road Allowance.

Metrolinx will pursue the necessary crossing permits required from any affected utilities during the detailed design phase of the study.

Monitoring and Contingency

A contingency plan will be developed prior to construction where appropriate.
5.4.4.2 Construction Impacts

Provided the mitigation measures identified in Section 5.4.5.1 are implemented, the proposed changes to the 2010 EPR are not expected to result in any construction-related impacts to utilities.

5.4.4.3 Operations and Maintenance Impacts

The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to utilities.

5.5 Cultural Environment

5.5.1 Archaeology

Potential Impacts

Given the findings of the Stage 1 and 2 Archaeological Assessments completed in support of the 2010 EPR (Archeoworks Inc. 2009a, Archeoworks Inc. 2009b) and the EPR Addendum (New Directions Archaeology 2013 [Appendix F]) no archaeological resources are anticipated to be impacted.

Mitigation Measures

No mitigation measures are proposed since no archaeological resources are known to occur within the footprint of ECLRT facilities and the project is clear of any further archaeological concerns based on the identified footprint impacts. The Stage 1 and 2 Archaeological Assessment reports have been submitted to the Ministry of Tourism, Culture and Sport (MTCS) in compliance with Section 65 (1) of the Ontario Heritage Act.

Monitoring and Contingency

Should additional property be required outside of the current plan, an archaeological assessment will be required.

Should previously unknown or unassessed deeply buried archaeological resources be uncovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the Ontario Heritage Act.

Any person discovering human remains must immediately notify the police or coroner and the Registrar of Ceremonies, Ministry of Government Services.

Consultation with relevant stakeholders, including any applicable Aboriginal communities, will be initiated in the event that archaeological resources or human remains are discovered.
5.5.2 Built Heritage and Cultural Landscapes

5.5.2.1 Footprint Impacts

Potential Impacts

Changes due to transit infrastructure projects have the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during and after construction. Built heritage and/or cultural heritage landscapes may experience displacement, i.e., removal, or direct effects if they are located within the rights-of-way of the undertaking. There may also be potential for disruption or indirect impacts to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting. Both direct and indirect effects will occur as a result of the ECLRT.

The potential impacts of the ECLRT on cultural heritage resources were documented in the 2010 EPR and corresponding Cultural Heritage Assessment Report.

Additional potential impacts resulting from the proposed new alignment of the ECLRT are presented in Table 5-3: Impacts and Mitigation for Built Heritage Resources and Cultural Heritage Landscapes.

Mitigation Measures

Transit improvements will be managed in such a way that the impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resource. Mitigation is the process of lessening or negating anticipated adverse impacts to cultural heritage resources; it may include such actions as avoidance, monitoring, protection, relocation, documentation, salvage, remedial landscaping, etc., and may be a temporary or permanent action.

The measures identified to mitigate potential impacts of the ECLRT on cultural heritage resources are presented in the 2010 EPR. Documentation through the use of historical mapping and photography of the affected buildings will be conducted prior to removal in accordance with the requirements of the City of Toronto Heritage Preservation Services requirements. LRT Station entrances will be designed using context sensitive solutions in consultation with the City of Toronto, Heritage Preservation Services.

For any properties determined by the Metrolinx Heritage Committee to be of heritage value, Metrolinx will include the property on the list of Provincial heritage properties maintained by MTCS and will provide all related documents (e.g. CHERs, committee decision forms, etc) to the MTCS.

Conservation options for properties determined to be of heritage value by the Metrolinx Heritage Committee will be investigated in the future through the completion of Heritage Impact Assessments (HIAs). An HIA will be prepared to...
address temporary and permanent effects of the ECLRT. Each HIA will evaluate the impact of the proposed activities on the cultural heritage value and the heritage attributes of the heritage property, and propose measures to mitigate identified impacts. Each HIA will be completed in consultation with the City of Toronto, MTCS and other stakeholders, as required.

Additional impacts, beyond those identified in the 2010 EPR, resulting from the new alignment and Maintenance and Storage Facility are listed with corresponding mitigation recommendations in Table 5-3.

**Table 5-3: Impacts and Mitigation for Built Heritage Resources and Cultural Heritage Landscapes**

<table>
<thead>
<tr>
<th>Site #</th>
<th>Location and Potential Impact</th>
<th>Resource</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Coronation Park, Eglinton Avenue West at Black Creek Drive</td>
<td>CHL</td>
<td>Area is already disturbed due to construction underway for the ECLRT Tunnel. No mitigation actions required.</td>
</tr>
<tr>
<td></td>
<td>Indirect Impact: There will be a visual change to the existing character and setting of the park with the introduction of the elevated ECLRT structure.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Keelesdale Park, Eglinton Avenue West at Black Creek Drive</td>
<td>CHL</td>
<td>Area is already disturbed due to construction already underway for the ECLRT Tunnel. No mitigation actions required.</td>
</tr>
<tr>
<td></td>
<td>Indirect Impact: There will be a visual change to the existing character and setting of the park with the introduction of the elevated ECLRT structure.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Retaining wall (1966), Eglinton Avenue West at former Kodak site</td>
<td>BHR</td>
<td>A Cultural Heritage Evaluation Report (CHER) has been completed in accordance with the Standards and Guidelines for the conservation of provincial heritage properties (July 2010). The CHER includes evaluation of heritage value based on Ont. Reg. 9/06 of the Ontario Heritage Act and provincial heritage value under Ont. Reg. 10/06. The CHER has recommended the retaining wall has cultural heritage value based on Ont. Reg. 9/06 of the Ontario Heritage Act; however, report recommendations are subject to review by the Metrolinx Heritage Committee. The retaining wall is not considered to be of provincial heritage value under Ont. Reg. 10/06 for provincially owned properties.</td>
</tr>
<tr>
<td>Site #</td>
<td>Location and Potential Impact</td>
<td>Resource</td>
<td>Mitigation</td>
</tr>
<tr>
<td>-------</td>
<td>-----------------------------</td>
<td>----------</td>
<td>------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Additional information regarding the need to remove the retaining wall has been documented in a Technical Evaluation and Analysis Memo. In addition, prior to construction a Cultural Heritage Documentation Report (CHDR) of the retaining wall will be completed with photographs of the site context and structure before the change occurs and a brief historical background of the retaining wall.</td>
</tr>
</tbody>
</table>
| 5.    | **Photography Drive Bridge (1965) leading to former Kodak site**  
Direct Impact: Removal of the existing structure and introduction of a new structure adjacent to the alignment of the existing structure. | BHR      | A Cultural Heritage Evaluation Report (CHER) has been completed in accordance with the Standards and Guidelines for the conservation of provincial heritage properties (July 2010). The CHER includes evaluation of heritage value based on Ont. Reg. 9/06 of the OHA and provincial heritage value under Ont. Reg. 10/06. The CHER has recommended the bridge has cultural heritage value based on Ont. Reg. 9/06 of the Ontario Heritage Act; however, report recommendations are subject to review by the Metrolinx Heritage Committee. The bridge is not considered to be of provincial heritage value under Ont. Reg. 10/06 for provincially owned properties. In addition, prior to construction a Cultural Heritage Documentation Report (CHDR) of the bridge will be completed with photographs of the site context and structure before the change occurs and a brief historical background of the bridge. |
| 7.    | **Kodak Building No. 9, 3500 Eglinton Avenue West**  
Indirect Impact: Visual and physical change to the setting of Building No. 9 due to the introduction of a proposed new structure in front of Building No. 9, thus affecting its visibility and landmark qualities from Eglinton Avenue West. Potential for vibration impacts related to | BHR      | A Heritage Impact Assessment Report (HIA) and a Cultural Heritage Evaluation Report (CHER) have been completed for Building No. 9. It has been determined that Building No. 9 is of heritage value based on Ont. Reg. 9/06 of the Ontario Heritage Act; however, it not considered to be of provincial heritage value under Ont. Reg. 10/06 for provincially owned properties. Notify and consult with City Heritage Preservation Services regarding long- |
<table>
<thead>
<tr>
<th>Site #</th>
<th>Location and Potential Impact</th>
<th>Resource</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>construction activities.</td>
<td></td>
<td>term impacts to Building No. 9.</td>
</tr>
<tr>
<td>8.</td>
<td><strong>Bank of Nova Scotia, 1151 Weston Road at Eglinton Avenue West</strong>&lt;br&gt;The building will be conserved. Potential for vibration impacts related to construction activities.</td>
<td>BHR</td>
<td>A Cultural Heritage Evaluation Report (CHER) has been completed in accordance with the Standards and Guidelines for the conservation of provincial heritage properties (July 2010). The CHER included evaluation of heritage value based on Ont. Reg. 9/06 of the Ontario Heritage Act and provincial heritage value under Ont. Reg. 10/06. The CHER has recommended the Bank has cultural heritage value based on Ont. Reg. 9/06 of the Ontario Heritage Act; however, report recommendations are subject to review by the Metrolinx Heritage Committee. The property is not considered to be of provincial heritage value under Ont. Reg. 10/06 for provincially owned properties.</td>
</tr>
</tbody>
</table>

**Monitoring and Contingency**

A contingency plan will be developed prior to construction where appropriate.

**5.5.2.2 Construction Impacts**

**Potential Impacts**

Transit infrastructure projects have the potential to adversely affect cultural heritage landscapes and built heritage resources during construction. **Table 5-5** outlines the sites of potential impact for built heritage resources and cultural heritage landscapes in the study area.

**Mitigation Measures**

Mitigation measures to protect built heritage resources and cultural heritage landscapes in the east and west study areas during construction are outlined in **Table 5-5**.
### Table 5-4: Construction Impacts and Mitigation for Built Heritage Resources (BHRs) and Cultural Heritage Landscapes (CHLs)

<table>
<thead>
<tr>
<th>Site #</th>
<th>Location and Potential Impact</th>
<th>Resource</th>
<th>Mitigation&lt;sup&gt;2&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.</td>
<td><strong>Kodak Building No. 9, 3500 Eglinton Avenue West</strong>&lt;br&gt;Indirect Impact: Potential for vibration impacts related to construction activities.</td>
<td>BHR</td>
<td>Prepare a plan to lessen vibration impacts related to construction.</td>
</tr>
<tr>
<td>8.</td>
<td><strong>Bank of Nova Scotia, 1151 Weston Road at Eglinton Avenue West</strong>&lt;br&gt;Indirect Impact: Potential for vibration impacts related to construction activities.</td>
<td>BHR</td>
<td>Prepare a plan to lessen vibration impacts related to construction.</td>
</tr>
<tr>
<td>9.</td>
<td><strong>Mount Dennis, Eglinton and Weston Road</strong>&lt;br&gt;Indirect impact: Potential for vibration impacts related to construction activities.</td>
<td>CHL</td>
<td>Prepare a plan to lessen the vibration impacts related to construction activities for buildings located adjacent the area of construction, i.e., residences on north side of Eglinton Avenue, Church of the Good Shepherd (1149 Weston Road), and Mount Dennis Community Centre and adjacent residences on Hollis Street.</td>
</tr>
</tbody>
</table>

### Monitoring and Contingency

A contingency plan will be developed prior to construction where appropriate.

### 5.5.2.3 Operations and Maintenance Impacts

The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to built heritage resources and cultural heritage landscapes.

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<sup>2</sup> Vibration related impacts and associated mitigation are identified through the Noise and Vibration Report prepared by Novus Environmental Inc (Appendix D). For details regarding vibration impacts and mitigation please refer to Section 5.4.2 (Noise and Vibration).
5.6 Transportation

5.6.1 Public Transit

5.6.1.1 Footprint Impacts

Potential Impacts

As discussed in Section 1-3, the proposed changes to the 2010 EPR include the elimination of the previously-proposed LRT stop at Black Creek Drive. The ability to implement a stop at Black Creek Drive is negated due to the proposed LRT grade-separation at Black Creek Drive. In addition, the plan proposes shifting the previously-approved Weston LRT Stop easterly to the rail corridor to better integrate with the future Mount Dennis GO Rail Station.

Mitigation Measures

In order to improve connectivity between the proposed Mount Dennis LRT Station and the community, enhanced pedestrian and cyclist facilities will be implemented along Eglinton Avenue between Weston Road and Black Creek Drive, as discussed further in Section 5.6.2.

Monitoring and Contingency

No further monitoring is required.

5.6.1.2 Construction Impacts

The proposed changes to the 2010 EPR are not expected to result in any additional construction-related impacts to public transit services.

5.6.1.3 Operations and Maintenance Impacts

Potential Impacts

A formal analysis of bus routing changes, including public consultation, will be undertaken between 12 and 18 months prior to the opening of the ECLRT. For planning purposes, TTC staff have developed a preliminary bus plan to help guide discussion about LRT facilities and potential bus connections. The preliminary bus plan identifies the following changes to the existing bus network related to the ECLRT:

- No parallel bus routes will be provided along Eglinton Avenue;
- North-south arterial bus routes will continue to operate; and
- The Mount Dennis Station will include a new fifteen-bay bus terminal

Realignment of bus routes in the vicinity of the Mount Dennis Station are discussed in Section 3.2.2.

LRT Stop/station locations were selected based on achieving the right balance between convenient local access and speed of service. Closely spaced stops/stations provide excellent local access, but speed of service is
compromised if stops/stations are spaced too closely together. Stops/stations will be located where current TTC services, including buses and subways, intersect Eglinton Avenue in order to provide convenient passenger connections between those services and the LRT. The proximity of existing neighbourhoods, commercial areas, major destinations and future developments was also considered when stop/station locations.

**Mitigation Measures**

No additional mitigation measures beyond the proposed rerouting of bus operations are proposed.

**Monitoring and Contingency**

Transit schedules are part of the TTC and Metrolinx normal operating procedures. This will allow for either agency to identify future issues and to develop corrective actions.

5.6.2 Pedestrian and Cycling Network

5.6.2.1 Footprint Impacts

**Potential Impacts**

The construction of the ECLRT itself triggers no permanent footprint impacts to the pedestrian and cyclist environment in the study area. The construction of the ECLRT does, however, provide an opportunity to enhance the pedestrian and cyclist environment in the study area.**Mitigation Measures**

As illustrated in Figure 3-7, and discussed in Section 3.4.5, the ultimate Eglinton Avenue cross-section will provide an enhanced pedestrian environment through the implementation of greater separation between the sidewalk and general traffic lanes, landscaping and streetscaping improvements, and include off-road provisions for cyclists. The specific design for these elements will be developed through the subsequent detailed design phase of the project.

A framework plan to improve pedestrian and cycling routes and connections through the study area will be developed by Metrolinx. The framework plan should include the following elements:

- Continuous cycling infrastructure between Keelesdale Park and Jane Street;
- Seamless connections to existing and planned cycling infrastructure;
- Facilitate easy access to the bicycle station at Mount Dennis;
- Improved pedestrian connection from Mount Dennis Station to the York Community Centre;
- Investigate pedestrian crossing opportunities near the proposed bus only signalized intersection, subject to review by the City of Toronto and TTC;
- Provide sidewalks on the new Photography Bridge over Eglinton Avenue; and
- Protect for future underground connection at the Secondary Entrance to the south side of Eglinton Avenue.

**Monitoring and Contingency**

No further monitoring or contingency action is required for this impact.

### 5.6.2.2 Construction Impacts

**Potential Impacts**

During construction, there will be likely be disruption to pedestrian and cyclist connections through the study area.

**Mitigation Measures**

Temporary detours will be required for pedestrians and cyclists during construction, however, Metrolinx will attempt to maintain continuity in the pedestrian and cyclist network during construction to the extent feasible. It is proposed that any existing sidewalks and cyclist linkages impacted be reinstated following construction.

**Monitoring and Contingency**

No further monitoring or contingency action is required for this impact.

### 5.6.2.3 Operations and Maintenance Impacts

The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to pedestrian and cyclist operations.

### 5.6.3 Road Network

#### 5.6.3.1 Footprint Impacts

**Potential Impacts**

The proposed changes to the ECLRT result in the length of centre median surface LRT in the 2010 EPR being reduced.

The Eglinton Avenue West cross-section between Keelesdale Park and the proposed LRT portal east of Jane Street is proposed to be consistent with that of the 2010 EPR, with the exception of the median LRT lanes. While the proposed LRT plan remains within the existing road allowance, the 2010 EPR proposal to retain only four general traffic lanes on Eglinton Avenue West is maintained under the current LRT plan. This would allow for the reallocation of road allowance for the introduction of enhanced pedestrian and cyclist features. The final cross section is being determined by the City of Toronto Infrastructure Planning using traffic analysis in consultation with City Division and other interested stakeholders.

As discussed in Section 3.4.5, a signalized intersection is proposed to facilitate bus-only left-turns into and out of the Mount Dennis Bus Terminal. The new
signal is proposed to be coordinated with the Eglinton Avenue/Black Creek Drive intersection to minimize the potential for impacts to general traffic. The signalized intersection will not result in any significant footprint impacts as it will be contained within the existing road allowance. Minor modifications to the Eglinton Avenue median will be required to provide an opening for westbound left-turning buses.

As part of the 2010 EPR, traffic impacts associated with the reduction of traffic capacity in the study area were assessed, and the plan was approved by the Ministry of the Environment. This approved plan was considered the “base case” for the purposes of the analysis discussed in this section.

Recognizing the potential for impacts associated with the proposed changes to the approved ECLRT plan are expected to be localized within the study area, existing traffic conditions were assessed on the basis of weekday AM and PM peak hour turning movement volumes recorded at the signalized Eglinton Avenue intersections with Weston Road and Black Creek Drive, and at the signalized Black Creek Drive intersection with Photography Drive. Representative intersection capacity and level-of-service analyses were carried out using the Synchro 7 traffic simulation software package to compare relative traffic impacts associated with the proposed changes.

The analysis shows that, with the changes proposed in this EPR Addendum, the study area intersections are anticipated to operate at acceptable levels. However, the Eglinton Avenue and Black Creek Drive intersection is approaching capacity, and experiencing critical movements in the PM peak hour. This intersection will be very sensitive to fluctuations in traffic volumes, and leaves little capacity to accommodate future growth in traffic volumes. The Eglinton Avenue intersection at Weston Road appears to be less affected, as the overall traffic demand at that intersection is lower than at the Black Creek Drive intersection, and demand is focused largely on east-west movements.

The incremental impacts associated with the proposed changes (i.e. the signalized bus-only intersection and PPUDO) appear to be minor over those associated with the approved Project. The introduction of the signal at the No Frills access, provided it is adequately coordinated with the adjacent Eglinton Avenue/Black Creek Drive intersection, is not likely to result in any significant impacts on the operation of the Black Creek Drive intersection. The impact of traffic volumes associated with the proposed Mount Dennis Bus Terminal and PPUDO do not appear to result in a notable impact on the overall operation of traffic in the study area. The proposed intersection modeling does not include pedestrian crossing at this location. The design of the intersection will not preclude the implementation of a pedestrian crossing however the implementation of the crossing will be subject to approval by the City of Toronto.

The traffic analysis is discussed in further detail in Appendix H.
Mitigation Measures

Metrolinx will consult with the City of Toronto regarding the future requirements of Eglinton Avenue within the study area and reinstate the disturbed areas of Eglinton Avenue to meet these requirements.

5.6.3.2 Construction Impacts

Potential Impacts

Road improvements and cut-and-cover construction used for station construction and special track work areas will result in new disruption to traffic operations along Eglinton Avenue in the sections from Jane Street to the proposed Mount Dennis LRT Station. The conceptual construction staging plan for the cut-and-cover section of LRT between Jane Street and Weston Road is presented in Section 3.7.3.

On busy urban streets such as Eglinton Avenue and the major north-south arterials that already carry a large proportion of truck traffic, the addition of trucks to remove the excavated material is considered a negligible increase in truck traffic. Truck haul routes will be identified during detail design as part of traffic management plans.

Mitigation Measures

During detailed design and implementation process, Metrolinx and their consultants / contractors will work with the City of Toronto to develop an acceptable approach for traffic maintenance during construction. In the event that the contractor decides to deviate from this plan, the contractor will be required to prepare and submit a detailed and comprehensive Traffic Management Plan, for review by Metrolinx and the City of Toronto.

For the study area, trucks hauling materials associated with the ECLRT will be restricted from entering residential areas through contract provisions to the extent feasible.

Monitoring and Contingency

A contingency plan will be developed prior to construction where appropriate.

5.6.3.3 Operations and Maintenance Impacts

Potential Impacts

The proposed changes to the ECLRT, recognizing the proposal to maintain the 4-lane cross section for general traffic approved under the 2010 EPR, will not result in any significant change to traffic operations beyond those identified in the approved 2010 EPR.

The proposed signalized intersection will be coordinated with the Eglinton Avenue / Black Creek Drive intersection to the east.
Emergency service providers are expected to operate at existing service levels with the ECLRT in place as it will be grade-separated through the Study Area.

**Mitigation Measures**
No mitigation measures are proposed.

**Monitoring and Contingency**
Traffic volumes on public roads and transit schedules are part of the City of Toronto’s and TTC normal operating procedures. This will allow for either agency to identify future issues and notify Metrolinx in order to develop corrective actions.

5.6.4 **Navigable Waters**

5.6.4.1 **Footprint Impacts**
As discussed in Section 4.4.3, there are no navigable waterways in the study area, and are therefore no impacts to navigable waterways associated with the changes.

5.6.4.2 **Construction Impacts**
The proposed changes to the 2010 EPR are not expected to result in any construction-related impacts to navigable waters.

5.6.4.3 **Operations and Maintenance Impacts**
The proposed changes to the 2010 EPR are not expected to result in any operations and maintenance-related impacts to navigable waters.

5.6.5 **Rail Network**

5.6.5.1 **Footprint Impacts**

**Potential Impacts**
Metrolinx’ proposed spur line at the MSF site will require a localized modification of the CP Rail facilities in order to implement the connection to the LRV storage area at the MSF site.

**Mitigation Measures**
Metrolinx will coordinate with CP Rail during the detailed design phase of the project to obtain the necessary approvals required to implement the proposed spur line.

**Monitoring and Contingency**
No further monitoring is required.
5.6.5.2 Construction Impacts

**Potential Impacts**

Construction of the spur line will require a temporary closure of the existing easterly CP Rail line at the MSF site as the rail switch is installed to connect the spur to the mainline.

**Mitigation Measures**

Rail traffic will have to be temporarily detoured to the adjacent parallel track during construction at the point of switch installation.

**Monitoring and Contingency**

No further monitoring is required.

5.6.5.3 Operational Impacts

**Potential Impacts**

The operation of the spur line will, at the time of vehicle delivery, have the potential to conflict with regular operation on the CP rail line.

**Mitigation Measures**

In order to mitigate any operational impacts associated with the proposed spur line, Metrolinx will coordinate the delivery of any vehicles or material to the MSF site with CP Rail to ensure that the schedule of deliveries are coordinated with the regular CP Rail operations to avoid conflicts.

**Monitoring and Contingency**

No further monitoring is required.

5.7 Other Potential Impacts

5.7.1 Electromagnetic Interference

**Potential Impacts**

The proposed changes to the ECLRT do not result in different impacts related to Electromagnetic Interference (EMI) than those identified in the 2010 EPR.

**Mitigation Measures**

As noted in the 2010 EPR, EMI can be mitigated through the setback of the overhead catenary wire.

5.7.2 Stray Current

**Potential Impacts**

Stray current corrosion, which is a form of electrolytic corrosion, occurs on buried metallic structures and differs from other forms of corrosion damage in that the
current, which causes the corrosion, has a source external to the affected structure. Stray current is caused by a portion of the negative return current which leaks into the ground and returns to the traction power substation through parallel paths provided by the ground and by any other metallic structures. For a non-metallic structure, such as plastic or concrete pipe and plastic coated cables, stray current is a non-issue. Stray current activities and step and touch voltage hazards will be considered during the design of traction power substations.

The proposed changes to the ECLRT do not result in different impacts related to stray current than those identified in the 2010 EPR.

Mitigation Measures

As noted in the 2010 EPR, In order to minimize uncontrolled stray currents a number of measures shall be used in connection with measures applied to the traction power return system:

- Low linear rail electrical resistance;
- High rail-to-earth resistance, including insulated trackwork mounted fittings and appurtenances;
- Good rail bonding, both longitudinally and track cross-bonding;
- Parallel connected negative reinforcing feeder cables, insulated and cross-bonded to the return rails;
- Good water drainage;
- Structural steel-work and reinforcing isolation/separation; and
- Utility structures to be electrically insulated, bonded, coated and cathodically protected as required.

The ECLRT traction power distribution system shall be ungrounded and shall have no direct connection to the earth.

The running rails shall be insulated from earth with the use of insulating pads and hardware, and by the isolation of all rail associated metal ware from earth. Where applicable, the negative running rails shall be connected to the AC ground system through a Floating Negative Automatic Ground Switch (FNAGS). The FNAGS operates (and alarms) only on an abnormally high return rail to ground voltage.

Monitoring and Contingency

A monitoring program will be put in place where the ECLRT crosses a high-pressure steel pipeline. The monitoring program will include:

- Prior to construction, a baseline survey for stray current corrosion control is undertaken and reported to the pipelines;
- During construction, stray current test equipment is installed in the immediate vicinity of the pipelines;
- Upon completion of the work, stray currents will be monitored as often as is prudently required; and
- All data will be shared between the pipelines and TTC.

5.8 Beneficial Effects

As noted in the 2010 EPR, in general the benefits of a well-developed transit system for the health and vitality of big cities are well documented. Transit helps cities be more liveable and vibrant by:

- Ensuring that transit is an more attractive travel option by improving travel times, comfort, and reliability of service;
- Increasing the people movement capacity in all corridors, generally without the widening of roadways and in an environmentally sound manner, so that they can take advantage of the employment, educational, recreational, and many other opportunities cities offer;
- Providing alternative travel choices for non-drivers, including transit and enhanced environments for cycling and walking;
- Providing opportunities to include urban design and streetscaping features in the construction of the LRT line;
- Improving air quality and, in doing so, improving people’s health and their ability to enjoy outdoor spaces and activities;
- Reducing the wear-and-tear on city roads and the need to spend tax dollars on repairing and expanding road infrastructure; and
- Ensuring the long-term economic stability and environmental sustainability by reducing climate-changing emissions and reliance on fossil fuels.

A previous study named “Greenhouse Gases and Air Pollutants in the City of Toronto-Toward a Harmonized Strategy for Reducing Emissions, 2007” on the sources of greenhouse gases and air pollutants in the City of Toronto indicates that close to 40 per cent of greenhouse gas emissions originate from the transportation sector. The vast majority of these emissions are from cars and trucks. Encouraging residents to choose alternatives to the automobile for as many trips as possible must be a vital part of any action plan to reduce harmful emissions and address climate change. The emission reductions resulting from the implementation of the ECLRT will result in a net benefit to those who reside in close proximity to Eglinton Avenue. Furthermore, greenhouse gas emissions are estimated to be reduced and that benefit can be extended should the LRT encourage motorists to use the public transit system.

Light-rail transit technology, as proposed in this study, offers significant benefits with respect to the environment and city-building. These include:

- Provision of premium quality service – quiet, smooth, comfortable, fast, and reliable – which attracts people to ride transit;
• Highly energy-efficient technology: light rail vehicles produce 92 per cent less CO2 than autos and 83 per cent less CO2 than diesel buses, and produce zero local-area or “tailpipe” emissions;

• Ample capacity for projected ridership in all proposed corridors, with the capability to expand to meet increasing demands;

• Demonstration of long-term and substantial commitment to quality transportation, to instil the confidence which landowners and investors need to invest in development and city-building, and the confidence which residents need to choose a transit-oriented lifestyle;

• Creation of a strong and highly-recognizable presence which signifies the availability of high-quality transit; and

• Association with Toronto’s streetcar heritage and the positive connotations which streetcars bring to the City and its transit system.

The ECLRT is compatible with the Official Plan vision for a more liveable Toronto as future growth within Toronto will be steered to areas which are well served by transit. Having a safe, fast and reliable transit service like the ECLRT -- a viable alternative to vehicular travel - will attract new business to the area based on the provision of increased access capacity for residents and employees.

The mixed use areas within Avenues will perform a “Main Street” function and become meeting places for local neighbours and the wider community. By promoting alternative forms of travel, these areas become vibrant communities centred on the people and uses instead of automobiles. By directing growth to areas such as Avenues, the Official Plan provides greater certainty for land owners, businesses and residents about what type of growth can be anticipated, and where growth will occur.

5.9 Summary of Potential Impacts, Proposed Mitigation Measures, Monitoring, and Future Work

The following table summarizes the potential impacts, proposed mitigation measures and monitoring processes, and future work associated with the proposed changes to the ECLRT. This table is intended to supplement Exhibit 180 in the 2010 EPR for the proposed changes to the Project addressed in this EPR Addendum.
### Table 5-5: Summary of Potential Impacts, Mitigation Measures, Future Work, and Contingencies

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<tr>
<th>Factor</th>
<th>Environmental Issue / Concern</th>
<th>Effect / Impact (During Construction; During Operations)</th>
<th>Mitigation Measures</th>
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<td>Natural Environment</td>
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<td>Groundwater</td>
<td>Impacts to groundwater during construction and operation of the ECLRT.</td>
<td>It is anticipated that ECLRT facilities will not interrupt existing groundwater migration pathways and permanent groundwater dewatering systems will not be used.</td>
<td>Groundwater will be managed in accordance with provincial legislation and regulations including Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the <em>Environmental Protection Act</em>, dated April 15, 2011. This may include management within the right-of-way depending on circumstances. Further investigation to determine the radius of influence of any required dewatering will be necessary to fully consider the impacts to nearby structures and infrastructure. These studies are also needed to support the Ministry of the Environment's Permit to Take Water (PTTW) applications. Further mitigation plans will be developed prior to construction.</td>
<td>A Soil and Groundwater Management Strategy will be developed prior to construction. Groundwater monitoring wells will be installed prior to construction. For excavations or property acquisitions in areas of known or high potential for environmental impacts, additional environmental investigations will be conducted in accordance with provincial regulatory requirements. Contaminated groundwater will be managed in accordance with provincial legislation and regulations including MOE Guidelines for Use at Contaminated Sites in Ontario (1997). Obtain PTTW from MOE and water disposal permit from the City of Toronto, where appropriate, as determined in the</td>
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<td>Surface Water</td>
<td>Impacts to drainage and stormwater systems from the ECLRT. Fuel spills, due to accidents during construction refueling and accidents during operation. Impacts to quality and quantity of surface water.</td>
<td>The general direction of roadway overland flow routes and drainage patterns will not be altered. There will be no significant changes to peak flow as a result of the implementation of the proposed changes to the ECLRT design. At the MSF, the overall site will be highly impervious. Construction activities could result in increased rates of erosion and sedimentation within and adjacent to the site area and tributaries to major watersheds.</td>
<td>The stormwater management system will be designed to achieve an Enhanced Level of water quality treatment, as per the Ministry of the Environment’s Stormwater Management Planning and Design Manual (2003). A storm water drainage and management system (SWM) is required at the MSF site, which will be consistent with the Toronto Green Development Standard. In order to prevent and minimize the release of sediment to watercourses, the sediment and erosion control measures discussed in Section 5.3.2 will be implemented during ECLRT construction.</td>
<td>Prior to construction, the contractor will submit a comprehensive environmental controls and methods plan to address, among other elements, effluent (water) control. Environmental inspections of the construction site will be conducted to assess the performance of erosion and sedimentation control measures and identify any required maintenance.</td>
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<td>Fish and Fish Habitat</td>
<td>Potential impacts to fish and fish habitat (Black Creek).</td>
<td>At Black Creek the proposed bridge structure will span the bed and banks of the watercourse with no encroachment in the wetted portion of the channel.</td>
<td>Implement mitigation measures as identified for Surface Water. Implement best management practices identified in the 2010 EPR during construction to reduce the potential for impacts to fish and fish</td>
<td>Any additional mitigation measures, monitoring and commitments agreed to in consultation with provincial and federal agencies will be complied with.</td>
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<td>Direct impacts to fish and fish habitat are not anticipated.</td>
<td>habitat. All works will be completed in accordance with the Fisheries Act, the Endangered Species Act, and the Species at Risk Act. The Humber River floodplain and crossing of Black Creek are within the regulated areas of the City of Toronto's Ravine and Natural Feature Protection Bylaw and TRCA's Ontario Regulation 166/06, and a permit will be needed before the project works can be initiated. The TRCA will also review the project as it relates to Fish Habitat under their Level III agreement with Fisheries and Oceans Canada (DFO) to determine whether there is a potential for the proposed works to result in a Harmful Alteration Disruption or Destruction (HADD) of fish habitat. As the proposed elevated LRT bridge structure will span the bed and banks of the watercourse with no encroachment in the wetted portion of the channel, it is anticipated that a HADD will not result from the proposed works and the TRCA will issue a Letter of Advice (LoA) accordingly.)</td>
<td>Implement monitoring and contingency plans as identified for Surface Water.</td>
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<td>Vegetation and Vegetation</td>
<td>Direct and indirect impacts to vegetation</td>
<td>If not properly protected vegetation not impacted by the Under the Ravine and Natural Feature Protection Bylaw, a permit is</td>
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<td>Communities</td>
<td>during construction.</td>
<td>footprint of the ECLRT may be directly impacted during construction. Potential indirect impacts to vegetation include exposure to sediment and contaminant runoff from construction activities.</td>
<td>required to dump fill or refuse, or alter the grade, or injure or destroy any tree, in specified protected areas. There are other City of Toronto bylaws that give the same tree protection to park trees, street trees and certain trees on private land. On private land, trees that have a diameter at breast height of 30 cm or more are protected, and smaller trees are protected if they are part of a registered site plan agreement. Direction for adhering to the tree protection bylaws, including minimum protection zones, is provided in the City of Toronto’s Tree Protection Policy and Specification for Construction Near Trees. The project works may impact trees in protected areas, in parks, on the road allowance and/or on private land. In support of the bylaws, a tree inventory will be required for the locations where trees are likely to be impacted. Mitigation, restoration or compensation measures (including potential for plantings within the Keelesdale Drive area) will be identified following the tree inventory and will be based on detailed site assessments undertaken during the detail design phase, refined to the satisfaction of the issuer of the for Surface Water.</td>
<td>It is possible that additional mitigation measures, monitoring, and commitments may be identified in consultation with relevant provincial and federal agencies. Any additional mitigation measures, monitoring and commitments agreed to will be complied with.</td>
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<td>Factor</td>
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<td>Wildlife and Wildlife Habitat</td>
<td>Habitat loss due to the preferred ECLRT alignment and construction of the MSF (see Vegetation and Vegetation Communities). Disturbance from construction noise and vibration.</td>
<td>Wildlife using the Black Creek wildlife corridor may be disturbed by noise and vibration associated with construction of the elevated LRT bridge. Barn Swallows may nest under the Black Creek bridge as they have in previous years. Northern Rough-winged Swallow and three other species considered probable nesters may be nesting near the bridge. Recent rail corridor construction works in the vicinity of the bridge may deter</td>
<td>Implement mitigation measures as identified for Surface Water. The nests of most bird species are protected by the Migratory Birds Convention Act. Lands impacted by the project works should be monitored between May 1st and August 31st for active nests of bird species, and if they are observed it is recommended that they be monitored by a wildlife specialist to ensure that nesting activity continues. Potential disturbance may be sufficient to warrant the prevention of nesting under Black Creek bridge and the erection of</td>
<td>It is possible that additional mitigation measures, monitoring and commitments may be identified in consultation with relevant provincial and federal agencies. Any additional mitigation measures, monitoring and commitments agreed to will be complied with.</td>
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<td>nesting. At the MSF site, wildlife habitat may be eliminated or rendered unsuitable through construction of the MSF.</td>
<td>alternative nesting structures. Caution should be exercised near Black Creek to avoid disturbing wildlife using this wildlife corridor. This is particularly important if Barn Swallows are nesting under the bridge. Implementation of mitigation measures may be sufficient such that a permit under the ESA will not be required for Barn Swallow, Chimney Swift and/or Milksnake. Requirements associated with the ESA are to be confirmed in consultation with MNR prior to construction commencing. All works must be completed in accordance with applicable legislation including, but not necessarily limited to, the Fisheries Act, Migratory Birds Convention Act, Endangered Species Act and Species at Risk Act.</td>
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<td>Designated Natural Areas and Parks</td>
<td>Impacts to Keelesdale Park Coronation Park, and Pearan Park</td>
<td>The proposed location for the west temporary work site is on the south side of Eglinton Avenue, 200 m east of Black Creek Drive. The area is locally known as Keelesdale Park and the present land use consists of baseball diamonds, an indoor hockey arena and a grass soccer pitch. The soccer pitch</td>
<td>The ECLRT facilities will be positioned and configured to minimize intrusion into the parks to the extent possible. The ECLRT facilities will be designed to blend into their surroundings using a context sensitive solution. Metrolinx will consult with City of Toronto Parks, Forestry and Recreation Division during detailed design to</td>
<td>A monitoring and contingency plan will be developed prior to construction where appropriate.</td>
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<td>is located adjacent to but separated from Eglinton Avenue by a cultural woodlot (CUW1), and is bordered by a small deciduous forest parcel (FOD2-1) to the east and a parking lot to the south. The majority of the work zone will be established on the soccer pitch, but will also require removal of approximately 0.105 ha. of cultural woodlot to accommodate the northern boundary of the work zone and the 'open shaft' access to the portal. The FOD2-1 vegetation community will not be affected. The soccer pitch will also be used as the tunnel boring machine launch site and as temporary material stockpiling and heavy equipment operations site resulting in temporary impacts to its recreational use. Construction of relocating Eglinton Avenue West and elevated guideway in the along the ECLRT corridor will result in minor encroachment at three parks: Coronation Park, Keelesdale Park and Pearen Park. The LRT facilities proposed at each park are</td>
<td>mitigate impacts on City of Toronto parks located along Eglinton Avenue. To ensure that the forested area remains undisturbed, the entire FOD2-1 vegetation community will be separated and isolated with a barrier to prevent encroachment by any construction related activity. Upon completion of the project, the soccer pitch will be re-instated to its present condition. The cultural woodlot (CUW-1) will also be restored to its pre-construction state as it will be replanted with suitable native species.</td>
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| Air Quality     | Impacts to air quality during construction. Impacts on air quality due to implementation of the ECLRT. | Construction activities may result in temporary, localized impacts to air quality. The two major sources of construction impacts to air quality are dust and exhaust emissions from construction equipment. Overall emissions are expected to decrease with ECLRT implementation.                                                                 | Best management practices will be implemented to prevent the potential release of dust and other airborne pollutants offsite. A dust management plan will be developed by the contractor, and will incorporate the following mitigation techniques:  
- Material wetting or chemical suppressants;  
- Construction of barriers;  
- Limiting exposed areas; and  
- Equipment washing.  
Different levels of mitigation may be required at different construction phases. The focus of the mitigation plan is to reduce the dust emissions | As committed to in the 2010 EPR, air monitoring of crystalline silica, total dusts and other contaminants (as applicable) will be conducted as a check on the effectiveness on dust control measures. In particular, air quality monitoring will be conducted prior to, during or following construction as follows:  
- When construction and/or demolition activities are likely to cause dust emission, air monitoring must be conducted prior to beginning activities to establish a baseline value for the quantity of suspended particulate matter in the air. During construction and/or |

- Coronation Park: Foundations for Elevated Guideway  
- Keelsedale Park: Grading for Realignment of Eglinton Avenue West  
- Pearan Park: Bicycle Pathway (see below for additional details)
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<td>from the material processing activities, the major contributor to total dust emissions, and not to reduce vehicle emissions. Environment Canada’s “Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities” document will be followed for mitigation techniques, not only for dust but for other pollutants such as carbon monoxide and oxides of nitrogen as well (Environment Canada, 2005). These types of controls aid in minimizing impacts to the environment during the construction phase. Night time construction activities will also be considered in order to reduce the higher emissions from vehicles that are slowed down by the reduced existing road capacity during the day. It is recommended that only water be used as a dust suppressant. As noted in the 2010 EPR, reductions in greenhouse gases associated with the use of the ECLRT will far outweigh any short term increase in greenhouse gas emissions that are associated with construction activities.</td>
<td>demolition operations where dust is being created, air quality monitoring must be conducted to establish the level of particulate matter in the air. Following construction and/or demolition operations where dust was created, confirmatory tests must be conducted to quantify the level of particulate matter in the air.</td>
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<td>• Construction Borne Particulate Matter within Existing Buildings – In instances where works are necessary to connect new works to existing buildings and stations and activities, such as sawcutting are required. Monitoring of airborne contaminants such as crystalline silica will be required to show that these contaminants are below their respective time weighted average exposure values as indicated in Regulation 833.</td>
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<td>• Appropriate adaptive management will be</td>
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| Potential Contamination    | Impacts to areas of high, moderate, and low potential for contamination present within the study area. | As noted in the 2010 EPR, the overall Project will result in the displacement of approximately 1.8 million m$^3$ of surplus excavated material generated by tunnelling and cut-and-cover construction at the portals, tunnel and stations. The extension of the underground section between Mount Dennis Station and the Jane Street portal will result in approximately 75,000 m$^3$ of additional surplus excavated material. The Black Creek MSF will be designed to minimize the generation of surplus excavated material. On busy urban streets such as Eglinton Avenue and the major north-south arterials that already carry a large proportion of truck traffic, the addition of trucks to remove the excavated material is considered a potential issue. | As documented in the 2010 EPR, excess soil will require waste classifications in accordance with applicable regulatory requirements. Regulatory requirements in place at the time of construction and excess materials management guidelines and specifications (e.g. OPSS 180) will be used when developing an excess materials management plan. A Soil and Groundwater Management Strategy will be developed prior to construction. Generally, where impacts are anticipated to all or portions of properties with high or moderate potential for contamination, further environmental investigations will be completed for these properties (or portions thereof) that would be directly impacted by construction activities (i.e. tunneling): Prior to construction, a Risk Assessment will be prepared. | A monitoring program will be included in the Soil and Groundwater Management Strategy which will be developed prior to construction. A contingency plan will be developed prior to construction where appropriate. Baseline monitoring will be undertaken as outlined in the 2010 EPR in accordance with the Ontario Environmental Protection Act and will be documented in the Geotechnical Baseline Report and other environmental reports, which will provide the necessary information for the handling and disposing of excess soil. The disposal of contaminated materials will be directed to an MOE approved soil treatment site or waste disposal site. The monitoring of these facilities is the jurisdiction.
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<td>negligible increase in truck traffic. Truck haul routes will be identified during detail design as part of traffic management plans. Contamination-related impacts associated with construction activities are limited to potential spills associated with construction equipment or during handling of contaminated materials.</td>
<td>covering the former Kodak lands (MSF lands) with regard to the handling of contaminated materials located at the site. The purpose of the Risk Assessment is to describe and estimate the likelihood of adverse effects to human health and the environment resulting from exposure to contaminants and to develop property-specific environmental standards that will protect the people and the environment at the site. The Risk Assessment is intended to support the filing of a Record of Site Condition in accordance with O.Reg. 153/04, as amended;</td>
<td>of the MOE. Prior to construction, Metrolinx will require the contractor to submit the name, location and type of license of the designated soil disposal sites (as issued by MOE).</td>
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For other properties (or portions thereof) are to be acquired for the ECLRT construction, Phase I and Phase II Environmental Site Assessments will be conducted in accordance with O.Reg. 153/04 (i.e. to CSA standards), as amended. If a Record of Site Condition is required for a property the corresponding studies will be completed in accordance with O.Reg. 153/04, as amended; For areas where spills were

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**Contingency**

- For areas where spills were

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**Monitoring / Future Work / Contingency**

- For other properties (or portions thereof) are to be acquired for the ECLRT construction, Phase I and Phase II Environmental Site Assessments will be conducted in accordance with O.Reg. 153/04 (i.e. to CSA standards), as amended. If a Record of Site Condition is required for a property the corresponding studies will be completed in accordance with O.Reg. 153/04, as amended;
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<td>documented to have occurred within the study area, during construction of the ECLRT, soil testing for petroleum hydrocarbons (PHCs) will be completed along the road right-of-way where removal of soil from the road shoulders and road right of ways (i.e. excess materials) is required. If presence of PHCs is confirmed, appropriate contaminated soils management will be determined and implemented. Since the former waste disposal site (southeast corner of Black Creek Drive and Eglinton Avenue) was closed more than 25 years ago, no ministerial approvals are required. No additional environmental investigations are required for APECs with low potential for contamination. For the study area, trucks hauling materials associated with the ECLRT will be restricted from entering residential areas through contract provisions to the extent feasible. An excess materials management plan will be implemented in accordance to regulatory</td>
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<td>Property</td>
<td>Full or partial loss of property for the construction of the ECLRT. Partial property takings required include underground easements and surface facilities such as station entrances.</td>
<td>Total of 12 properties required for EPR Addendum study area: Four full acquisitions and eight partial acquisitions are required. Three of the acquisitions are privately-owned, and the remaining are public properties. Property impacts associated with the ECLRT beyond the limits of the EPR Addendum study areas are addressed in the 2010 EPR. Construction activities (e.g. excavation) may result in potential for ground settlement, and corresponding impacts to existing adjacent buildings and structures.</td>
<td>Compensation for residential and commercial impacts will be provided for temporary and permanent property requirements. Where properties to be displaced form a continuous development of retail / business streetscape, the displacement facility will ensure the continuation of the existing street wall (with respect to height setback and general architectural characteristics). Any brownfield sites will be managed in accordance with the Ontario Regulation 153/04 as amended. A Designated Substances Surveys for any buildings or structures which require demolition will be undertaken during Metrolinx will conduct a Property Protection Study during the detailed design phase of the project to confirm detailed property requirements and construction easements. Metrolinx will negotiate temporary construction easements with property owners on a case-by-case basis following the procedures described in Section 5.4.1. Following construction, Metrolinx will reinstate lands to pre-construction conditions. A contingency plan will be developed prior to construction where appropriate. To combat potential settlement of</td>
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<td>the design phase.</td>
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<td>land on adjacent properties during excavation activities, prior to the commencement of construction operations, separate instrumentation readings will be taken to provide a pre-condition survey for all buildings to assess current conditions. Monitoring during construction will include ground settlement measurements, inclinometers and surface monitoring points for structures. Monitoring is undertaken on a weekly basis during active excavation. This monitoring schedule is reduced to every three months for up to a year following backfilling. The monitoring program will include review and alert levels. If instrument readings exceed “review” levels, Metrolinx and its contractor will jointly assess the necessity of altering the method, rate or sequence of construction. At “alert” levels, Metrolinx can order construction operations to cease until the necessary mitigation measures are undertaken. Following construction, Metrolinx and its contractors will arrange for a joint post-construction</td>
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<td>Noise and</td>
<td>Noise level increase during construction and Noise</td>
<td>The 2010 EPR lists the applicable provincial and municipal guidelines</td>
<td>Pre-construction consultation, vibration monitoring, and site inspection of buildings/structures and utilities with the respective Owners. The results of these surveys will be compared with the pre-construction surveys. Metrolinx will monitor horizontal and vertical movements and tilt of adjacent structures and utilities on a daily basis during active excavation or backfilling. In the event that instrument readings reach “alert” levels, (as to be defined on a structure-specific basis in the construction contract documents), Metrolinx site supervisory staff will order construction operations to cease and take necessary actions to mitigate unacceptable movements, including, but not limited to alternative construction methods or construction equipment and/or additional support/protection measures. In the event that a property owner submits a claim for property damage, Metrolinx will conduct further investigations and, if appropriate, will negotiate a settlement.</td>
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<td>Vibration</td>
<td>operation of the ECLRT. Vibration impacts generated from the construction and operation of the ECLRT.</td>
<td>Construction noise levels will vary over time, as the activities at the site change. Noise from ECLRT surface operations in the study area is predicted to meet the requirements of the applicable MOE/TTC guideline limits at all noise sensitive locations. No further investigation of operational noise mitigation is required.</td>
<td>with regard to construction noise and vibration. Provincial guidelines restrict maximum allowable sound levels for equipment used in certain construction activities. Municipal bylaws place restrictions on the hours of operation for all construction activity: in particular, construction is limited from 7:00 AM to 11:00 PM on weekdays, with more stringent restrictions on weekends and holidays. If construction activities occur outside the hours of operations, special exemptions need to be obtained from the City of Toronto and residents in the area must be notified several weeks in advance of the construction activities.</td>
<td>inspections will likely be required. Monitoring will be required during construction. As indicated in the 2010 EPR, noise levels for nearby sensitive uses (such as residential or institutional) will have specific monitoring locations and maximum noise levels. These levels and construction activities that may generate exceedences will be determined prior to construction. Vibration resulting from construction will be monitored using seismographs. Vibrations will be monitored at locations at various distances from work operations and at critical structural (e.g. Kodak Building 9) or utility locations. As part of the baseline monitoring, a minimum of 3 consistent sets of readings will be taken prior to the start of work. Metrolinx will then continuously monitor ambient vibration levels during construction. The monitoring program for both noise and vibration will include review and alert levels. If instrument readings exceed “review” levels, Metrolinx and its</td>
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<td>Ventilation</td>
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<td>Noise</td>
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<tr>
<td>Black Creek MSF Operations</td>
<td>Based on the modelled noise</td>
<td>Construction will be limited to the time periods allowed by the locally applicable bylaws (7:00am to 11:00pm, except in the case of</td>
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<td>Factor</td>
<td>Environmental Issue / Concern</td>
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|        |                                | impacts from MSF activity, noise impacts are not anticipated. However, it is recommended that HVAC equipment be chosen in order to minimize impacts at surrounding noise sensitive areas. HVAC selection recommendations are provided in Appendix D. There is the potential for wheel squeal to occur at some turns within the Black Creek MSF. If observed, wheel squeal will be addressed through mitigation measures as outlined in Appendix D. **Bus Station and PPUDO**  
  Bus activity at the proposed Bus Station is anticipated to lead to noise levels exceeding guideline limits at some locations (for additional detail see Appendix D). Mitigation is recommended to deal with noise impacts from bus activity. **Vibration**  
  Under the City of Toronto Vibration Bylaw, the construction vibration zone of influence is the area where vibration from construction activity is likely to exceed 5 | emergencies). If construction activities are required outside of these hours, the Contractor must seek permits / exemptions directly from the City of Toronto in advance. There will be explicit indication that Contractors are expected to comply with all applicable requirements of the contract and local noise by-laws. Enforcement of noise control by-laws is the responsibility of the Municipality for all work done by Contractors.  
  All equipment will be properly maintained to limit noise emissions. As such, all construction equipment will be operated with effective muffling devices that are in good working order.  
  The Contract documents will contain a provision that any initial noise complaint will trigger verification that the general noise control measures agreed to are in effect.  
  In the presence of persistent noise complaints, all construction equipment will be verified to comply with MOE NPC-115 guidelines.  
  In the presence of persistent complaints and subject to the results of a field investigation, alternative contractor will jointly assess the necessity of altering the method, rate or sequence of construction. At “alert” levels, Metrolinx can order construction operations to cease until the necessary mitigation measures are undertaken.  
  Similarly, vibration during the tunnelling process will require monitoring.  
  In the event that instrument readings reach “alert” levels, (as to be defined on a structure-specific basis in the construction contract documents), Metrolinx site supervisory staff will order construction operations to cease and take necessary actions to mitigate unacceptable movements, including, but not limited to alternative construction methods or construction equipment. |
<table>
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<tr>
<th>Factor</th>
<th>Environmental Issue / Concern</th>
<th>Effect / Impact (During Construction; During Operations)</th>
<th>Mitigation Measures</th>
<th>Monitoring / Future Work / Contingency</th>
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<td>millimetres per second peak particle velocity (mm/s ppv). Vibration from tunnel boring in the area should be less than 5 mm/s ppv at all building foundations. Vibration from pile driving and other general construction activities will not affect any surrounding structures. A review of the surrounding land uses indicates no particularly vibration sensitive uses in the area.</td>
<td>noise control measured may be required, where reasonably available. In selecting appropriate noise control and mitigation measures, consideration should be given to the technical, administrative and economic feasibility of the various alternatives. All blasts will be designed to meet any applicable overpressure and vibration limits established by the MOE in Publication NPC-119 and by the MTO in OPSS 120.</td>
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<tr>
<td>Bus Station and PPUDO</td>
<td>Potential options for mitigating stationary source noise impacts include the installation of noise barriers surrounding the Bus Station, and/or upgrading the currently planned noise barriers to the west of the existing CP Rail / GO Transit rail line. Two potential mitigation options are:</td>
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<td>• Option 1: 3 barriers surrounding the proposed Bus Station (7.0 m, 4.5 m, and 5.0 m)</td>
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<td>• Option 2: 1 barrier to the northwest of the proposed Bus Station (7.0 m), and 1 upgraded GO Transit barrier to south of Eglinton Avenue</td>
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<tr>
<td>Land Use</td>
<td>Access to businesses will be modified during construction activities.</td>
<td>Reduced vehicle access to the area and potential loss of on-street parking during construction.</td>
<td>Either of the above mitigation options will lead to compliance at surrounding noise sensitive receptors. However, the specific design of mitigation will be considered in detail during the detailed design phase of the project.</td>
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<tr>
<td>Utilities</td>
<td>Impacts to utilities along the north side of Eglinton Avenue between Weston</td>
<td>Utilities and pipelines will be impacted by the ECLRT</td>
<td>Utilities and pipelines located within the underground section of the ECLRT will be avoided to the extent</td>
<td>For all utilities that will be relocated, relocation plans and construction activities will be</td>
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<td>Factor</td>
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<td>Road and the ECLRT portal at Black Creek. In particular, the relocation of a pole line supporting street lighting, hydro, and communications. Impacts to subsurface municipal services.</td>
<td>possible through tunneling. In areas of cut and cover construction, small utilities that are not in direct conflict with the ECLRT facility will be temporarily supported and protected during construction or relocated. Services will be maintained to the extent possible during relocation and notice of planned service interruptions will be provided to service users prior to interruptions.</td>
<td>undertaken in accordance with the Road Rights of Way Act and with the City’s Requirements for the Installation of Services within the City of Toronto Road Allowance. Metrolinx will pursue the necessary crossing permits required from any affected utilities during the detailed design phase of the study.</td>
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<tr>
<td>Cultural Environment</td>
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<tr>
<td>Archaeology</td>
<td>Potential loss of archaeological resources.</td>
<td>Given the findings of the Stage 1 and 2 Archaeological Assessments completed in support of the 2010 EPR (Archeoworks Inc. 2009a, Archeoworks Inc. 2009b) and the EPR Addendum (New Directions Archaeology 2013 [Appendix F]) no archaeological resources are anticipated to be impacted.</td>
<td>No mitigation measures are proposed since no archaeological resources are known to occur within the footprint of ECLRT facilities and the project is clear of any further archaeological concerns based on the identified footprint impacts. The Stage 1 and 2 Archaeological Assessment reports have been submitted to the Ministry of Tourism, Culture and Sport (MTCS) in compliance with Section 65 (1) of the Ontario Heritage Act.</td>
<td>Should additional property be required outside of the current plan, an archaeological assessment will be required. Should previously unknown or unassessed deeply buried archaeological resources be uncovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out detailed investigations.</td>
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<td>Factor</td>
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<tr>
<td>Built Heritage and Cultural Landscapes</td>
<td>Potential for displacement and/or disruption of cultural heritage landscapes and built heritage resources during and after construction. Potential for indirect impacts by the introduction of physical, visual, audible or atmospheric elements not in keeping with their existing character and, or setting.</td>
<td>Direct and indirect impacts to built heritage resources and cultural heritage landscapes as outlined in Tables 5-3 and 5-4.</td>
<td>Mitigation as outlined in Tables 5-3 and 5-4. Conservation options for properties determined to be of heritage value by the Metrolinx Heritage Committee will be investigated through the completion of Heritage Impact Assessments (HIAs). Each HIA will evaluate the impact of the proposed activities on the cultural heritage value and the heritage attributes and propose measures to mitigate impacts. It will be completed in consultation with the City of Toronto, MTCS and other stakeholders, as required. Terms of</td>
<td>A contingency plan will be developed prior to construction where appropriate.</td>
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<td>Factor</td>
<td>Environmental Issue / Concern</td>
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<td>Reference (ToR) to confirm the scope of, and approach to the preparation of the HIA will be based on the City of Toronto’s HIA ToR. For any properties determined by the Metrolinx Heritage Committee to be of heritage value, Metrolinx will include the property on the list of Provincial heritage properties maintained by MTCS and will provide all related documents (e.g. CHERs, committee decision forms, etc) to the MTCS.</td>
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<td>No additional mitigation measures beyond the proposed rerouting of bus operations are proposed.</td>
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<td>Transit schedules are part of the TTC and Metrolinx normal operating procedures. This will allow for either agency to identify future issues and to develop corrective actions.</td>
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<td>Transportation</td>
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<tr>
<td>Public Transit</td>
<td>Changes to TTC bus routes and stops.</td>
<td>Changes to the existing bus network related to the ECLRT: No parallel bus routes along Eglinton Avenue; North-south arterial bus routes will continue to operate; and Mount Dennis Station will include a new fifteen-bay bus terminal</td>
<td>No additional mitigation measures beyond the proposed rerouting of bus operations are proposed.</td>
<td></td>
</tr>
<tr>
<td>Pedestrian and Cyclist Network</td>
<td>Relocation of existing sidewalks in the study area. Ultimately, the project will provide for a more comfortable environment that will be improved through the Weston Road to Black Creek Drive section. The specific design of improvements will be</td>
<td>Temporary closures of pedestrian linkages and traffic lanes during construction.</td>
<td>The pedestrian and cyclist environment will be improved through the Weston Road to Black Creek Drive section. The specific design of improvements will be</td>
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<td>None.</td>
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<td>Factor</td>
<td>Environmental Issue / Concern</td>
<td>Effect / Impact (During Construction; During Operations)</td>
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<td>pedestrian and cycling</td>
<td>confirmed during the detailed design phase of the project. Pedestrian and cyclist access may</td>
<td>Disruption to traffic operations along Eglinton Avenue from Jane Street to the proposed Mount Dennis LRT Station. Emergency service providers will continue to operate at current service levels with the LRT in place.</td>
<td>As discussed in Section 3.4.5, a signalized intersection is proposed to facilitate bus-only left-turns into and out of the Mount Dennis Bus Terminal. The new signal is proposed to be coordinated with the Eglinton Avenue/Black Creek Drive intersection to minimize the potential for impacts to general traffic. Metrolynx and their consultants/contractors will work with the City of Toronto to develop an acceptable approach for traffic maintenance during construction. Traffic volumes on public roads and transit schedules are part of the City of Toronto's and TTC normal operating procedures. This will allow for either agency to identify future issues and notify Metrolinx in order to develop corrective actions.</td>
<td>N/A</td>
</tr>
<tr>
<td>Road Network</td>
<td>Reduction in the road capacity available for automobile movements. Changes to traffic movements</td>
<td>Disruption to traffic operations along Eglinton Avenue from Jane Street to the proposed Mount Dennis LRT Station. Emergency service providers will continue to operate at current service levels with the LRT in place.</td>
<td>As discussed in Section 3.4.5, a signalized intersection is proposed to facilitate bus-only left-turns into and out of the Mount Dennis Bus Terminal. The new signal is proposed to be coordinated with the Eglinton Avenue/Black Creek Drive intersection to minimize the potential for impacts to general traffic. Metrolynx and their consultants/contractors will work with the City of Toronto to develop an acceptable approach for traffic maintenance during construction. Traffic volumes on public roads and transit schedules are part of the City of Toronto's and TTC normal operating procedures. This will allow for either agency to identify future issues and notify Metrolinx in order to develop corrective actions.</td>
<td>N/A</td>
</tr>
<tr>
<td>Navigable Waters</td>
<td>There are no navigable waterways present in the EPR Addendum study area.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Rail Network</td>
<td>Metrolynx’ proposed spur line at the MSF site will require a localized modification of the CP Rail facilities in order to implement the construction of the spur line will require a temporary closure of the existing easterly CP Rail line at the MSF site as the rail switch is installed to connect the spur to the mainline. Rail traffic will have to be temporarily detoured to the adjacent parallel track during construction at the point of switch installation. In order to mitigate any operational impacts associated with the Metrolinx will coordinate with CP Rail during the detailed design phase of the project to obtain the necessary approvals required to implement the proposed spur line.</td>
<td>N/A</td>
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<td>Factor</td>
<td>Environmental Issue / Concern</td>
<td>Effect / Impact (During Construction; During Operations)</td>
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<td>connection to the LRV storage area at the MSF site.</td>
<td>The operation of the spur line will, at the time of vehicle delivery, have the potential to conflict with regular operation on the CP rail line.</td>
<td>proposed spur line, Metrolinx will coordinate the delivery of any vehicles or material to the MSF site with CP Rail to ensure that the schedule of deliveries are coordinated with the regular CP Rail operations to avoid conflicts.</td>
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<tr>
<td>Other</td>
<td>Electromagnetic Interference (EMI)</td>
<td>Potential generation of electromagnetic interference.</td>
<td>The proposed changes to the ECLRT do not result in different impacts related to electromagnetic interference (EMI) than those identified in the 2010 EPR.</td>
<td>As noted in the 2010 EPR, EMI can be mitigated through the setback of the overhead catenary wire.</td>
</tr>
<tr>
<td>Stray Current</td>
<td>Potential impacts from stray current.</td>
<td>Stray current corrosion occurring on buried metallic structures. The proposed changes to the ECLRT do not result in different impacts related to stray current than those identified in the 2010 EPR.</td>
<td>The ECLRT traction power distribution system will be ungrounded and will have no direct connection to the earth. The running rails will be insulated from earth with the use of insulating pads and hardware, and by the isolation of all rail associated metal ware from earth. Where applicable, the negative running rails will be connected to the AC ground system through a floating negative automatic ground switch (FNAGS).</td>
<td>A monitoring program as described in Section 5.7.2 will be put in place where the ECLRT crosses a high-pressure steel pipeline.</td>
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6. CONSULTATION PROCESS

6.1 Overview of Consultation Approach

Stakeholder consultation was undertaken as an integral part of the Environmental Project Report Addendum process regarding the proposed changes addressed by this EPR Addendum. The consultation process was designed to address the requirements of the Transit Project Assessment Process (Regulation 231/08 under Ontario’s Environmental Assessment Act) and included consultation with the following parties:

- General Public
- Impacted Property Owners
- Provincial Government Agencies
  - GO Transit
  - Ministry of Aboriginal Affairs
  - Ministry of Agriculture and Food
  - Ministry of Citizenship and Immigration
  - Ministry of Energy
  - Ministry of the Environment
  - Ministry of Health and Long-Term Care
  - Ministry of Infrastructure
  - Ministry of Municipal Affairs and Housing
  - Ministry of Natural Resources
  - Ministry of Northern Development and Mines
  - Ministry of Transportation
  - Ministry of Tourism, Culture and Sport
- Federal Government Agencies
  - Aboriginal Affairs and Northern Development Canada
  - Canadian Environmental Assessment Agency
  - Department of Fisheries and Oceans
  - Environment Canada
  - Transport Canada
- Municipal Departments and Services and Broader Private Sector
  - City of Toronto: Infrastructure Planning
  - City of Toronto: Technical Services
o City of Toronto: City Planning – Community Planning, Transportation Planning, Urban Design, Eglinton Planning Study
o City of Toronto: Transportation Services
o City of Toronto: Urban Forestry
o City of Toronto: City Parks Planning
o Toronto Emergency Medical Services
o Toronto Fire Services
o Toronto Police Services
o Toronto Transit Commission – Service Planning
o Toronto and Region Conservation Authority
o Canadian Pacific Railway

• Utilities
  o Hydro One Networks Inc.
  o Sarnia Products Pipeline, ESSO Imperial Oil
  o Sun-Canadian Pipe Line Company Limited
  o Trans-Northern Pipelines Inc.

• Aboriginal Communities
  o Alderville First Nation
  o Beausoliel First Nation
  o Chippewas of Georgina Island
  o Chippewas of Mnjikaning (Rama)
  o Curve Lake First Nation
  o Hiawatha First Nation
  o Métis Nation of Ontario
  o Moose Deer Point First Nation
  o Mississaugas of the New Credit First Nation
  o Mississaugas of Scugog Island

• Elected Officials
  o Councillor Frances Nunziata
  o Councillor Frank Di Giorgio
  o MPP Laura Albanese
  o MP Mike Sullivan
  o MPP Kathleen Wynne
Focused consultation was undertaken with specific stakeholders. **Table 6-1** provides an overview of consultation approaches organized by stakeholder groupings and provides reference to where additional details can be found in this report.

<table>
<thead>
<tr>
<th>Stakeholder Group</th>
<th>Consultation Method</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Stakeholders / General Public</td>
<td>Public Open Houses and Online Consultation</td>
<td>Section 6.2, and Appendices I and J</td>
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<tr>
<td></td>
<td>EPR Addendum Review</td>
<td>Section 6.11</td>
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<tr>
<td>Representatives of the Mount Dennis Community</td>
<td>Meeting re: Scotiabank building (1151 Weston Road)</td>
<td>Section 6.3</td>
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<tr>
<td>Maintenance and Storage Facility Working Group</td>
<td>Working Group meetings</td>
<td>Section 6.4</td>
</tr>
<tr>
<td>Impacted Property Owners</td>
<td>Direct mailings and meetings on request</td>
<td>Section 6.5</td>
</tr>
<tr>
<td>Federal Government Agencies</td>
<td>Draft EPR Addendum Review</td>
<td>Section 6.10 and Appendix K</td>
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<tr>
<td>Provincial Government Agencies</td>
<td>Technical Advisory Committee and Supplemental Meetings</td>
<td>Section 6.6</td>
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<td>Meeting with MOE</td>
<td>Section 6.7</td>
</tr>
<tr>
<td></td>
<td>Draft EPR Addendum Review</td>
<td>Section 6.10 and Appendix K</td>
</tr>
<tr>
<td>Municipal Departments and Services</td>
<td>Technical Advisory Committee and Supplemental Meetings</td>
<td>Section 6.6</td>
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<td></td>
<td>Draft EPR Addendum Review</td>
<td>Section 6.10 and Appendix K</td>
</tr>
<tr>
<td>Aboriginal Communities</td>
<td>Direct mailings</td>
<td>Section 6.8</td>
</tr>
<tr>
<td>Utilities</td>
<td>Draft EPR Addendum Review</td>
<td>Section 6.10</td>
</tr>
<tr>
<td>Elected Officials</td>
<td>Scheduled briefings with Elected Official and/or staff</td>
<td>Section 6.9</td>
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In addition to participation in focused consultation, stakeholders could contact Metrolinx staff at any time via the ECLRT website (www.thecrosstown.ca) or by visiting the Crosstown Community Office located at 1848 Eglinton Avenue West during office hours or by appointment. The Crosstown Community Office is staffed by the Crosstown Community Relations Team which works with communities, businesses and stakeholders to identify issues early and mitigate construction impacts. The Crosstown Community Relations Team provides "on the ground", personal and easy access to timely information about the ECLRT and are available to meet with community members and groups.

Additionally, public open houses were held to present project information to a broad audience and to allow members of the public to ask questions and raise concerns to Metrolinx staff and consultants. **Section 6.2** describes the results of the open house and online consultation processes.
Permit and approval requirements were also identified and confirmed through stakeholder consultation. For details regarding permits and approvals as well as commitments related to future consultation please refer to Section 7 (Commitments and Future Work).

6.2 Public Open Houses and Online Consultation

6.2.1 Public Open House and Online Consultation #1

In June 2012 a public consultation process was initiated to discuss new developments and improvements in the areas between Keele Street and Jane Street for the Project. The two primary methods used to engage the community were a Public Open House and an online questionnaire. The open house was held at York Memorial Collegiate on Tuesday, June 26, 2012 by the TTC and Metrolinx. An online consultation was launched on the ECLRT website the same day and ran from June 26 until July 10, 2012. The online consultation included the display boards and a questionnaire for those unable to attend the open house.

The three key considerations presented for discussion and feedback were:

1. The future Light Rail Vehicle Maintenance and Storage Facility at the former Kodak lands;
2. Route alignment from Keelesdale Park to the former Kodak lands and extension of the line to Jane Street, including underneath Weston Road; and,
3. A new Crosstown station near Weston Road and the elimination of the Black Creek Stop.

A Public Consultation Report was prepared to document the consultation. A copy of that report, along with the display panels from the meeting, are included in Appendix I.

6.2.1.1 Notice of Public Open House and Online Consultation #1

Canada Post drops and newspaper ads were used to inform the public of the Western Alignment and Vehicle Maintenance and Storage Facility Consultation. 27,984 public notices for the open house were delivered via Canada Post on June 5, 2012 to properties within a 1.5 kilometre radius of Black Creek Drive and Eglinton Avenue West – including properties west of Jane Street and east to the railway tracks in the vicinity of Caledonia, both north and south of Eglinton Avenue. The newspaper ad was published in the York Guardian on June 21, 2012, reaching an estimated audience of more than 49,248. Further details and samples of the Canada Post drops and newspaper ads can be found in the Public Consultation Report (Appendix I).

6.2.1.2 Public Open House and Online Consultation #1

The June 26, 2012 Public Open House attracted almost 130 participants for the two-hour session in which the project team presented new developments and
engaged in discussions with and documented input of public attendees. City Planning staff were present to field questions related to new and proposed developments in the study area and community impact of construction. Forty-one attendees submitted written questionnaires.

The online consultation, which was promoted as an alternative to attending the Public Open House, ran from June 26 until July 10, 2012. Sixty-three people participated in the online consultation which featured the original display boards used during the Public Open House and a questionnaire with both rating and open-ended discussion questions.

6.2.1.3 Summary of Comments Received

Participants of both the Public Open House and online consultation rated easy transfer between modes of transit as the most important consideration and reducing construction impacts as the least important. There was also agreement amongst participants of both forums on the importance of safety and accessibility and of public involvement in the consultation process.

The sections below summarize the most common comments received during the Western Alignment and Vehicle Maintenance and Storage Facility Public Open House #1 and associated online consultation. A copy of the online questionnaire, compilation of comments received and answers to questions are provided in the Public Consultation Report (Appendix I).

Heritage

The former Kodak employee building, known as Building No. 9, is located within the proposed Vehicle Maintenance and Storage Facility site. Many participants stressed that the heritage of the building should be preserved. Some requested that the original façade be maintained, while others hoped the “Kodak” name would be incorporated, feeling the building is an important part of Mount Dennis and local community history.

Support for New off-street LRT Alignment

Many participants expressed support for the new “off-street” LRT alignment from the portal west of Keele Street into the former Kodak lands. The most common reasons cited were that this alignment would eliminate traffic impacts at Black Creek Drive and enhance transit operations in bypassing the intersection.

Job Creation and Business Development

Numerous respondents discussed the need for these projects to create jobs for members of the community, something many felt was integral. There were calls for available lands within the former Kodak site to be used for industrial and business development, rather than condo development. Many expressed the desire to limit the size of the facility as much as possible to preserve space for redevelopment opportunities.
Complete Streets/Cycling Infrastructure

Cyclists (including Cycle Toronto) voiced concerns over the lack of bicycle infrastructure in the preliminary plan. The following additions to the plans were requested: bike lanes from Keele Street to Jane Street, bike access to the future Mount Dennis/Weston Road station, links to existing on-street routes and off-street trails, and links to planned bike routes. Requests were made to explicitly integrate cycling plans in the Metrolinx Mobility Hub, City Planning Corridor Study and the Route Alignment and Vehicle Facility studies. Many respondents promoted a “complete streets” approach to project design, whereby all forms of transportation are given equal precedence.

Community Participation

Many respondents discussed the importance of station consultations, and of incorporating citizens and their ideas into project planning for the Project. There was also a call for increased communications and updates on the project, including the use of social media to disseminate information.

Noise and Traffic

Residents voiced concerns about potential noise and traffic impacts that the Maintenance Facility may have on the community once it is fully operating. Several respondents requested that noise barriers be erected to reduce potential impact on local residents. To a lesser degree, concerns were expressed about these impacts during construction itself.

6.2.2 Public Open House and Online Consultation #2

In December 2012 a public consultation process was initiated to further discuss new developments and improvements in the areas between Keele Street and Jane Street for the Project. This consultation built on the first round of consultation in June-July 2012.

The two primary methods used to engage the community and gather information during this consultation included a Public Open House and online consultation. The open house was held at York Memorial Collegiate on Wednesday, December 12, 2012 by Metrolinx. An online consultation was launched on the ECLRT website the same day and ran from December 12, 2012 until January 4, 2013. The online consultation included the display boards and a questionnaire for those unable to attend the open house.

A Public Consultation Report was prepared to document the consultation. A copy of that report, along with the display panels from the meeting, are included in Appendix J.

6.2.2.1 Notice of Public Open House and Online Consultation #2

Canada Post drops and newspaper ads were used to inform the public of the Western Alignment and Vehicle Maintenance and Storage Facility Consultation. Between November 29 and December 4, 2012 12,018 public notices for the open
house were delivered via Canada Post to properties with an approximately 0.5 km radius of the area between Jane Street and Keele Street. Between November 29 and December 6, 2012, newspaper ads were published in the York Guardian and the Metro News Toronto, reaching an estimated audience of 1,343,496. Further details and a sample of the public notice can be found in the Public Consultation Report (Appendix J).

The consultation was also promoted online through various digital mediums, including the ECLRT website, Twitter feed and Facebook Fan Page. In addition, a Facebook ad was launched during this time which reached an audience of 385,608 Toronto area residents.

6.2.2.2 Public Open House and Online Consultation #2

The December 12, 2012 Public Open House attracted more than 89 people, many of whom provided input and voiced recommendations to the attending staff. Fourteen attendees completed a written questionnaire.

The online consultation, which was promoted as an alternative to attending the Public Open House, ran from December 12, 2012 until January 4, 2013. The online consultation featured the original display boards used during the Public Open House and a survey. The online survey was completed by fourteen users.

6.2.2.3 Summary of Comments Received

The sections below summarize the most common comments received during the Western Alignment and Vehicle Maintenance and Storage Facility Public Open House #2 and associated online consultation. A copy of the comment sheet and answers to questions are provided in the Public Consultation Report (Appendix J).

Underground vs. Above-Ground LRT Alignment

Many participants voiced opinions about whether the LRT line should be underground or above ground. Several respondents stated that the line should be not only above ground but elevated and completely separated from the road over Jane and beyond. Others suggested that future LRT lines should be underground from Black Creek Drive to Jane Street.

Jane Street in Phase 1

Multiple respondents requested that the new phased approach include a stop at Jane Street as part of Phase 1. One participant noted that this would take pressure off the bus route on Eglinton Avenue.

Kodak Building No.9

Maintaining the Kodak lands and building were popular decisions among many participants, some of whom had lobbied to save the building during the initial planning stages. Some respondents suggested further ways that the building could be used, including using it as the main entrance and giving pedestrians access to the building without paying a fare.
Opinions on Bus Terminal Design

Many participants had opinions about the location of bus bays in the new design. Several advocated for moving the bus bays closer to the LRT and Weston Road to reduce the walking distance between the two forms of transit. Many respondents provided suggestions on how to achieve this, including one respondent who suggested wrapping the bus terminal around the north side of the Kodak building.

Construction Impact and Traffic

There were many comments about construction impacts, with several respondents asking Metrolinx to monitor environmental effects and to take measures to reduce construction noise. Multiple participants also expressed concern about increased bus traffic, citing pedestrian safety concerns and the potential for gridlock.

Revitalization and Streetscaping/Land Use

Several participants commented on the need for the project to revitalize the area and make it a location worth visiting, and of the importance of building not just a station but a point of interest around that station.

6.3 Additional Consultation re: 1151 Weston Road (Scotiabank)

In accordance with a motion passed by City Council at the May 7-10, 2013 Council Meeting (see Section 6.9), Metrolinx met on June 3, 2013 with representatives of the Mount Dennis community at a meeting arranged by Councillor Nunziata. The purpose of the meeting was to describe the potential impact to the Scotiabank building (1151 Weston Road) and to develop potential mitigation measures with community input.

Subsequent to the meeting, Metrolinx undertook further analysis of the proposed LRT operation in the area of the Scotiabank building. The results of the analysis showed that the length of the tail track could be reduced by 10 metres, effectively eliminating the impact to the Scotiabank building. As described in Chapter 3, only an undeveloped portion of the Scotiabank property will be affected to construct the underground LRT line west of Mount Dennis Station as part of Phase 1. Whenever the LRT is extended westward to Pearson International Airport in the future, Metrolinx will consult with the property owner, the City of Toronto, the Ministry of Tourism, Culture and Sport, and the public regarding any potential effect to the building that may result from the extension. For information regarding associated built heritage impacts and mitigation please refer to Section 5.5.2.

6.4 Additional Consultation re: Maintenance and Storage Facility

6.4.1 Overview of Consultation Process

Also in accordance with motions passed by City Council at the May 7-10, 2013 Council Meeting (see Section 6.9), Metrolinx met with members of a Working
Group established by Councillors DiGiorgio and Nunziata to review the Maintenance and Storage Facility (MSF). The concern raised at the Council meeting related to the capacity of the MSF, where the community desired a smaller facility that would lead to land being available for new development that was being sought by the community.

The Working Group met five times throughout the Spring and Summer of 2013 – May 16, 2013; May 30, 2103; June 18, 2013; July 15, 2013 and September 17, 2013. The following subsections describe the comments heard at the Working Group meetings and the commitment to future consultation.

6.4.2 Summary of Comments Received

As stated earlier, the community was seeking a smaller MSF in order to allow for development to occur on residual land. Discussions during earlier meetings focused on the capacity of the Maintenance and Storage Facility (MSF), the need to protect for the future phase of the LRT to the airport, and the requirements for a 15-bay bus terminal and the pick-up/drop-off area for GO Train service. Upon request, the community presented concepts of potential future development that would occupy the lands of the bus terminal and the pick-up/drop-off area (perhaps as joint development opportunities or perhaps as phased development) in addition to the potential for new development to be constructed over the LRT tracks just east of Kodak Building No. 9.

During later meetings, issues regarding the Official Plan and zoning were raised. Staff from the City of Toronto City Planning Division presented a status report covering the update to the City’s Official Plan and stated that the updated Official Plan could address mixed-use development along the northern frontage of Eglinton Avenue West. At the final meeting, the City of Toronto presented 9 principles to guide the implementation process with respect to development opportunities at the MSF site, as presented in the following table, to which Metrolinx agreed to reflect in their Request for Proposals (RFP) for the implementation of the ECLRT. The principles were subsequently endorsed by the City’s Executive Committee on September 24, 2013 with a recommendation to City Council for adoption.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Principle</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Proponents responding to the RFP for the design and development of the MSF are to consider a broad range of uses on the lands, beyond the required functional and technical MSF components.</td>
<td><strong>Principle 1</strong>: The former Kodak lands provide an opportunity to introduce a broad range of uses that has the potential to make the site a destination for Torontonians and not just for transit users and Metrolinx employees. These uses could include, but not be limited to, office, institutional, retail, community and civic uses, public open space, and limited residential uses along the Eglinton Avenue West frontage of the lands where appropriate. Any introduced uses should be made compatible –</td>
</tr>
<tr>
<td>Issue</td>
<td>Principle</td>
</tr>
<tr>
<td>-------</td>
<td>-----------</td>
</tr>
<tr>
<td>through mitigative measures – with a 24-hour operating MSF.</td>
<td>Principle 2: The former Kodak lands present a significant opportunity for re-development and intensification, given the level of public investment onto the lands and its size. Proponents are strongly encouraged to design and propose a smaller footprint for the MSF that accommodates the functional requirements for the multiple-modes of public transit.</td>
</tr>
<tr>
<td>Proponents are to propose a development approach that minimizes the footprint of the MSF, while identifying and maximizing areas where potential development could occur, especially along the Eglinton Avenue West and Photography Drive frontages.</td>
<td>Principle 3: Proponents would benefit from consulting and engaging with the community as a whole, including identified community representatives, City staff and the local councillors prior to submitting their final response to Metrolinx's RFP. In consultation with the local councillors, Metrolinx will establish a protocol outlining a communication schedule between proponents and community members.</td>
</tr>
<tr>
<td>Metrolinx should develop and establish an agreed upon engagement protocol between proponents responding to the RFP for the design and development of the MSF and community members prior to the selection of the successful consortium.</td>
<td>Principle 4: Should Metrolinx determine that lands identified in a later phase(s) are no longer needed for functional and technical MSF components, these lands could accommodate a broad range of additional uses. RFP responses should identify potential redevelopment lands and should demonstrate leadership in the revitalization of the area. Proposed densities for the future development of the lands should take into consideration the multiple modes of public transit that will be accessible to the lands.</td>
</tr>
<tr>
<td>Proponents are to propose a phased approach to the intensification of the lands allowing for a broad range of uses on lands identified in a later phase(s) that demonstrates under what conditions and general timeframe that additional development can occur.</td>
<td>Principle 5: In acknowledgement of the fact that the MSF will employ between 300-350 employees, proponents should note the importance of the lands and immediate area as an employment generator. The former Kodak lands and surrounding lands to the north and west are currently designated Employment Areas and play an important role in the City's economy by providing quality jobs to residents. Any development beyond the functional and technical MSF components is not to adversely impact the economic viability of the nearby employment lands or negatively affect the operation of the existing industry, including any in-force Environmental Compliance Approvals. Any uses proposed close to the employment lands are to be compatible with existing and permitted industrial uses.</td>
</tr>
<tr>
<td>Proponents are to acknowledge and accept that the stable Employment Lands along Industry Street to the north and west of the Kodak lands are to be protected and sensitive (residential and non-residential) uses will not negatively impact the Employment Areas.</td>
<td>Principle 6: The former Kodak lands are situated at...</td>
</tr>
<tr>
<td>Issue</td>
<td>Principle</td>
</tr>
<tr>
<td>-------</td>
<td>-----------</td>
</tr>
<tr>
<td>approaches to the design and engineering of the Eglinton Avenue West frontage with respect to grade differences and site access.</td>
<td>a substantially higher elevation than the existing Eglinton Avenue sidewalk. Any redevelopment of the lands along Eglinton should incorporate this consideration into the overall development concept. Proponents should demonstrate that the MSF and LRT line are designed in a manner that would provide for and not preclude the future redevelopment of the Eglinton Avenue frontage.</td>
</tr>
<tr>
<td>7. Proponents are to ensure the MSF lands will be connected to, and supportive of, the nearby green space, employment lands, established residential communities and the commercial main streets surrounding the site.</td>
<td><strong>Principle 7:</strong> As a master planned 58-acre site, the MSF lands have the potential to provide connections that did not previously exist through the site. By connecting and enhancing the existing transportation, cycling, and pedestrian network, the development of the former Kodak lands has the potential to become the catalyst to an area-wide revitalization of the Black Creek / Eglinton / Weston area.</td>
</tr>
<tr>
<td>8. Proponents are to adopt design excellence as part of their responses for all aspects of the proposed development.</td>
<td><strong>Principle 8:</strong> To achieve design excellence, development proposals must be completed by qualified and renowned urban designers and architects. Toronto’s Design Review Panel will be consulted at appropriate times throughout the approvals process, in consultation with City staff. Excellence in design includes the application of sustainable elements.</td>
</tr>
<tr>
<td>9. Proponents are to be apprised of the heritage attributes of the Scotiabank building at Weston Road and Eglinton Avenue West and the Kodak Building 9.</td>
<td><strong>Principle 9:</strong> The Scotiabank and Kodak Building 9 building have been identified by community members and city staff as local landmarks with cultural heritage value. The buildings should be conserved within any future development or civic squares and any development adjacent to property should respect the heritage values of the buildings. As City staff conducts additional analysis of the building and the lands, proponents should be consulted on any Council decisions pertaining to the lands and building.</td>
</tr>
</tbody>
</table>

### 6.4.3 Commitment to Future Consultation

Metrolinx will continue to consult with the community regarding future development opportunities in the area near Mount Dennis Station throughout the design and construction phases of the project.

### 6.5 Impacted Property Owners

Where full or partial property acquisition is required Metrolinx sent notification directly to the corresponding property owners. Some impacted property owners
attended one or more of the Public Open Houses. Meetings were arranged with impacted property owners upon request.

6.6 Technical Advisory Committee and Supplemental Meetings

Key stakeholder agencies and City staff were consulted through the Technical Advisory Committee. Meetings were held with the Technical Advisory Committee as outlined in Table 6-2.

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 6, 2012</td>
<td>To provide a project update and review the draft Public Open House #1 display material.</td>
</tr>
<tr>
<td>November 19, 2012</td>
<td>To review the project progress, draft Public Open House #2 display materials, next steps and to provide an overview of Metrolinx’s Mount Dennis Mobility Hub Study.</td>
</tr>
<tr>
<td>January 8, 2013</td>
<td>To review the proposed design changes, provide the draft Environmental Project Report for review and discuss next steps.</td>
</tr>
</tbody>
</table>

6.6.1 Toronto and Region Conservation Authority

In addition to participation in the Technical Advisory Committee, meetings were held with the Toronto and Region Conservation Authority as outlined in Table 6-3.

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 25, 2012</td>
<td>To discuss the proposed design changes between Keelesdale Park and Jane Street.</td>
</tr>
<tr>
<td>January 28, 2013</td>
<td>To discuss and review comments regarding the draft Environmental Project Report Addendum.</td>
</tr>
</tbody>
</table>

6.6.2 City of Toronto

In addition to participation in the Technical Advisory Committee, meetings were held with the City of Toronto as outlined in Table 6-4.

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, July 9, 2012</td>
<td>Meeting with City Planning to discuss changes in alignment between the West Launch Shaft and Weston Road</td>
</tr>
<tr>
<td>Tuesday, August 21, 2012</td>
<td>Meeting with City Planning to discuss changes in alignment between the West Launch Shaft and Weston Road and to discuss LRT access to Maintenance and Storage Facility</td>
</tr>
<tr>
<td>Tuesday May 30, 2013</td>
<td>Meeting with City Planning (Urban Design – Heritage Preservation Services, Transportation Planning – Eglinton Planning Study) to discuss potential impacts to 1151 Weston Road (Scotiabank).</td>
</tr>
</tbody>
</table>
6.6.3 Toronto Transit Commission

In addition to participation in the Technical Advisory Committee, meetings were held with the Toronto Transit Commission as outlined in Table 6-5.

Table 6-6: Meetings with the Toronto Transit Commission

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 17, 2012</td>
<td>To review requirements for the 15-bay bus terminal at Mount Dennis Station.</td>
</tr>
<tr>
<td>February 27, 2013</td>
<td>To review requirements for the 15-bay bus terminal at Mount Dennis Station.</td>
</tr>
</tbody>
</table>

6.6.4 Canadian Pacific Railway

In addition to participation in the Technical Advisory Committee, meetings were held with the Canadian Pacific Railway as outlined in Table 6-6.

Table 6-7: Meetings with the Canadian Pacific Railway

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 12, 2012</td>
<td>To discuss the proposed LRT design changes and potential impacts to the Canadian Pacific Railway.</td>
</tr>
</tbody>
</table>

6.7 Ministry of the Environment

Meetings were held with the Ministry of the Environment as outlined in Table 6-7.

Table 6-8: Meetings with the Ministry of the Environment

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 14, 2013</td>
<td>To review the proposed design changes, discuss the review of the draft Environmental Project Report Addendum and next steps.</td>
</tr>
</tbody>
</table>

6.8 Aboriginal Communities

Metrolinx sent notification directly to potentially interested Aboriginal communities in advance of the two rounds of public consultation. Letters were sent on June 18, 2012 and November 29, 2012.

A response letter, dated February 14, 2013, was sent by Chippewas of Rama First Nation. The letter acknowledged receipt of notification and provided contact information for future notifications.

6.9 Elected Officials

The following table summarizes the consultation activities specifically aimed at elected officials.

Table 6-9: Meetings with the Elected Officials

<table>
<thead>
<tr>
<th>Elected Official(s)</th>
<th>Meeting Date</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Councillor Frances</td>
<td>June 19, 2012</td>
<td>Meeting arranged to provide</td>
</tr>
<tr>
<td>Elected Official(s)</td>
<td>Meeting Date</td>
<td>Purpose</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>--------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>MPP Laura Albanese, York South-Weston</td>
<td>June 25, 2012</td>
<td>Meeting arranged to provide details regarding EA Addendum in advance of Public Meeting scheduled for June 26, 2012.</td>
</tr>
<tr>
<td>MP Mike Sullivan, York South-West</td>
<td>June 25, 2012</td>
<td>Meeting arranged to provide details regarding EA Addendum in advance of Public Meeting scheduled for June 26, 2012.</td>
</tr>
<tr>
<td>MPP Laura Albanese, York South-Weston</td>
<td>November 21, 2012</td>
<td>Meeting arranged to provide details of current status of EA Addendum in advance of Public Meeting scheduled for December 12, 2012.</td>
</tr>
<tr>
<td>MPP Laura Albanese, York South-Weston</td>
<td>December 3, 2012</td>
<td>Secondary briefing arranged by request to provide further detail following November briefing.</td>
</tr>
<tr>
<td>Councillor Frank Di Giorgio, York South-Weston, Ward 12</td>
<td>December 3, 2012</td>
<td>Secondary briefing arranged by request to provide further detail following November briefing.</td>
</tr>
<tr>
<td>Councillor Frances Nunziata, York South-Weston, Ward 11</td>
<td>December 3, 2012</td>
<td>Secondary briefing arranged by request to provide further detail following November briefing.</td>
</tr>
<tr>
<td>MP Mike Sullivan, York South-West</td>
<td>December 7, 2012</td>
<td>Meeting arranged to provide details of current status of EA Addendum in advance of Public Meeting scheduled for December 12, 2012.</td>
</tr>
<tr>
<td>Councillor Frances Nunziata, York South-Weston, Ward 11</td>
<td>June 10, 2013</td>
<td>Meeting arranged to discuss 1151 Weston Road (Scotiabank) as follow-up to the June 3, 2013 meeting with community representatives.</td>
</tr>
</tbody>
</table>

In addition to the focused meetings discussed above, Toronto City Council reviewed the draft EPR Addendum in advance of the May 7-10 2013 Council Meetings. At the City Council meeting, seven motions regarding the EPR Addendum were passed. The motions are presented, along with Metrolinx responses, in Table 6-9.
### Table 6-10: Toronto City Council Motions and Responses

<table>
<thead>
<tr>
<th>City Council Decision</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City Council on May 7, 8, 9 and 10, 2013, adopted the following:</strong></td>
<td></td>
</tr>
<tr>
<td>1. City Council support the alignment changes contained in the Metrolinx Environmental Project Report Addendum (April 2013) from the Eglinton Crosstown Light Rail Transit project (Jane Street to Keelesdale Park).</td>
<td>Noted. No response required.</td>
</tr>
<tr>
<td>2. City Council request that Metrolinx defer consideration of the Maintenance Storage Facility described in the Metrolinx Environmental Project Report Addendum (April 2013) Sections 2.2 and 3.5.</td>
<td>Metrolinx has carried out additional community meetings with the Mount Dennis community, City of Toronto staff, and Councillors to identify the feasibility of protecting for development on the site, per discussion in Section 6.4.</td>
</tr>
<tr>
<td>3. City Council request that Metrolinx agree to further public consultation on the Maintenance Storage Facility regarding whether there is a need to use the full site for the maintenance facility, and that the City Manager report back to the Executive Committee.</td>
<td></td>
</tr>
<tr>
<td>4. City Council request that Metrolinx establish, in consultation with the local councillors and as part of this consultation process, a community working group to continue discussions on the Maintenance Storage Facility with a view to identify additional space for other uses and/or possible phasing of the yard construction.</td>
<td>Black Creek Drive, south of Photography Drive, is not part of the study area, nor is it directly impacted by the changes proposed in this EPR Addendum. Metrolinx will, however, pursue the implementation of a sidewalk on the east side of Black Creek Drive between Photography Drive and Weston Road through a separate planning study (either independent or as part of a larger initiative) at a later date.</td>
</tr>
<tr>
<td>5. City Council request that Metrolinx construct a sidewalk on the east side Black Creek Drive, between Photography Drive and Weston Road.</td>
<td>The LRT is proposed to be constructed below grade between Weston Road and Jane Street.</td>
</tr>
<tr>
<td>6. City Council request that Metrolinx consider alternatives (above or below grade) to the &quot;at grade&quot; portion of the LRT west of Weston Road over to Jane Street.</td>
<td>Metrolinx has consulted with the City of Toronto, local Councillor, and property owner regarding the potential impacts to the Scotiabank property (see Section 6.3 for consultation related information). The results of those discussions have been incorporated in the EPR Addendum. As discussed in Section 5.5, Phase 1 of the ECLRT will not</td>
</tr>
</tbody>
</table>
City Council Decision
City Council on May 7, 8, 9 and 10, 2013, adopted the following:

<table>
<thead>
<tr>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>directly affect the Scotiabank building and will restore the site to existing conditions following construction. While it appears feasible to conserve the original Scotiabank building in the future (Phase 2) extension of the ECLRT, Metrolinx will revisit the potential for impacts to the Scotiabank property during the detailed design phase for the ECLRT extension with the objective of retaining the Scotiabank building. Any further impacts to the site will be confirmed at that time and, as warranted, mitigation will be developed in consultation with relevant stakeholders.</td>
</tr>
</tbody>
</table>

6.10 Circulation of Draft Environmental Project Report Addendum

In January 2013 the draft Environmental Project Report Addendum was provided to representatives from federal government agencies, provincial government agencies, municipal departments and services and broader private sector, and utilities (see list in Section 6.1). Distribution occurred in person at the January 8, 2013 Technical Advisory Committee meeting and by courier to those not in attendance at that meeting.

It should be noted that the draft Environmental Project Report Addendum circulated in January addressed proposed changes to the ECLRT in both the Keelesdale Park to Jane Street area (including the proposed MSF), and the Laird Drive to Don Valley Parkway area. Subsequent to the circulation of the draft EPR Addendum, Metrolinx determined that it would not pursue the proposed changes in the eastern (Laird Drive to Don Valley Parkway) section. The resulting EPR Addendum therefore focuses solely on the proposed changes in the Keelesdale Park to Jane Street area (including the proposed MSF).

Appendix K provides comment-response tables documenting comments received during the review of the draft EPR Addendum and how those comments have been addressed.

6.11 Review of the Environmental Project Report Addendum

In accordance with the Transit Project Assessment Process (Regulation 231/08 under Ontario’s Environmental Assessment Act) a Notice of Environmental Project Report Addendum was issued alongside public release of this Environmental Project Report Addendum. The notice was distributed in accordance with the Transit Project Assessment Process.
7. COMMITMENTS TO FUTURE WORK

During the 2010 Transit Project Assessment Process (TPAP), TTC and the City of Toronto, as co-proponents, worked closely with key stakeholders to address and resolve all issues or concerns identified in the 2010 EPR. Additional consultation with key stakeholders was undertaken to review the design changes described in this EPR Addendum. However, not all issues can be addressed within the context of a Transit Project Assessment since the design of the ECLRT within the area affected by this Addendum has been prepared at a conceptual level and further details are required to finalize property requirements, planning initiatives, construction issues and permits/approvals. Therefore, commitments were developed and enumerated in Chapter 7 of the 2010 EPR to address issues during the design and construction phases of project implementation.

Metrolinx, as sole proponent of the Project following the transfer of implementation responsibility described in Section 1.1, as assumed the commitments contained in Chapter 7 of the 2010 EPR. The subsections following this paragraph summarize Metrolinx’ commitments to future action during preliminary and detail design, of the Project in the areas affected by this Addendum. Details of the commitments and future work requirements related to mitigation of impacts are discussed in further detail in Section 5 of this report, and presented in Table 5-5.

Commitments identified in the 2010 EPR that pertain to sections of the Project not covered by this Addendum remain in effect (unless modified through other means).

7.1 Consultation

Section 7.1 of the 2010 EPR, includes a commitment to continue to consult with the City of Toronto, TTC, the public, property owners and stakeholder agencies (including emergency service providers) during the design of the ECLRT alignment, stops/stations, bus terminals and ancillary facilities. Specifically, Metrolinx will develop a detailed communication and community engagement plan (including formation of liaison groups) and program designed to mitigate disruption to affected local communities and maximize public support for the Project. This commitment remains in effect.

7.2 Property Acquisition

Metrolinx will continue to liaise with potentially affected property owners to obtain rights to construct the transit project within their lands. The preliminary property requirements identified in Section 5.3.7 will be confirmed during the detailed design phase of the study.

The key steps that Metrolinx will undertake in the property acquisition process (including permanent property requirements and temporary construction easements) were identified in Section 7.2 of the 2010 EPR and remain in effect through this EPR Addendum. The steps are as follows:
7.3 Planning and Design Initiatives

Metrolinx will undertake the following planning and design initiatives identified in Section 7.3 of the 2010 EPR:

- Metrolinx will work with the City of Toronto to ensure that selected locations for station entrances, vent shafts, traction power substations meet established urban design and community planning policies and guidelines, limit impact, and provide opportunities for enhancements of the sites and pedestrian access; Metrolinx will work with the City of Toronto to address changes in short- and long term cycling amenities in the areas covered by this Addendum through the Eglinton Connects Study;

- Metrolinx will incorporate City of Toronto urban design criteria into the design of ECLRT facilities. Specifically, Metrolinx will coordinate with the City of Toronto regarding Eglinton Connects and review opportunities for the retaining walls along the north side of Eglinton Avenue, east of the rail corridor;

- Metrolinx will work with the City of Toronto to ensure that the pedestrian environment at surface stops and underground stations meets established urban design and community planning policies and guidelines as well as at-grade pedestrian crossing opportunities at or near the secondary entrance at Mount Dennis Station;

- Metrolinx will conduct further traffic analyses for the Jane Street intersection where left-turn prohibitions are to be implemented to support fast and reliable LRT service and to encourage transit-oriented development in the Eglinton Avenue corridor; and

- Metrolinx will consult with the City of Toronto regarding the implementation of public art.

In addition to the above initiatives committed to in the 2010 EPR, Metrolinx commits to undertaking the following new planning and design initiatives as a result of this EPR Addendum:

- Metrolinx will work with the City of Toronto to ensure the design of the Black Creek Drive LRT overpass minimizes the visual and aesthetic impact to the public realm and community;
• Metrolinx will protect the lands along Keelesdale Drive within the TRCA regulated area for natural uses and restrict future development on those lands; and

• Metrolinx will confirm impacts to municipal services (sewer, water) during the detailed design phase of the project. Metrolinx will consult with the City to confirm a mitigation/relocation scheme in compliance with the City’s requirements at that time.

7.4 Construction Issues

Section 7.4 of the 2010 EPR included commitments to conduct further research and analysis for the construction of the ECLRT, including, but not limited to the following activities:

• Prepare a monitoring plan in accordance with subsection 9.2.8 of Ontario Regulation 231/08 to verify the effectiveness of mitigation measures;

• Include noise, vibration and air quality monitoring and mitigation measures and construction site maintenance/upkeep requirements in construction contract documents;

• Develop traffic, parking, transit, cycling and pedestrian management strategies to be included in construction contract documents;

• Analyse cut and cover construction sites further with the objective to minimize impacts including: reducing width of station box construction by refinement of station platform width and tunnel diameter; alternate methods of excavation support for cut and cover locations; use of mining methods at critical locations; and development of comprehensive pedestrian and traffic management plans;

• Develop utility, pipeline and municipal servicing relocation plans in consultation with service providers (including but not limited to Bell Canada, Enbridge Gas Distribution, Trans-Northern Pipelines, Rogers Cable, Sun Canadian Pipelines, Toronto Hydro, and Toronto Water;

• Develop emergency response plans with emergency service providers to maintain fire, police and emergency medical services during construction;

• Prepare and implement arborist reports, tree protection plans, edge management and streetscape plans;

• In consultation with TRCA and City of Toronto, determine areas where compensation for vegetation loss will be required; determine quantity and type of species to be used; and, identify sites where restoration efforts would be maximized (including potential for plantings within the Keelesdale Drive area);

• Undertake Designated Substances Surveys for any buildings or structures which require demolition and to reflect the findings in construction contract documents;
Develop procedures for disposal of excavated materials, including excess soils, in accordance with Ministry of the Environment requirements;

Prepare and implement a Soil and Groundwater Management Strategy, including water treatment methods, which results in discharge water quality complying with prevailing TRCA and City of Toronto water guidelines and requirements; and contaminated soils management, in accordance with environmental legislation, regulations and guidelines;

Prepare an erosion and sedimentation control plan, which complies with prevailing TRCA and City of Toronto water guidelines and requirements;

Undertake buildings, structures, and railway protection and monitoring;

Prepare Cultural Heritage Evaluation Reports and/or undertake Heritage Impact Assessments at select sites in consultation with the Ministry of Tourism, Culture and Sport, City of Toronto Heritage Preservation Services and Local Municipal Heritage Committee as appropriate. In the City of Toronto, cultural heritage resources of “heritage interest” but not on the Municipal Register, will be screened to assess local significance and whether to proceed through to the Heritage Impact Assessment process;

Prepare Cultural Heritage Documentation Report at select sites.

Undertake stray current protection (if applicable) and monitoring for pipelines and other utilities;

Manage brownfield sites in accordance with Ontario Regulation 153/04 as amended; and

Conduct a Phase 1 and 2 Environmental Site Assessment for any areas of existing contamination prior to property acquisition for the ECLRT and consult with MOE as appropriate.

These construction-related commitments remain in effect under this EPR Addendum. The following list summarizes new commitments arising from this EPR Addendum.

For any properties determined by the Metrolinx Heritage Committee to be of heritage value, Metrolinx will include the property on the list of Provincial heritage properties maintained by MTCS and will provide all related documents (e.g. CHERs, committee decision forms, etc) to the MTCS;

Prior to construction, the contractor will submit a comprehensive environmental controls and methods plan to address, among other elements, effluent (water) control;

The disposal of contaminated materials will be directed to an MOE approved soil treatment site or waste disposal site. The monitoring of these facilities is the jurisdiction of the MOE; and

Should previously unknown or unassessed deeply buried archaeological resources be uncovered, they may be a new archaeological site and
therefore subject to Section 48 (1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services.

7.5 Permits and Approvals

As indicated in Section 7.5 of the 2010 EPR, Metrolinx will secure necessary permits and approvals for the implementation of the ECLRT, including, but not limited to:

- Planning approvals (including Site Plan Approval) for all above-grade structures and facilities (through the City of Toronto);
- Park access permits (through the City of Toronto) for access to parks for construction and staging activities;
- Building permits for the stations, Emergency Exit Buildings and traction power substations (through the City of Toronto). Additionally, as a result of this EPR Addendum, building permits will also be required for new buildings proposed as part of the MSF development;
- Permit(s) to Take Water (from the Ministry of the Environment) (for locations where dewatering exceeds 50,000 litres per day);
- Ontario Regulation 166/06 (Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) permits (through TRCA) for work within regulated areas including Black Creek;
- Stormwater management, in accordance with City of Toronto, TRCA and MOE requirements;
- Sewer discharge approvals, in accordance with City of Toronto and TRCA requirements;
- Railway Crossing Agreements at the Weston Subdivision and Mactier Subdivision (through CP Rail);
- Pipeline Crossing Agreements, as required;
- Environmental Compliance Approvals for Air Quality in accordance with the Environmental Protection Act (through MOE), including Operational Air Quality Assessment for the MSF;
- Permits for construction within the existing road allowances (through the City of Toronto);
- Highway Alteration By-law approval for alterations to Eglinton Avenue (through the City of Toronto);
• Permits and approvals for tree protection and removal/injury (through TRCA, and the City of Toronto as applicable);

• Applicable Ontario Energy Board approvals are to be obtained for utility relocations; and

• City of Toronto Ravine, Natural Feature Protection By-law, Private Tree By-Law, Street Tree By-Law, and Parks By-Law are to be complied with as applicable. Metrolinx will obtain all necessary permits from the City for tree protection/removal requirements upon confirmation of the impacts to applicable trees.

7.6 Noise and Vibration Protocols

Metrolinx will conduct additional noise and vibration studies as required, in accordance with existing protocols, as committed to in Section 7.6 the 2010 EPR.

7.7 Canadian Environmental Assessment Act (CEAA)

The Canadian Environmental Assessment Agency (CEA Agency) has determined the current project does not require assessment under CEAA. If the project description changes, Metrolinx will consult with CEA Agency to confirm their requirements.

7.8 Mechanism for Changes to the Approved Plan

The Project presented in this EPR Addendum is not a static plan, nor is the context in which it is being assessed, reviewed, approved, constructed, and used. Given the potential for changes to the Project resulting from the approvals, detailed design, and construction processes, it is prudent to include in the EPR Addendum a comment on the responsibilities of the proponent should changes be required in the Project. The following sections outline how such changes will be addressed.

7.8.1 Design Refinements

This EPR Addendum identifies the impacts associated with the Project presented herein, and the property envelope within which the Project can feasibly be constructed. The actual layout of project elements (e.g. stations, MSF, etc) are subject to detailed design and any variation from that shown in this EPR Addendum, unless it results in an environmental impact which cannot be accommodated within the committed mitigation measures, do not require additional approval under O. Reg 231/08.

7.8.2 TPAP Addendum Process

If after the Notice of Completion a change is made to the project that is inconsistent with the Project documented in this EPR Addendum, an Addendum must be prepared and contain the following information:

• A description of the change.
• The reasons for the change.

• The proponent's assessment and evaluation of any impacts that the change might have on the environment.

• A description of any proposed measures for mitigating any negative impacts that the change might have on the environment.

• A statement of whether the proponent is of the opinion that the change is significant (or not), and the reasons for the opinion.

If the proposed changes are not significant the Addendum will be documented and placed on file at Metrolinx. If the proposed changes are significant a Notice of Environmental Project Report Addendum will be issued in accordance with O. Reg.231/08., including publication in the local newspaper(s), posting the notice online and distribution of the Notice of Addendum to relevant stakeholders and the Ministry of the Environment.