

6. Future Commitments

During the Transit Project Assessment Process (TPAP), the City of Toronto and Toronto Transit Commission (TTC) have worked closely with key stakeholders to address and resolve any issues or concerns. Not all issues can be addressed within the context of a TPAP since the design of the Scarborough Subway Extension (SSE) has been prepared to a conceptual level and further details are required to finalize property requirements, planning initiatives, construction issues, and permits and approvals. The following **Table 6-1** presents an overview of the TTC's and City of Toronto's commitments to future studies, permits and approvals during Detailed Design, construction, operations and maintenance of the SSE. This Chapter should be read in conjunction with mitigation and monitoring measures described in **Chapter 5**, specifically **Table 5-5**, **Table 5-6** and **Table 5-7**.

Table 6-1: Future Commitments / Permits and Approvals

	Feature	Future Commitments / Permits and Approvals	Category D – Displacement C – Construction O – Operations & Maintenance
1.	Consultation	Develop a Communication Plan for the Design and construction phases of the Project. This will include a community relations program that will provide businesses, residents and commuters with regular Project information and responses to enquiries. In addition this will include ongoing engagement as required with Indigenous communities.	C
2.	Consultation	Create a Construction Liaison Committee made up of community stakeholders in order to respond to, proactively monitor and address construction issues.	C
3.	Consultation	Provide a Project Information Office that is open to the public. TTC Community Relations Officers will be on-hand during the week to speak to visitors and share information about the Project. The Project Information Office will also be used to hold meetings and workshops with stakeholders.	C
4.	Consultation	Consult with emergency service providers – fire, police and emergency medical services – to develop plans to maintain emergency access during construction.	C
5.	Consultation	Develop a communications plan / protocol to address any changes in TTC, GO Transit, Durham Region Transit (DRT) and intercity bus carriers during construction.	C
6.	Consultation	Conduct further consultation with emergency service providers on SSE facility design details (e.g., fire routes to stations).	O

Table 6-1: Future Commitments / Permits and Approvals

	Feature	Future Commitments / Permits and Approvals	Category D – Displacement C – Construction O – Operations & Maintenance
7.	Terrain and Soils	Prepare and implement a Soil and Groundwater Management Strategy, including: – Procedures for management and disposal of excavated materials, including excess soils and contaminated soils, in accordance with applicable environmental legislation, regulations and guidelines. – Identification of any possible artesian conditions. Develop water management strategies to handle artesian conditions – Water treatment methods, which results in discharge water quality complying with Toronto and Region Conservation Authority (TRCA) and City of Toronto Water guidelines and requirements; and,	C
8.	Terrain and Soils	Conduct Settlement Impact Assessment for SSE works including tunneling, Scarborough Centre Station, and EEB construction based on the results of the geotechnical and geo-environmental investigation program. Specifically, the assessment will address: – Tunnelling in the vicinity of Hydro One Networks Incorporated (HONI) Tower 41 (Gatineau Hydro Corridor); – Tunnelling under existing buildings and structures; – Cut-and-cover construction along the alignment; and, – Cut-and-cover construction for Scarborough Centre Station and the tunnel construction shaft in the vicinity of the Scarborough Rapid Transit (SRT) (Line 3).	C
9.	Terrain and Soils	Conduct Phase 1 and 2 Environmental Site Assessments, as applicable, prior to property acquisition.	C
10.	Groundwater	Obtain Permit to Take Water from Ministry of the Environment and Climate Change (MOECC) for locations where dewatering exceeds 50,000 litres per day.	C
11.	Groundwater	Obtain Discharge Permit or Discharge Agreement with the City of Toronto for dewatering during construction.	C
12.	Groundwater	Execute Industrial Waste Surcharge Agreement with City of Toronto, if water discharge to sanitary sewer exceeds City of Toronto Sanitary and Combined Sewer By-Law.	C

Future Commitments

Table 6-1: Future Commitments / Permits and Approvals

	Feature	Future Commitments / Permits and Approvals	Category D – Displacement C – Construction O – Operations & Maintenance
13.	Drainage and Hydrology	Conduct Hydraulic Analysis and Modelling to define the level of impact on flow rates, runoff volumes, and water levels and velocities as a result of the above ground structures. Develop and implement a Stormwater Management Strategy based on Hydraulic Analysis and Modelling. The Stormwater Management Strategy will be designed to meet the TRCA Stormwater Management Criteria (2012).	D
14.	Drainage and Hydrology	Co-ordinate with the City of Toronto for ongoing City projects within the Bendale Branch of West Highland Creek.	C
15.	Drainage and Hydrology	Obtain permits and approvals in accordance with Ontario Regulation 166/06 (Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) within TRCA-regulated areas (Bendale Branch of West Highland Creek).	C
16.	Drainage and Hydrology	Prepare an Environmental Management Plan for the construction of Emergency Exit Building (EEB) 5 to assess and address impacts such as impacts to nearby terrestrial features from construction and any dewatering impacts related to surface features such as fish and fish habitat.	C
17.	Drainage and Hydrology	Prepare an Erosion and Sediment Control (ESC) Plan, which complies with prevailing TRCA and City of Toronto guidelines and requirements.	C
18.	Fish and Fish Habitat	Prepare and submit a Request for Review by Fisheries and Oceans Canada (Note: the Project is not exempt from review under Fisheries and Oceans Canada self-assessment criteria) for the following locations where the preferred alignment crosses the below: <ul style="list-style-type: none"> – Tributary of Dorset Park Branch of West Highland Creek – Dorset Park Branch of West Highland Creek – Bendale Branch of West Highland Creek 	D
19.	Terrestrial Ecosystems	Obtain the following permits from the City of Toronto in accordance with the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines: <ul style="list-style-type: none"> – Permit to Remove Healthy City-owned tree – Permit to Injure or Destroy Trees on Private Property 	D
20.	Terrestrial Ecosystems	Determine, in consultation with City of Toronto, whether the Ravine and Natural Feature Protection By-law applies to this Project. Obtain a Ravine and Natural Feature Permit, as applicable, from the City of Toronto for the proposed EEB 5.	D

Table 6-1: Future Commitments / Permits and Approvals

	Feature	Future Commitments / Permits and Approvals	Category D – Displacement C – Construction O – Operations & Maintenance
21.	Terrestrial Ecosystems	If vegetation clearing is required during the nesting season (as defined under the <i>Migratory Birds Convention Act (MBCA)</i>), retain a qualified avian biologist to conduct a nesting survey. If active nests are found, prepare a site-specific mitigation plan in consultation with the Canadian Wildlife Service.	C
22.	Air Quality	Obtain Certificate of Approval for Air Quality, in accordance with the <i>Environmental Protection Act (EPA)</i> (through the MOECC), as required, for the Scarborough Centre Station Bus Terminal and ventilation structures.	O
23.	Noise and Vibration	Obtain Noise By-Law Exemption or Noise By-Law Amendment, if required, in accordance with City of Toronto By-Law requirements, for 24-hour tunnelling and other scheduled critical construction activities.	C
24.	Noise and Vibration	Conduct additional noise and vibration studies for construction sites located adjacent to sensitive uses (residential, Bendale Library and Scarborough and Rouge Hospital) which will be included in the overall Construction Noise and Vibration Management Plan.	C
25.	Noise and Vibration	Obtain MOECC Environmental Compliance Approvals for all relevant stationary noise sources such as Heating Ventilation and Air Conditioning (HVAC) equipment, ventilation shafts and transformers.	O
26.	Noise and Vibration	Conduct additional detailed noise and vibration studies verifying the impact of the subway, as required, to ensure that MOECC / TTC protocols are achieved. This involves site specific vibration measurements near the Scarborough and Rouge Hospital and Stanwell Drive that will validate analysis assumptions made in the noise and vibration impact assessment.	O
27.	Noise and Vibration	Undertake additional noise and vibration analysis during the Detailed Design Phase of the Project for the traction power substations (TPSSs) to determine impacts and the associated mitigation measures, if required.	O

Future Commitments

Table 6-1: Future Commitments / Permits and Approvals

	Feature	Future Commitments / Permits and Approvals	Category D – Displacement C – Construction O – Operations & Maintenance
28.	Utilities	Develop utility and municipal servicing relocation plans with service providers. Contact utility companies including Bell Canada, Rogers Communications Partnership, Cogeco Data Services. Zayo Group (formerly Allstream Inc.), Telus Communications Company, Enbridge Gas, Toronto Hydro Electric System Limited and the City of Toronto (watermains, stormwater and sanitary sewers) early during the Detailed Design Phase of the Project to confirm plant location and to discuss relocation strategies / cost sharing.	C
29.	Utilities	Obtain the following permits and approvals from the City of Toronto or the MOECC: –Sewage Works Approval (Transfer of Review Program) –Environmental Compliance Approval Application - Sewage Works –Drinking Water Works Permits and Municipal Drinking Water Licenses –Sewer Use Permit for Discharge of Groundwater into Sanitary or Storm or Combined Sewer –Water and sewer connections Separate TRCA permits necessary for utility relocations may be required and will be sought from the TRCA.	C
30.	Buildings and Property	Obtain permits from the Ministry of Transportation (MTO), as applicable: –Encroachment Permit for Subway tail track structure (located within 14 metres of Highway 401); –Building and Land Use Permit for all above and below-grade subway structures located within 395 metres of the centreline of Highway 401; and, –Signs Permits for any temporary or permanent signs (including traffic control) within 400 metres of Highway 401.	D
31.	Buildings and Property	Obtain Permission to Enter Agreements with private and public property owners for pre-construction investigations, including the following specific permits: –Parks Access Permit from City of Toronto or access to the Frank Faubert woodlot and HONI Lands (Gatineau Hydro Corridor); –Licence of Land for Temporary Use and Access for access to HONI lands (Gatineau Hydro Corridor); and, –Encroachment Permit for access to MTO lands.	D

Table 6-1: Future Commitments / Permits and Approvals

	Feature	Future Commitments / Permits and Approvals	Category D – Displacement C – Construction O – Operations & Maintenance
32.	Buildings and Property	Obtain demolition permits from the City of Toronto for demolition of buildings and structures.	D
33.	Buildings and Property	Conduct pre- and post-construction surveys for all utilities, buildings and structures within the zone of influence of SSE construction, and monitor as appropriate during construction.	C
34.	Buildings and Property	Obtain Building Permits and other related permits (e.g., Designated Structures Permit, Sign Permit / Sign Variance Permit, Site Services Permit, HVAC (Mechanical) Permit, Plumbing Permit, etc.) from the City of Toronto, as required for new structures, including Scarborough Centre Station and stand-alone support structures.	C
35.	Buildings and Property	Undertake Designated Substances Surveys for any buildings or structures which require demolition.	D
36.	Buildings and Property	Confirm the design strategy for the Scarborough Centre Station and the associated Bus Terminal that will minimize, to the extent practical, negative impacts to private property as defined by existing planning policies and capital investment. This will include consideration of aspects such as accessibility to/from existing and planned public ROW, attempting to avoid / minimize impacts to frontage visibility and grading relationship with the adjacent public sidewalks, and minimizing as much as practical impacts on the development potential of adjacent lands.	C
37.	Urban Design	Prepare a Design Brief outlining the context and design parameters governing the SSE Project should be developed and submitted for City Planning approval to clarify/confirm expectation on emergency exits, traction power substations and the Scarborough Centre Station and bus terminal. The Design Brief should be developed in collaboration with the City Planning staff to ensure that the parameters comply with all applicable current City of Toronto planning and urban design policies and guidelines (City of Toronto Official Plan, Scarborough Secondary Plan, etc.) and the Transportation Services' current City standards applicable to streetscape elements within the public right-of-way (ROW) i.e., pedestrian and cycling facilities and street furniture.	D

Future Commitments

Table 6-1: Future Commitments / Permits and Approvals

	Feature	Future Commitments / Permits and Approvals	Category D – Displacement C – Construction O – Operations & Maintenance
38.	Urban Design	Comply with and obtain development approvals, permits and / or licenses through the City of Toronto standard Site Plan Approval process as applicable for all sites; to include but not limited to minor variances and zoning by-law amendments as identified through design development and preliminary and formal Site Plan Application submission.	D
39.	Archaeology	Conduct further archaeological assessments and secure Ministry of Tourism, Culture and Sport acceptance. All construction areas which were identified as having archaeological potential in the Stage 1 assessment will be cleared of archaeological finds prior to the commencement of construction.	D
40.	Transportation	Secure an Official Plan (OP) Amendment to modify Map 4 to designate the recommended SSE corridor as “Transit Corridor” in the City of Toronto OP.	D
41.	Transportation	Obtain Highway Alteration By-Law approval from the City of Toronto, as applicable, for permanent alterations to municipal roads.	D
42.	Transportation	Conduct a separate study for the decommissioning of Line 3 (SRT) – from Kennedy Station to the McCowan Maintenance and Storage Facility, in accordance with the requirements of the <i>Ontario Environmental Assessment Act (Ontario EA Act)</i> .	D
43.	Transportation	Work with Metrolinx to refine the concept and future alignment of the Eglinton East Light Rail Transit (LRT) extension east of Kennedy Station in order to inform the Detailed Design of the SSE tunnel between Kennedy Station and Danforth Road.	D
44.	Transportation	Obtain the following City of Toronto permits for construction within the existing City of Toronto road allowances. –Road Cut Permit – Major Construction (Civil Works and Utility Relocations); and, –Street Occupation Permit.	C
45.	Transportation	Conduct a Traffic Impact Study and develop a Traffic Management Plan for construction to address the following: –Pedestrian, cyclist, and vehicular traffic bypasses around construction sites; –On-street and off-street parking; and, –Transit service reliability.	C

Table 6-1: Future Commitments / Permits and Approvals

	Feature	Future Commitments / Permits and Approvals	Category D – Displacement C – Construction O – Operations & Maintenance
46.	Transportation	Co-ordinate with the MTO to confirm any current or planned MTO projects on Highway 401 in the vicinity of McCowan Road.	C
47.	Transportation	Conduct a study of the impact of bus operations associated with the new Scarborough Centre Station.	O
48.	Transportation	Conduct further discussions with Metrolinx to confirm approvals and monitoring requirements for construction adjacent to the GO Transit Rail Stouffville corridor. Secure Metrolinx approvals (e.g., Metrolinx Work Permit) in accordance with these discussions.	C
49.	Other	Prepare a monitoring plan in accordance with Subsection 9(2)(8) of Ontario Regulation 231/08 to verify the effectiveness of mitigation measures.	D / C / O

6.1 Impact Monitoring

Impact monitoring is a necessary continuation of the construction and operational application of the proposed works. It is designed to evaluate the need to review or update the environmental protection and mitigation measures during future design phases, or to trigger the implementation of contingency plans that may include remedial measures needed to achieve Project goals and objectives.

A monitoring plan will be prepared in accordance with Subsection 9(2)(8) of Ontario Regulation 231/08. The objectives of the monitoring plan are to:

- Augment existing information and databases, where required;
- Determine the accuracy of impact predictions and the effectiveness of environmental protection measures (see **Chapter 5**);
- Ensure compliance with Federal, Provincial and local legislation and regulations; and,
- Ensure that TPAP commitments, plans and programs are carried out as planned.

6.2 Construction Compliance / Impact Monitoring

Compliance with the mitigation measures identified in **Chapter 5** and the commitments documented in this Chapter will be monitored by TTC under its Compliance Monitoring Program (CMP). Preceding construction, a compliance monitoring plan will be created. This plan will describe how compliance with all the commitments outlined in this Environmental Project Report (EPR), as well as conditions of any permits and approvals will be

monitored during the construction phase of the Project. Compliance reports will summarize the results of the compliance monitoring plan for construction and state compliance with commitments outlined in this EPR and the conditions of any permits and approvals.

6.3 Operational Compliance / Impact Monitoring

The TTC has standard procedures for spills management, accidents or malfunctions, and infrastructure inspection. These procedures will be followed during the operation phase of the Project. For monitoring of the natural and social environment the following steps should be incorporated:

- Monitoring must be directed at fulfilling one or more objective sets, be subject to analysis and lead to potential actions;
- Monitoring should be for identifying problems, establishing a background reference, and evaluating the effectiveness of controls;
- Technology performance monitoring should be to confirm that the facility operates as designed, if remedial design improvements are needed, or if it needs maintenance. This will assist in improving future designs;
- The monitoring program will be directed at connecting impact analysis with technology performance assessment;
- The strategy will recognize and incorporate existing monitoring programs; and,
- Reporting on results and taking appropriate follow-up action. This is a key component that fulfils due diligence expectations.

6.4 Environmental Project Report Addendum Process

Ontario Regulation 231/08 includes an addendum process for proponents to make changes inconsistent with the Environmental Project Report (EPR) to a transit project after the Statement of Completion for the transit project is submitted. This addendum process is intended to address the possibility that in implementing a transit project, certain modifications may have to be made that are inconsistent with the EPR.

The addendum must 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 impact of the change is significant (or not), and the reasons for the opinion.

Changes to the SSE are anticipated to occur as the design is further refined during the next phase of the project. The determination of significance of these changes is the responsibility of the proponent. Should it be determined that the proposed change to the transit project is significant, then the proponent must follow the consultation process in accordance with Section 15 of the Ontario Regulation 231/08.

6.5 Infrastructure Ontario Class Environmental Assessment Process

The Gatineau Hydro Corridor north of Lawrence Avenue and McCowan Road is managed by Infrastructure Ontario (IO) and as such, IO and HONI were notified of the TPAP at the start of the study.

IO is legislated to complete a Class Environmental Assessment (Class EA) for realty undertakings on lands managed by IO and will initiate a Class EA to fulfill these requirements. The City and TTC are currently working with IO staff to address their comments on the TPAP and provide additional information that can be used in the IO Class EA process. IO Class EA approvals will be obtained prior to construction.