

# Etobicoke-Finch West Light Rail Transit

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## Environmental Project Report Draft Executive Summary

December 2009

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### E1. Introduction

The Toronto Transit Commission (TTC) and the City of Toronto have undertaken a Transit Project Assessment Process (TPAP) study for the 17km long Etobicoke-Finch West Light Rail Transit corridor, a part of the City's and TTC's Transit City program. The line would link the existing Finch Station at Yonge Street on the Yonge-University-Spadina (YUS) Subway line with Humber College (North Campus) at Highway 27 and Humber College Boulevard, including connections to the extended YUS at Keele/Finch and the proposed Jane LRT. This study recommends that bus services along the Finch Avenue West corridor be replaced by Light Rail Transit (LRT) with electrically powered "light rail" vehicles operating in a dedicated right-of-way in the centre of the street.

Two extensions to this alignment are under consideration. An extension to the east from Yonge Street along Finch Avenue East to Don Mills Road and south to Don Mills Station at Sheppard Avenue has been proposed in the Regional Transportation Plan adopted by Metrolinx. An extension of the current alignment to the west from the Humber College terminal to the vicinity of the proposed Woodbine Live development and Toronto Pearson International Airport is also proposed. Neither extension is included in this TPAP; they would be the subject of separate TPAPs, pending the completion of feasibility studies.

The official name of the project is Etobicoke-Finch West Light Rail Transit. However, for brevity this document may use the terms Finch West LRT or FWLRT.

### Study Background and Context

#### Study Area

The study area for this TPAP consists of the Finch Avenue West corridor in the northern portion of the City of Toronto, as shown in Figure E-1.

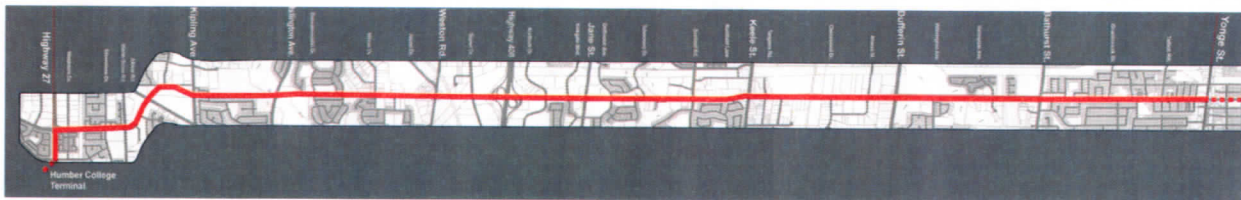


Figure E-1. Etobicoke - Finch West LRT Study Area

The study area for the corridor was developed in a feasibility study undertaken by TTC in late 2007. The original study limits encompassed the transit node around Finch Station (TTC subway, TTC buses, GO Transit buses, regional buses) on the east and a loop terminal north of Finch Avenue West which was located west of Highway 27. Further studies refined the endpoints to be the intersection of Finch Avenue and Yonge Street in the east and the campus of Humber College in the west.

## **Study Process – The Transit Project Assessment Process (TPAP)**

This study was conducted following the Transit Project Assessment Process (TPAP) in accordance with Ontario Regulation 231/08 for Transit Projects and Greater Toronto Transportation Authority Undertakings. It is one of several Transit City LRT Projects that is being carried out following this new regulation. This Process provides a framework for a focused consultation process for the assessment of potential environmental effects of a transit project.

## **Toronto Official Plan**

The Toronto Official Plan (OP) presents a vision for a more liveable City and directs growth to specific areas within the City. Generally, potential growth areas are well served by transit, the existing road network and existing infrastructure. The areas that have the most potential to accommodate growth and redevelopment are the Downtown and Central Waterfront, the Centres, the Avenues, and the Employment Districts.

Avenues are important corridors along major streets where redevelopment and growth is encouraged. Re-urbanization and growth on the Avenues is intended to create new housing and job opportunities as well as improvements to the pedestrian environment, making the area attractive to residents, workers, and visitors alike. Growth and redevelopment of the Avenues must be supported by high quality transit services combined with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive. Three areas on Finch Avenue West are designated as Avenues in the Toronto Official Plan: the area from Yonge Street to Bathurst Street, the Jane Street and Finch Avenue intersection and a section at Weston Road in Emery Village, as illustrated in Map 3 of the OP.

The OP recognized the important link between transportation and land use planning. The emphasis of the plan focuses on using available road space more efficiently to move people instead of vehicles and reducing the dependency on the private automobile. Reducing auto dependency means being creative and flexible about how we manage and plan for growth. The Plan focuses on making transit, cycling, and walking increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.

The Plan protects the integrity of the City's transportation network and provides for its planned expansion through the designation of public right-of-ways. Furthermore, the plan indicates sections of streets as Transit Priority Segments OP Map 5. Transit priority throughout the City can be achieved by giving transit vehicles priority at signalized intersections and by introducing other measures on select routes such as reserved or dedicated transit lanes.

Finch Avenue and Highway 27 are identified as Transit Priority Segments. However, an Official Plan Amendment to Map 5 is required to identify Humber College Boulevard west

of Highway 27 to the proposed Humber College terminal (exact location still to be determined) as part of the City's "Surface Transit Priority Network."

### **Toronto Transit City Light Rail Transit Plan**

In 2007, the TTC developed a plan that built upon transit concepts contained in several studies, which include: 1. Toronto Official Plan, 2. TTC Ridership Growth Strategy, 3. Building a Transit City and the Mayor's "Transit City" Platform (2006), which recommended a network of electric light-rail lines throughout the City, each with its own right-of-way. There are seven new lines proposed with a total length of 120km, all connecting with the City's existing and planned rapid transit routes. By 2031, it has been estimated that the new lines will carry approximately 175 million riders per year.

### **Other Related Studies**

Preparation of this study has also taken into consideration the policies, plans and strategies of the following municipal and provincial documents:

- City of Toronto Official Plan
- Toronto Bike Plan – Shifting Gears
- Cycling and Transit Strategy: Bicycle Parking and Access to the Toronto Transit Commission
- Provincial Policy Statement
- Growth Plan for the Greater Golden Horseshoe
- Regional Transportation Plan (RTP): The Big Move
- Emery Village Master Transportation Plan

## **E2. Project Description**

The preferred Finch West LRT project includes the following key characteristic components:

1. Construction of LRT in the centre of the roadway on a raised median to separate the LRT from general vehicular traffic, crossing signalized intersections at-grade, with the exception of two underground subway transfer stations and the off-street approach to Humber College terminal;
2. Construction of 3.0m wide far-side platforms at most stops, or a 4.0m wide centre platform at selected stops, with a typical spacing of about 400-600m;
3. Provision of a 1.6m delineated cycling lane on both sides of the street along Finch Avenue West and Highway 27;
4. Provision of 2 general traffic lanes in each direction along the corridor, with the exception of the areas between Jane Street and the CPR overpass east of Weston Road, where the existing 3 lanes in each direction will be preserved;
5. Provision of left turn lanes at signalized intersections;
6. Provision of U-turn opportunities at signalized intersections;
7. Selected lane reorientation of Highway 400 exit ramp lanes and through lanes on Finch Avenue West at the Hwy 400 interchange and a second left turn lane from

westbound Finch Avenue west to southbound Arrow Road to create room for the LRT alignment and to preserve the capacity and operational characteristics of the interchange;

8. Two integrated underground connections to TTC subway transfer stations: Finch Station at Yonge Street and Finch West Station at Keele Street.

### **LRT Alignment**

The Finch West LRT alignment follows the existing roadway along Finch Avenue West, from Yonge Street in the east to Highway 27 in the west. It continues south in the centre of Highway 27 to Humber College Boulevard. From there, the alignment reaches its terminal station on the Humber College campus via a routing on the south side of Humber College Boulevard. The final alignment of the western terminal section will depend on the exact location and configuration of the terminal station itself, now being considered in the current Humber College Master Plan Study.

The existing 36m right-of-way along the majority of Finch Avenue will be able to accommodate the addition of the LRT trackways. Local widening of the roadway limits and acquisition of strips of property will be required to accommodate centre platform stops. Existing structures at water crossings have been found adequate, although the widening of the West Don River bridge west of Torresdale Avenue may require some additional mitigation to install all planned elements of the LRT line, general traffic lanes, cycling lanes and pedestrian sidewalks.

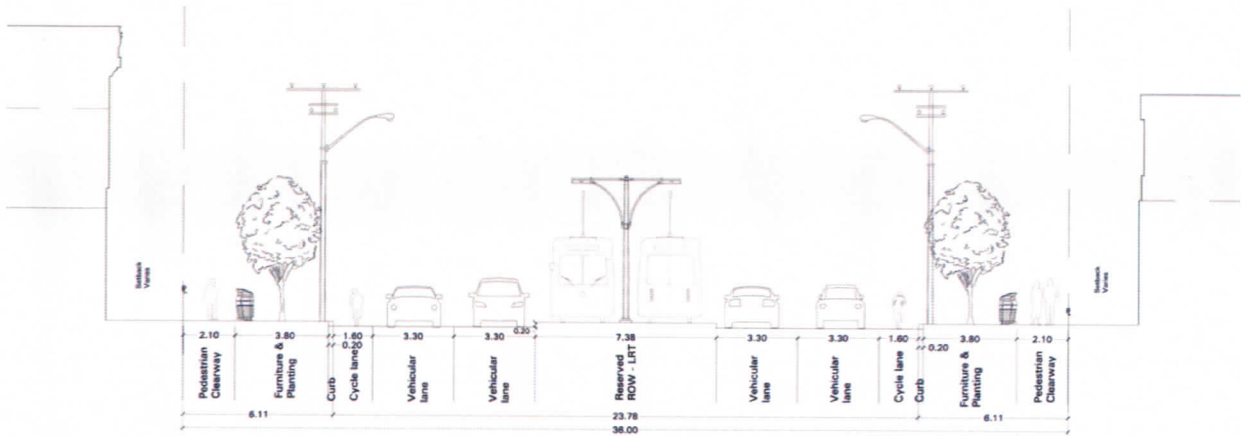
The vertical alignment will generally follow the existing road profile. The maximum grade for the LRT will be 5.0%. Some minor local regrading of the roadway and LRT trackways may be necessary to keep within the maximum grade for the line and the maximum slope for LRT platforms, especially in the vicinity of ravines along the route.

### **Typical cross sections**

Typical cross sections along Finch Avenue West will follow the standard intersection and mid-block sections developed for Transit City. The LRT line is located in the middle of the corridor on a raised median that is typically 150mm high and separates the line from general traffic between traffic signals. At intersections, the track will be constructed at the same elevation as the crossing roadway. Light rail vehicles (LRVs) will operate on track embedded in street pavement. The proposed system will be double-tracked throughout, providing a separate track for each direction. Generally, the width of the LRT trackway is approximately 7.4m. Crossovers will be provided at designated locations to allow flexibility of operations by allowing trains to cross to the opposite track.

Centre located poles are recommended for power distribution to the LRVs along the line. This solution furthers urban design goals by removing some visual clutter from the street. The centre poles also cost less to construct, are less prone to damage and have lower maintenance requirements than other configurations. Exact pole locations will be confirmed at the detailed design stage.

Figure E-2 illustrates the cross section for a typical mid-block situation along Finch Avenue West. The centre of the street will be occupied by the two LRT tracks in their raised median. These will be flanked by two general traffic lanes in each direction, a bicycle lane in each direction and boulevard/sidewalk areas on each side. The width of the trackways, general traffic lanes and bicycle lanes, all located within the curbs on Finch Avenue West is 23.8m. The full width of the cross section, with boulevards and sidewalk areas, is the standard 36m public right-of-way. This cross-section would also be applied to the segment of Highway 27 in the LRT alignment where the existing rural section of the former provincial highway would be rebuilt to an urban section as described here.



*Figure E-2. 36m Standard Cross-section for Urban Mid Block*

Figure E-3 illustrates the cross section for a typical intersection along Finch Avenue West with provisions for an LRT stop in each direction. The LRT tracks occupy the centre of the road with a far side platform and a left turn lane in the shadow of the platform to reduce space requirements. Two general traffic lanes are provided in each direction, as well as bicycle lanes. The width between the curbs in this cross section is 29.4m. Boulevards on each side measure 3.3m and fill out the remainder of the 36m public right-of-way. In locations where centre platforms or additional traffic lanes are deemed appropriate, the overall cross section would be expanded by the additional width required and would not be subtracted from the clearways.

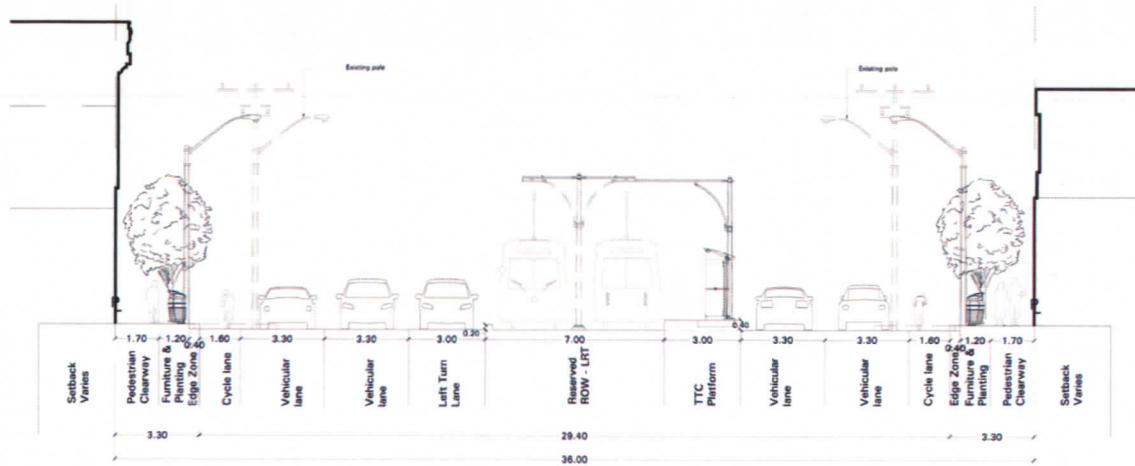


Figure E-3. 36m Standard Cross-section for Urban Intersection)

**Left turning movements at signalized intersections**

Left turns and U-turns will be permitted only at signalized intersections. Unsignalized movements across the LRT tracks will not be possible. Left turn access as a result of “right-in/right-out” driveways and side streets will be provided by U-turn opportunities at the next downstream signalized intersection, effectively continuing equivalent movements and access.

**E3. Existing conditions/potential impacts/mitigation and net effects**

A standard design alternative has been developed for the Finch West corridor and additional variations were also proposed at critical locations to meet special environmental and operational needs. The preferred resultant design was used to assess the potential impacts on all existing significant features of the corridor. A summary of some key findings is as follows:

**Transportation System/Traffic Operations**

The TTC currently operates the 36 Finch West bus route along this corridor, with localized options at the western end. This route has a daily ridership of 42,600 and a peak-hour peak point ridership of 1,100 and will be replaced by the Finch West LRT. An additional 22 TTC bus routes cross the corridor along its length.

The GO Transit rail line to Barrie crosses Finch Avenue near Chesswood Drive, but does not have a station near Finch Avenue. GO Transit is considering adding service to the CPR Bolton line that crosses Finch Avenue West in the vicinity of Weston Road. GO Transit bus routes to the Finch GO Station on Yonge Street will have access to the Finch West LRT at its eastern terminal.

Designated bicycle facilities are not currently provided along Finch Avenue West. Bicycle lanes will be provided along the entire length of the LRT corridor. For most of the corridor, pedestrian sidewalks are in place along both sides of Finch Avenue West. The exception is the segment between Islington Avenue and Kipling Avenue where only the north side of Finch Avenue has a sidewalk. Pedestrian crosswalks with traffic signals are in place at major cross streets in the corridor.

Finch Avenue West is the primary urban street in the corridor, providing continuous east-west mobility. The next parallel continuous east-west thoroughfares are Sheppard Avenue West, 2 km to the south and Steeles Avenue West, 2 km to the north. Major north-south through streets are located on roughly the same 2 km grid along the corridor. The limited-access Provincial Highway 400 has a full interchange with Finch Avenue West within the corridor.

Traffic analyses were conducted in the corridor. With the increase in left turn and U-turn activity resulting from the addition of LRT trackways in the median of Finch Avenue West, the level of service (LOS), a measure of flow and congestion, will be somewhat reduced, especially at intersections already operating at capacity levels. Adjustments to signal timing and the addition of some left turn lane capacity will be introduced to mitigate these effects. In addition, some geometric changes are recommended for the exit ramps of Highway 400 to prevent backups on the ramps and to maintain the through lane configuration on Finch Avenue West at the interchange area, including a second left turn lane at Arrow Road. These recommended actions were tested by microsimulation modeling and have been agreed in principle by the MTO.

### **LRT Service**

A successful transit service will maintain existing transit riders and attract new riders by offering a fast, reliable and safe transit service, while being affordable and environmentally sustainable. The existing bus services along the Finch West Corridor operate in mixed traffic, and therefore do not provide enough incentive, from a travel time and reliability perspective, to be an attractive alternative to continued auto use.

LRT is recommended as the preferred transit method over Subway or Bus Rapid Transit (BRT) technologies due to the more appropriate passenger carrying capacity. Travel demand forecasts estimate a ridership on the Finch West LRT service of 2,300 to 2,800 persons per hour in the peak direction at the busiest point on the line. This level of demand underscores the recommendation of Light Rail Transit, which best serves this range between local buses and subways. The practical upper limit for buses in mixed traffic is approximately 2,000 persons per hour. Subways become economically efficient where ridership reaches above 10,000 persons per hour.



### **Transit Service Connections**

An underground connection for LRT vehicles and passenger transfers between the LRT line and the Yonge-University-Spadina line at Finch Station is recommended.

The preferred option is a grade separated connection to the future Finch West subway station on the Toronto-York Spadina Subway Extension (TYSSE) project in the interest of passenger transfer convenience and expediting LRT vehicles through the Keele Street intersection. Further work in coordinating with TYSSE design staff and evaluation of technical feasibility, cost and regulatory effects are needed to confirm the validity of this concept. In the event that the cost-benefit trade offs of this proposed design prove to be unfavourable, the project team has an alternative design consisting of a surface LRT platform with direct passenger access to underground walkways connecting to the subway station mezzanine. The grade separated connection is being carried forward as the preferred option and the at-grade platform is being carried forward as an alternative.

A future line in the Transit City LRT program will run on Jane Street and cross the Finch West LRT line. A surface connection with the Jane LRT is recommended at the Finch-Jane intersection.

Local branches of Route 36 TTC bus services in the Finch West corridor will be reconfigured to integrate with the new Finch LRT line.

### **Stop locations**

The recommended stop spacing for the Finch West LRT is in a range of 400 to 600 metres, based on the patterns of development, natural terrain and the spacing of cross streets. With an expected average transit speed of 22 to 23 km/h, this spacing is considered to give the best balance between overall route speed and good local access for LRT service. The stop spacing may be longer at some locations due to terrain and undeveloped zones along the corridor, as well as the interchange and related roadways at Highway 400. The recommended stop locations are shown in Figure E-4 below.



Figure E-4 Proposed stops on Finch West LRT

### Natural Environment

The study area is urbanized and the LRT alignment remains within existing roadway allowances for its entire length. There are four watercourses crossed by Finch Avenue West in the corridor where existing bridges and culverts are expected to be adequate to contain the LRT alignment without major rebuilding of the structures. However, the widening required at one structure, the Don River bridge, may involve some construction impacts to the waterway below. There are no evaluated wetlands, Areas of Natural and Scientific Interest (ANSIs) or designated Environmentally Sensitive Areas (ESAs) in the corridor.

Vegetation communities are clustered around the Humber River and Don River valleys. Otherwise, they are classified as cultural (groomed and maintained). The only endangered species identified, is the recently listed butternut tree, with some examples in the corridor east of Dufferin Street.

Some removal of mature vegetation is anticipated along the corridor with the implementation of the Finch West LRT. Mitigation measures will be prepared and carried out in accordance with the requirements of the Ministry of the Environment, the Toronto and Region Conservation Authority and the City of Toronto.

### Social Environment

The existing social environment of the Finch West LRT corridor consists of industrial and commercial development, low-rise and high-rise residential areas, and educational and health care institutions. Additional growth and investment are expected at the two major hospitals on the FWLRT route, North York General Hospital-Branson and William Osler Health Centre-Etobicoke General Hospital. Humber College, the western terminal station of the FWLRT route, is preparing a new master plan to serve a growing student and community population.

There are two secondary plans in the corridor. The Central Finch Area Secondary Plan covers the area from Yonge Street to Bathurst Street and the Emery Village Secondary Plan covers the area around Weston Road.

A total of 77 sites within 200m of the proposed LRT route are listed to have a high potential for environmental contamination. No major utility issues have been identified in the surface portions of the study area. However, utility relocation work is expected along the corridor, due to the movement of existing curbs outward to accommodate the addition of LRT trackways. In the two subway transfer station locations where the LRT alignment is recommended to be below ground, design activities will be undertaken to determine the extent of the utility relocations expected.

### **Property Requirements**

The LRT facilities can be constructed within the 36m right-of-way along the great majority of the corridor at the midblock sections of Finch Avenue West and Highway 27. Property frontages may be affected due to spatial needs of left turn lanes and centre LRT platforms at intersections.

In the area between Yonge Street and Bathurst Street additional frontages will be acquired to expand the existing 30m right-of-way to the city standard of 36m, consistent with the "Avenue" designation of this segment in the Official Plan. This will also accommodate the FWLRT stops within that segment of the corridor.

Final property requirements will be confirmed at the design stage.

### **Noise and Vibration Analysis**

A noise analysis was performed as part of this study to assess the potential noise and vibration impacts of the LRT and to determine mitigation measures, if required. Study results indicate that the projected noise level changes attributable to the Finch West LRT are predicted to be less than 5dBA at any receptor location. Therefore the consideration of noise mitigation is not required based on the Ministry of the Environment (MOE)/TTC protocol criteria.

Similarly, the vibration impact analysis for the Finch West LRT was conducted using the results of studies involving TTC streetcar measurements in other sections of Toronto and incorporating the most recent developments in TTC streetcar track designs. The results represent vibration levels expected at increasing distances from the track of the LRT alignment. These are regarded as applicable to this project. The results demonstrate that at a distance of 9m or more, the vibration levels will be below the MOE/TTC protocol limit of 0.1mm/sec. Given that the shortest distance between the centreline of a proposed LRT track and a receptor is at least 15m, no mitigation should be required.

## **Air Quality**

The replacement of the current TTC bus fleet with electrically powered LRT vehicles in the corridor is expected to reduce pollutants attributed to diesel-powered transit vehicles, especially particulate matter. Minimal pollutants will be generated in the corridor by the LRVs.

## **Cultural Environment**

A Stage 1 Archaeological Assessment was conducted for the corridor. The assessment determined that the Finch West corridor does not retain archeological site potential due to previous road, commercial and residential disturbances, or excessive slope. Additional archaeological assessment is not required within the existing right-of-way and the study corridor can be cleared of further archaeological concern.

A cultural heritage report identified five built heritage resources and seven cultural heritage landscapes within the study area. Based on an initial review of the study corridor, indirect impacts to cultural heritage resources via introduction of visual, audible and/or atmospheric elements associated with LRT are not a concern from a cultural heritage point of view. In general it recommends that LRT infrastructure be designed so as to avoid impacts on these identified resources. The Grantbrook-Senlac stop has been redesigned to follow this recommendation and the project will initiate a further heritage impact study, if warranted by the design.

## **Economic Environment**

The existing Finch Avenue West corridor provides mobility and accessibility needed by businesses and other economic activities. The planned LRT will enhance this accessibility with improved transit service throughout the corridor, bringing expected positive economic benefits. Further economic benefits will accrue during the construction and operation of the LRT line.

## **E4. Consultation**

### **Public Consultation**

The general public, government agencies and various interest groups were provided opportunities to review and comment on this project during the course of the study. The City of Toronto Public Consultation Team coordinated the overall public consultation process with TTC. A range of methods to communicate with the public, including a project web site, a dedicated telephone number, fax, email and mailing address for contacting the project team, was provided. The following addresses/numbers used were:

Telephone: 416-392-6900  
TTY: 416-397-0831  
Fax: 416-392-2974  
Email: [finchtransit@toronto.ca](mailto:finchtransit@toronto.ca)  
Mail: Public Consultation  
City of Toronto  
Metro Hall, 19th Floor  
55 John Street  
Toronto, ON M5V 3C6  
Web: [http://www.toronto.ca/involved/projects/finch\\_lrt/index.htm](http://www.toronto.ca/involved/projects/finch_lrt/index.htm)

Technical agencies, including federal, provincial and municipal agencies, utilities, and potential interested groups, were contacted at the beginning of the preliminary planning for their inputs.

Newsletters and/or emails outlining the project and frequently asked questions were sent directly to individuals on the project mailing list, and to all residents and businesses within the Etobicoke-Finch West Corridor. This list included representatives from external agencies, municipalities, and members of the public within the study area or affected by the project, and the public who requested to be added to the mailing list.

Two rounds of Public Information Centres (PIC) were scheduled for the public, to view plans and have direct communication with project team members. Flyers were distributed throughout the study area and the dates/locations were advertised in local newspapers prior to each open house. For the second round of PIC's, notices were directly mailed to all property owners within 30m of the project. Information panels and audio-visual presentations were provided at the PIC's. The project team, including representatives from TTC, City of Toronto, the prime consultant and the public consultation consultant, was in attendance at the meetings to answer questions regarding the study.

### **Public Open Houses No. 1**

Three public open houses were held on July 29, August 6, and August 7, 2008 as part of the first series of Etobicoke-Finch West LRT Public Information Centres. The purpose of the open houses was to share information about the project with the community and gather feedback on the study area, objectives, background and supporting planning policies, existing conditions and the alternative and recommended transit solution. A total of 246 people signed into these open houses with 48 comment forms received. There was general support for the project, with some concerns noted about stop locations, stop spacing and increased traffic delays that may result from the FWLRT operation and left turn restrictions. Support for bicycle provisions in the corridor was also registered. Several additional stops were incorporated as a result of public comments.

## **Public Open Houses No. 2**

Four public open houses will be held on December 1, December 3, December 7, and December 9, 2009 to present the preferred design, the assessment of impacts, construction staging and benefits. Results of these public meetings will be reported as they become available and will be recorded in the final consultation report.

## **Additional Public Meetings**

In addition to these Public Open Houses, the EA project team met with city councillors in individual meetings, as requested, and in public town hall forums to discuss concerns of local neighbourhood groups. There have been 13 additional meetings to date.

## **First Nations Consultation**

This TPAP has addressed the new Ontario Regulation 231/08 requirement to involve and consult with interested First Nations agencies and communities. In 2008, the City of Toronto established a protocol to address First Nations communities consultation, referred to as the City of Toronto and Federal Ministry of Indian and North Affairs (INAC) notification protocol for Environmental Assessments. Government officials at the federal and provincial level as well as the Mississaugas of the New Credit First Nation and the Williams Treaty Bands were notified of this project. From these notifications and contacts, no First Nations Community interests were recorded that would affect the TPAP or the preferred design of the project.

## **Technical Agencies Consultation**

The following agencies were invited to be involved in the Preliminary Planning and the TPAP study.

### ***Government Review Agencies***

Canadian Environmental Assessment Agency  
Environment Canada  
Department of Fisheries and Oceans  
Transport Canada - Ontario Region  
Ministry of Aboriginal Affairs  
Ministry of Agriculture, Food and Rural Affairs  
Ministry of Citizenship and Immigration

### ***Technical Agencies***

Enbridge Gas Distribution  
MTS All Stream Inc.  
Telus  
Enwave Energy Corporation  
Group Telecom / 360 Networks  
Hydro One Network Inc.  
Toronto Hydro

***Government Review Agencies***

Ministry of Culture  
Ministry of Municipal Affairs and Housing  
Ministry of Natural Resources  
Ministry of the Environment  
Ministry of Tourism and Recreation  
Ministry of Transportation  
Ontario Realty Corporation  
Ministry of Health Promotion  
Ministry of Energy and Infrastructure  
Ministry of Health and Long-Term Care

***Technical Agencies***

Toronto Hydro Telecommunications  
Rogers Cable Inc.  
Bell Canada  
Toronto and Region Conservation Authority  
Canadian National Railway  
Canadian Pacific Railway  
GO Transit  
Toronto District School Board  
Toronto Catholic District School Board  
Humber College  
Ontario Provincial Police  
City of Toronto Fire Department Services  
City of Toronto Police Services  
Toronto Emergency Medical Services

Comments that were received from several of these agencies assisted in the planning process and the development of the preferred design.

Further consultation was carried out with major stakeholder agencies that noted interest in the project throughout the study, including the Toronto and Region Conservation Authority (TRCA), the Ministry of Transportation Corridor Management Office and the administration of Humber College to coordinate the Finch West LRT western terminal with that institution's ongoing Master Plan process.

**E5. Future Commitments**

The TTC and the City of Toronto have worked closely with the technical agencies to address any environmental concerns and issues associated with this project. The potential impacts, on traffic operations, transit operations, the natural environment (including fisheries, vegetation and wildlife), socio-economic environment (including noise and vibration, traffic and air quality) and cultural environment (including archaeology and built heritage), have been identified, evaluated and assessed and mitigation measures identified. The preliminary design process may lead to refinement or modification of the proposed conceptual design. It is anticipated that such changes will be minor and will not alter the original project intent or commitments to the public and involved agencies.

Through the implementation process, construction methods and staging will be evaluated to minimize impacts to the surrounding properties. This will include mitigation plans to address traffic staging, noise, air quality, etc. Ongoing liaison with the technical agencies, emergency services providers, and the affected property owners/communities is anticipated.

The TTC and the City of Toronto will comply with the TRCA/MOE and other regulatory government agencies' regulations, standards and directives. TRCA has provided a number of specific issues that must be addressed during detailed design and construction phase as reported in the Transit Project Assessment Study report.

In particular, the TTC and the City of Toronto commit to the following:

**Consultations** – The City of Toronto and TTC will consult with the public, property owners and stakeholder agencies (including: emergency service providers) during the design of the Finch West LRT alignment, stops/stations, bus terminals and ancillary facilities.

**Planning Initiatives** – The City of Toronto and TTC will take a leadership role in planning initiatives which support the Finch West LRT including:

- a) The TTC will work with the City of Toronto to ensure that selected locations for station entrances, vent shafts, traction power substations (TPSS) meet established urban design and community planning policies and guidelines to limit impact and provide opportunities for enhancements of the sites and pedestrian access;
- b) The TTC will work with the City of Toronto to ensure that short and long term cycling amenities are incorporated into Finch West LRT facility designs, in accordance with prevailing City policies and design standards;
- c) Incorporate City of Toronto urban design criteria into the design of Finch West LRT facilities, considering the characteristics of the existing and planned context along the corridor;
- d) The TTC will work with the City of Toronto to ensure that the pedestrian environment at surface stops and underground stations meet established urban design and community planning policies and guidelines.