

6. COMMITMENTS TO FUTURE WORK

During this Transit Project Assessment Process, The Regional Municipality of York Region (York Region), TTC and the City of Toronto have worked closely with key stakeholder agencies to address and resolve any issues or concerns. Commitments to future work for the project are listed below.

6.1 Permits and Approvals

York Region, TTC, and the City of Toronto will secure necessary permits for the implementation of the Transit Project, including, but not limited to:

- 1) Planning approvals (including Site Plan Approval) for above-grade structures and facilities (through York Region, City of Vaughan, Town of Markham, Town of Richmond Hill and City of Toronto);
- 2) Building permits for the stations, Emergency Exit Buildings or other ancillary features (City of Vaughan, Town of Markham, Town of Richmond Hill and City of Toronto);
- 3) **Permit to Take Water from the Ministry of the Environment is required if dewatering or diversion of flow from any of the watercourses by means of active pumping in exceedance of 50,000 litres per day will result from construction activities;**
- 4) Permit under the Navigable Waters Protection Act, as Transport Canada has confirmed that the East Don River is navigable at Yonge Street;
- 5) Toronto Region Conservation Authority permits and approvals for work within a regulated area;
- 6) Stormwater management, in accordance with City of Toronto (south of Steeles Avenue), City of Vaughan, Town of Markham and Town of Richmond Hill, TRCA and MOE requirements;
- 7) Sewer discharge approvals, in accordance with City of Toronto, City of Vaughan, Town of Markham, Town of Richmond Hill and York Region requirements;
- 8) Ministry of Transportation approvals associated with the subway tunnel crossing under Highway 407 and the new entrance into the Commuter Parking lot on the west side of Yonge Street, just south of Highway 407;
- 9) Railway Crossing Agreement (CN York Subdivision);
- 10) Hydro One / Ontario Realty Corporation Agreements to allow for the use of the 407 Hydro Corridors for transit-related purposes (commuter parking lot and Passenger Pick-up/Drop-off (PPUDO)); and
- 11) Certificates of Approval for noise and air quality related impacts resulting from vent shafts, stations, and parking lots from MOE.
- 12) Complete Heritage Impact Assessments at Cummer/Drewry and Royal Orchard Stations as identified in the Built Heritage and Cultural Landscapes Report.

6.2 Planning Initiatives

York Region, TTC and City of Toronto will take a leadership role in planning initiatives, which support the Transit Project, as listed below:

- 1) For the Richmond Hill / Langstaff Gateway, York Region, TTC and Metrolinx will work cooperatively with the Municipalities and the existing property owners, taking into consideration the proposed subway alignment, Richmond Hill Station, the GO Richmond Hill Rail Line Station, future Highway 407 Transitway and Richmond Hill's emerging development plans;
- 2) The City of Toronto will initiate a planning study for Yonge Street corridor between the proposed Steeles Station to the proposed Cummer/Drewry station;
- 3) York Region and TTC will work with the Town of Markham, Town of Richmond Hill and the City of Vaughan to stimulate transit supportive development that incorporates and integrates the Transit Project alignment, stations and related commuter facilities into development plans.

6.3 Property Acquisition

York Region, City of Toronto and TTC will:

- 1) Proceed with a Property Protection Study during the early stages of the design of the Transit Project with the intention of ensuring that, regardless of the timing of the initiation of the Transit Project, developments in the corridor do not impact the feasibility of implementing the recommended concept;
- 2) Continue negotiations with the owner of property required for the Richmond Hill Centre station;
- 3) Continue negotiations with Ontario Realty Corporation / Hydro One for the property required for the Commuter Parking Lot and PPUDO;
- 4) For all properties required within the City of Toronto (including temporary easements to facilitate construction), the City of Toronto will acquire property by negotiation or expropriation (as required); and
- 5) For properties required within the City of Vaughan, Town of Markham and Town of Richmond Hill (including temporary easements to facilitate construction), York Region will acquire property by negotiation or expropriation (as required).

6.4 Subway Capacity / Subway Railyard Needs

York Region, City of Toronto and TTC will:

- 1) Work to resolve the requirements established by the TTC/City with respect to the impact of the project downstream on the existing subway system;
- 2) Integrate the results of Subway Rail Yard Needs Study into the Transit Project, as appropriate, and cooperate in the conduct of the necessary studies to implement the recommended yards strategy;

- 3) Adjust the capital cost of the Transit Project to reflect the downstream capacity, yards, and North York Service Road implications, as appropriate, based on negotiations between the parties.

6.5 Cummer / Drewry Station

The City of Toronto will continue discussions with adjacent property owners at the station and protect for future direct connections to the station.

The City of Toronto may require a Heritage Impact Assessment (HIA). The need for this will be determined during detailed design, based on the specific impact and in consultation with the City of Toronto.

The City of Toronto / TTC will continue to investigate the feasibility and traffic benefits of extending the North York Service Road to Drewry Avenue prior to initiating construction of the Transit Project from the north limits of Cummer / Drewry Station to the north limits of Finch Station.

6.6 Steeles Station Development

The underground bus terminal facilities shown in Section 4.1.4.2 represent the anticipated spatial requirements for intermodal transfers at Steeles Station between the subway and bus. This inter-regional node presents an excellent opportunity to maximize the benefits of government policies promoting compatible transit infrastructure and land use. It is understood that the extent of land, surrounding this node designated for an integrated and/or adjacent transit-supportive development with Steeles Station, will be identified by the City of Toronto, Town of Markham, City of Vaughan and York Region..

The City of Toronto, City of Vaughan, Town of Markham, York Region and TTC will work closely during their respective land use studies to optimize the interface and integration of the Steeles Station with transit supportive development.

York Region and City of Toronto will review the transportation requirements of both Yonge Street and Steeles Avenue in an effort to minimize the ultimate cross section widths of these roads which will have a direct impact on the property requirements associated with the underground bus terminal and subway station.

York Region, TTC and the City of Toronto will, in consultation with the Town of Markham and the City of Vaughan, determine the roles and responsibilities of each agency for the design, construction, operation and maintenance of the appropriate station facilities.

6.7 Clark Station

York Region and TTC will continue discussions with the adjacent property owners at the station to ensure station facilities are constructed to maximize redevelopment opportunities.

6.8 Royal Orchard Station

York Region and TTC will continue discussions with the adjacent property owners at the station to ensure station facilities are constructed to maximize redevelopment opportunities.

Part of Royal Orchard Station is located within the Vaughan Thornhill Heritage Conservation District. The City of Vaughan may require an HIA. The need for this will be determined during detailed design, based on the specific impact and in consultation with the City of Vaughan.

Additionally, the Town of Markham may require an HIA depending on the location of the proposed vent shaft area. The need for this will be determined during detailed design, based on the specific impact and in consultation with the Town of Markham.

6.9 Langstaff / Longbridge Station

York Region and TTC will continue discussions with the adjacent property owners at the station to ensure station facilities are designed and constructed to maximize redevelopment opportunities.

Discussions will also continue during detailed design with the local community regarding the final configuration of the commuter parking lot / PPUDO mitigation measures, including noise attenuation, stormwater management, landscaping and traffic access limited only to Yonge Street.

Additional traffic analysis will be completed during detailed design to support permit applications to MTO/407 regarding the commuter parking lot entrance and the associated traffic demand resulting from adjacent ongoing land use studies.

6.10 Richmond Hill Centre Station

The subway station and bus terminal facilities shown in Section 4.1.4.6 represent the anticipated spatial requirements for intermodal transfers at Richmond Hill Station between the subway, Viva, GO Rail, future Highway 407 Transitway and bus services. This inter-regional node presents an excellent opportunity to maximize the benefits of government policies promoting compatible transit infrastructure and land use. It is understood that the extent of land, surrounding the node designated for an integrated and/or adjacent transit-supportive development with Richmond Hill Centre Station, will be identified by the Town of Richmond Hill and York Region in conjunction with existing land owners.

York Region and TTC will work closely during the current land use studies in Markham and Richmond Hill to optimize the interface and integration of the Richmond Hill Centre Station subway and bus terminal with transit-supportive development, in conjunction with the existing landowners.

For Richmond Hill Centre Station, York Region and TTC will conduct further discussions with external agencies to determine the roles and responsibilities of each agency for the design, construction, operation and maintenance of the station facilities.

6.11 Construction Issues

York Region and TTC will conduct further research and analysis related to the construction of the Transit Project. Specific tasks include, but are not limited to the following activities:

- Developing traffic, transit and pedestrian management strategies to be included in construction contract documents;
- Examining the need and requirements for advancing the North York Service Road as part of a traffic management plan for construction of the Transit Project between Finch Station and Cummer-Drewry Station.
- Undertaking an existing building condition survey prior to, during, and post construction;
- Preparing and implementing tree and streetscape protection and restoration plans;
- Undertaking Designated Substances Surveys for any buildings or structures which require demolition and to reflect the findings in construction contract documents;
- Developing procedures for disposal of excavated materials, including contaminated soils as part of a soils management strategy, in accordance with Ministry of the Environment requirements;
- Preparing the mitigation, monitoring and contingency plans for groundwater protection in consultation with and accordance with TRCA's Guidelines for Dewatering Needs Assessment and Environmental Management Plan.;
- Preparing an erosion and sediment control plan, which complies with prevailing TRCA, York Region, Town of Markham, City of Vaughan, Town of Richmond Hill and City of Toronto water guidelines and requirements;
- Preparing an air quality monitoring and mitigation plan and protocols for inclusion in contract documents;
- **Carrying out a HIA for 7780 Yonge Street (Robert West House) early in the Detail Design process to mitigate the potential indirect impacts associated with the Transit Project;**
- Arranging for a Stage 2 archaeological assessment to be conducted at areas that have archaeological potential as identified in the Stage 1 assessment and where ground disturbances will occur during construction; and
- Undertaking stray current protection for other utilities.

6.12 Consultation

York Region, TTC and City of Toronto will consult with the public, property owners and stakeholder agencies (including Town of Markham, City of Vaughan, Town of Richmond Hill, as well as Toronto and York Region Police, Fire and other emergency service providers) during the detailed design of the Transit Project alignment, stations and related commuter and ancillary facilities.

6.13 Noise and Vibration Protocols

York Region, TTC and City of Toronto will conduct a noise and vibration study, in accordance with the *“MOE / TTC Protocol For Noise and Vibration Assessment For the Proposed Yonge-Spadina Subway Loop, June 16, 1993”*. Specifically, this will include additional base line noise and vibration surveys (as required), similar to those already undertaken as part of this Transit Project Assessment Process. Post construction measurement will be undertaken to confirm “no adverse impact” as predicted in the noise and vibration impact analysis undertaken as part of this process (see Appendices for details).

6.14 Sustainable Development

As part of a separate environmental initiative, the Toronto Transit Commission has developed an Environmental Plan which will guide all TTC projects in terms of sustainable development including this subway extension.

York Region has also developed a Sustainability Strategy which will influence the detailed design phase of this project.

The City of Toronto’s Change is In the Air, Climate Change Action Plan provides guidance on sustainability measures that will be applied to this project including the Green Development Standards, Green Roof/Eco-Roof Strategy, and Sustainable Transportation Strategy.

6.15 Canadian Environmental Assessment Act (CEAA) “Triggers” Monitoring

York Region and TTC will continue to monitor the Transit Project for potential CEAA “triggers”, and, in the event that the CEAA applies to the Transit Project, York Region and TTC will prepare an Environmental Screening Report.

At the conclusion of this process, no CEAA requirements have been triggered. However, potential CEAA triggers to be monitored are as follows:

- 1) Possible federal project funding - It is anticipated that federal funding will be received for a portion of the capital costs of the project. However, federal funding has not been committed to date;
- 2) Potential involvement of Canadian Transportation Agency (CTA) - The recommended alignment will pass under the CN York Subdivision rail line and as such, approvals and permits for the construction and permanent operation of the subway tunnels must be obtained from CN Rail. In the event that an agreement cannot be reached between CN Rail and TTC, the crossing would require the intervention of the CTA for a federal order. The involvement of CTA would trigger the CEAA;
- 3) The crossing of the East Don River may require a permit from Transport Canada under the *Navigable Waters Protection Act*; and.
- 4) Potential involvement of the Department of Fisheries and Oceans (DFO) - The recommended alignment and construction of a bridge over the East Don River will require the removal of the existing concrete culvert. This work may require approvals or authorizations under the *Fisheries Act*, however, at this time it is believed that this

work is not a harmful alteration and will only require permits and approvals from TRCA.

York Region and TTC will continue to monitor the project for potential federal triggers and will consult with the CEA Agency and other stakeholders during design.

6.16 Project Implementation Issues

York Region, the City of Toronto and the TTC will in cooperation with the appropriate funding agencies negotiate the necessary funding, service and project implementation agreements.

