



Appendix B-8

Public Open House Presentation

Welcome to the Public Information Centre for Conversion of Scarborough Rapid Transit Right-of-Way to Busway

September 24, 2024

Sign In Here

AECOM



Land Acknowledgement

The Toronto Transit Commission acknowledges that the land now called Toronto is the traditional territory of many Nations, including the Mississaugas of the Credit, the Anishnabek and the Haudenosaunee confederacies and the Wendat Peoples.

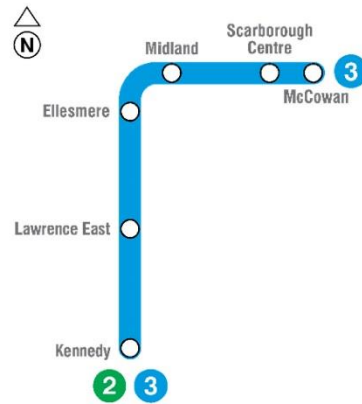
Toronto is also home to many diverse First Nations, Inuit and Métis peoples. We acknowledge that Toronto is covered by Treaty 13, signed with the Mississaugas of the Credit and the Williams treaties signed with multiple Mississaugas and Chippewa bands.

The Toronto Transit Commission recognizes the efforts of all Indigenous Peoples in the building and placemaking of Toronto. The TTC remains committed to genuinely working with Indigenous communities, while acknowledging that our organization is on a continuous learning and awareness journey, consistently aspiring to increase authentic opportunities for Indigenous engagement.

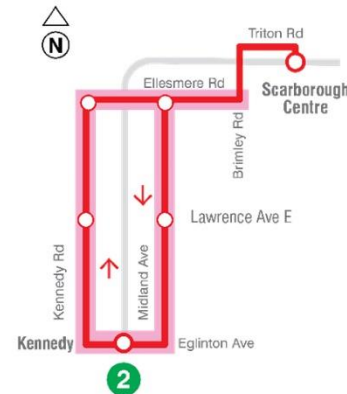


Project Background

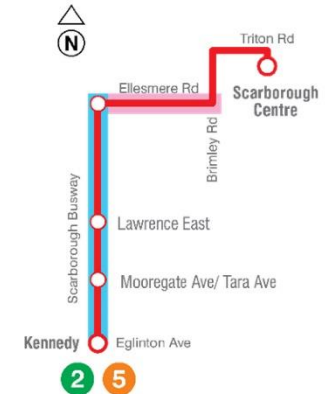
- **Line 3 Train Service:** Opened in 1985, Line 3 was permanently decommissioned in August 2023.
- **Phase One – Existing On-Street Alignment:** The TTC implemented transit priority measures on Kennedy (northbound), Midland (southbound), and Ellesmere and Brimley to provide an efficient and reliable on-street transit connection between Scarborough Centre Station and Kennedy Station.
- **Phase Two - Line 3 Busway:** To enhance customer experience and route efficiency, the TTC will convert a portion of the former Line 3 Right-of-Way between Kennedy Station and Ellesmere Station into a dedicated Busway. This conversion aims to provide Scarborough transit users with reliable service and faster journeys, comparable to the previous Line 3 train service.



Line 3 Train Service



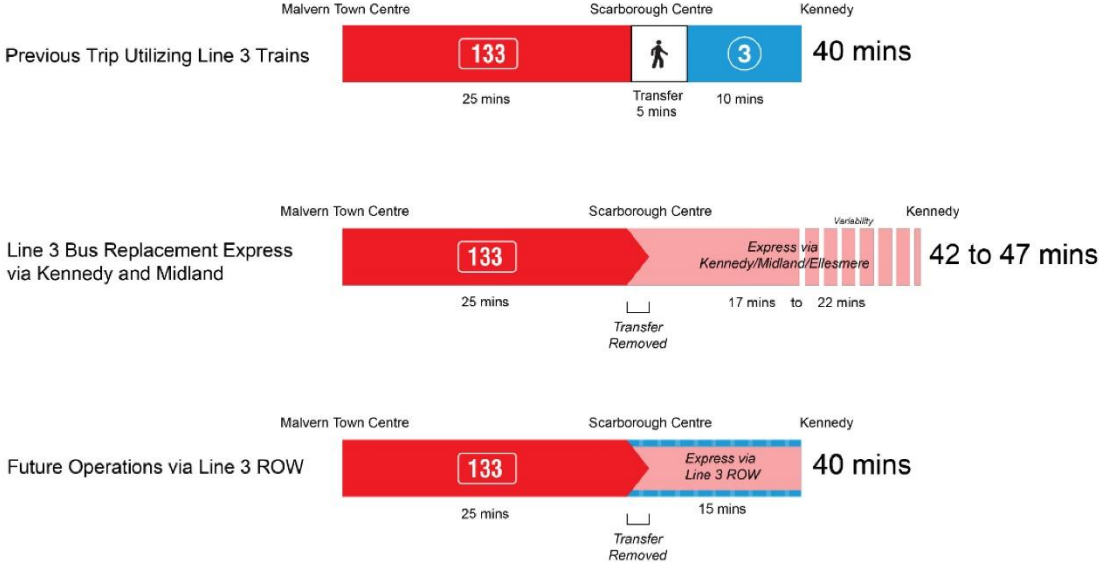
Existing on-Street Alignment



Line 3 Busway

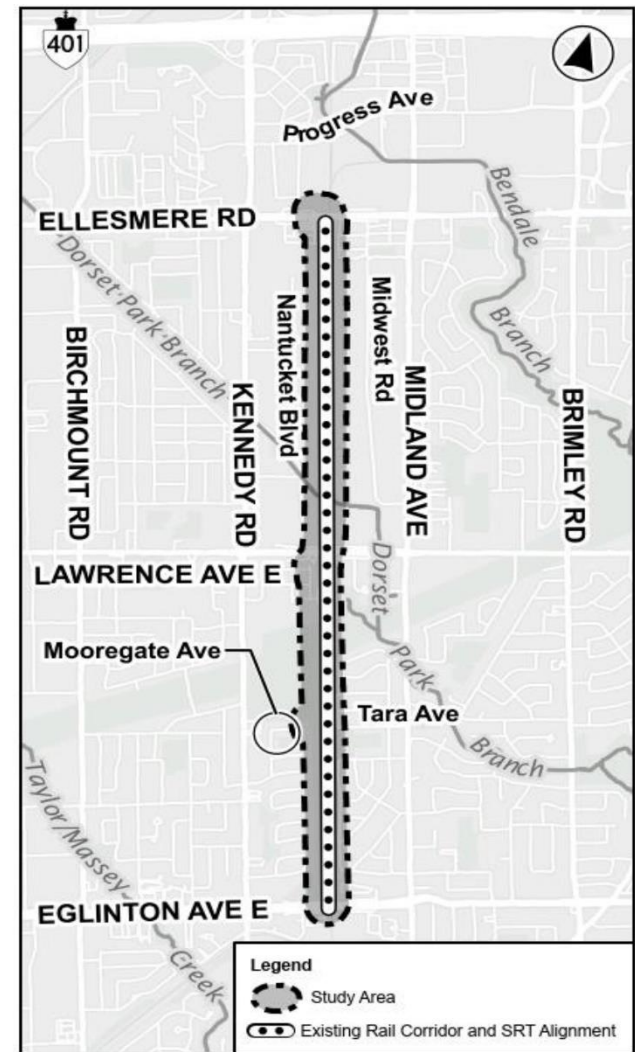
Travel Time Assessment

- While trains provided faster trip, multiple transfers and train reliability were pain points.
- With a busway on the Line 3 ROW, buses will avoid over 15 signalized intersections and potential conflicts at driveways to provide a faster and even more predictable trip.
- Transfers have been largely eliminated for many trips, by offering seven Line 3 Bus Replacement Routes.



Introduction to the Project

- The Toronto Transit Commission is undertaking a Transit and Rail Project Assessment Process for Phase 2 of the Scarborough Rapid Transit decommissioning plan.
- Phase 2 involves converting the north-south portion of the Scarborough Rapid Transit Right-of-Way, between Ellesmere and Kennedy Stations, into a busway. See Study Area to the right.



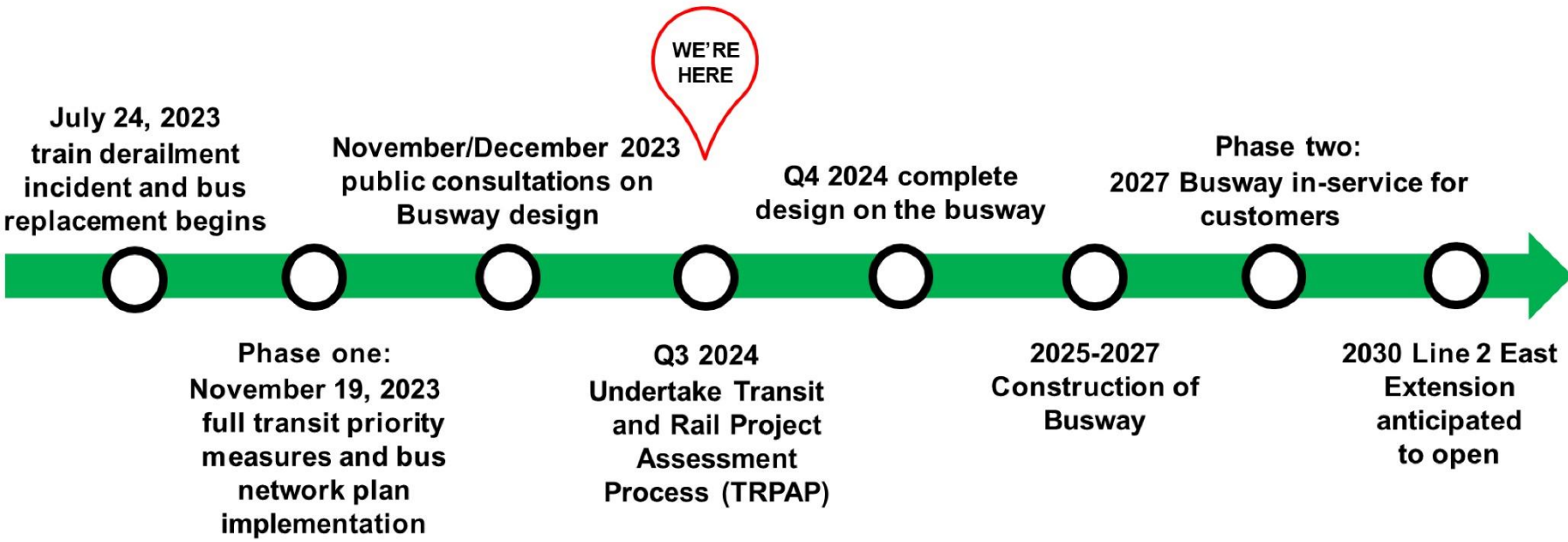
Purpose of Public Information Centre

The purpose of this Public Information Centre is to:

- Provide an overview of the work conducted on the Project to date.
- Share key findings, potential impacts, mitigation measures, and monitoring efforts included in the Draft Environmental Project Report.
- Notify you of the upcoming Notice of Completion and the Final Environment Project Report 30-day Public Review Period.
- Review next steps.



Overall Project Timeline

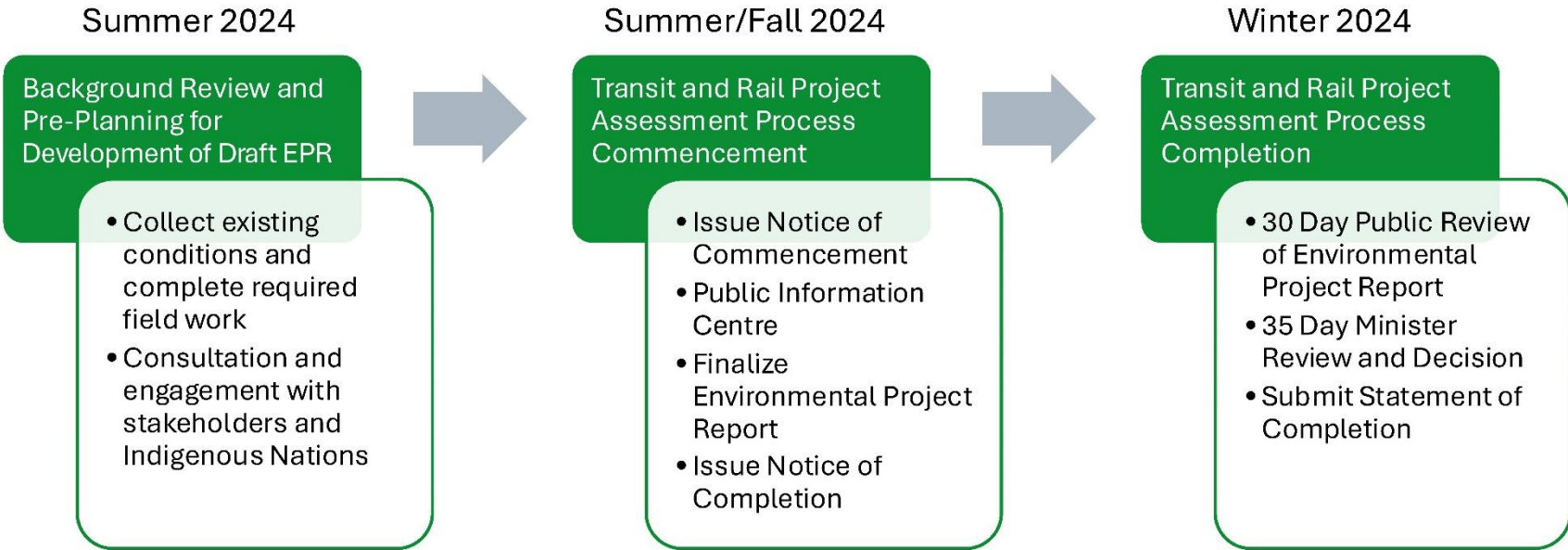


Transit and Rail Project Assessment Process (TRPAP)

- The Transit and Rail Project Assessment Process is a proponent driven, self-assessment process that provides a stream-lined approach to completing an assessment of a project.
- It involves a pre-planning phase which includes consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation, and is followed by a regulated (up to 120 days) consultation and documentation period.
- Consultation and engagement with the public, stakeholders and Indigenous Nations is ongoing throughout the process.
- Following the regulated consultation and documentation period, there is a 30-day public review period where the public has an opportunity to review the Environmental Project Report and provide objections to the Minister of the Environment, Conservation and Parks, and then a 35-day Minister's review period of the Environmental Project Report.



Transit and Rail Project Assessment Process (TRPAP)



We are here



Anticipated TRPAP Timeline

| Project Milestone | Timeline |
|---|--------------------------------------|
| Notice of Commencement | August 15, 2024 |
| Draft Environmental Project Report published to the Project Website | August 15, 2024 |
| Public Information Centre | September 24, 2024 |
| Notice of Completion | October 3, 2024 |
| 30-day Public Review of the Final Environmental Project Report | October 4, 2024 – November 4, 2024 |
| 35-day Minister Review Period | November 5, 2024 – December 10, 2024 |
| Statement of Completion | December 2024 |



Previous Consultation and Engagement

- Since 2021, multiple rounds of public engagement helped to develop the bus replacement plan.
- During the initial consultation period, over 18 weeks with 20 events that 1,200 people participated in.
- Transit customers, local residents, BIAs, and other stakeholders participated in stakeholder meetings, Community Coordination Tables, focus groups, public surveys, and pop-up events.
- TTC continues to consult with stakeholders throughout this project.
- Feedback from previous rounds of consultation will be incorporated in the draft and final EPR, and included as part of the consultation record.



Previous Consultation and Engagement

Approximately 1,200 individuals participated in the consultation activities for the Project. The following questions and comments were received:

| | |
|--|---|
| When will the busway be built and how will it be funded? | What will be the service hours for the busway? |
| What type of amenities will the Toronto Transit Commission provide at the busway stops that are located outside of existing Line 3 Stations? | Can the Toronto Transit Commission widen the busway corridor to accommodate a multi-use path, particularly cycling, walking facilities? |
| What happens to the busway once the Scarborough Subway Extension is open and in service? | Consider connections to active transportation network alongside the busway. |
| What will happen if the busway conversion funds are not received? | Will buses cause more pollution and congestion? |
| Will Line 3 Stations continue to be used to service the busway? | Consider partnership with GO Transit and other transit systems to use the busway to offer transfer free express trips in Scarborough. |
| Prioritize pedestrian and cyclist safety and the stops and interchanges. Allow for easy connection to cyclist networks. | Consider using the elevated portion of the Line 3 right-of-way for the busway. |
| Will the distance to get to the subway at Kennedy Station from the bus platform increase? | It is important that replacement bus service is delivered on schedule and on budget. |
| Make sure to co-ordinate with other planned transit and road projects, including the Durham – Scarborough Bus Rapid Transit. | How much of the station buildings at Ellesmere, Lawrence East and Kennedy be available for adaptive reuse after the busway is open? |
| Ensure the bus replacement service can handle large volumes of customers. | Consider repurposing the elevated portion of the Line 3 right-of-way into a public benefit space (park, trail, active transportation). |



Consultation and Engagement Methods

The Toronto Transit Commission's project team has been proactively engaging the public through a broad means of engagement methods:

- A dedicated Project Website page with regular updates (www.ttc.ca/line3).
- A dedicated Project Community Liaison Officer.
- Notices, letters, newsletters and notifications.
- Social media posts.
- Toronto Transit Commission media channels (platform screens and Public Address announcements).
- Public and Stakeholder Meetings.
- Online and print public surveys.



Environmental Studies

The following environmental studies were prepared as part of this Project to document the existing conditions within the Study Area, assess the potential impacts the Project has on the environment, and recommend mitigation measures:

- Natural Environment
- Air Quality
- Socio-Economic and Land Use
- Noise and Vibration
- Cultural Heritage
- Archaeology
- Traffic and Transportation
- Drainage and Stormwater



Natural Environment – Existing Conditions

The following natural heritage features were evaluated:

- Unevaluated Wetlands
- The Dorset Park Branch of Southwest Highland Creek
- Toronto Ravine and Natural Features Protection Area
- Candidate Significant Wildlife Habitat
- Habitat for 8 Species of Conservation Concern
- Candidate habitat for 8 Species at Risk
- Seasonal Concentration Areas: Bat Maternity Colonies
- Specialized Habitat for Wildlife: Turtle Nesting Area & Amphibian Breeding Habitat
- 32 observations of incidental wildlife – 24 bird species, 6 insect species, 2 mammal species
- 161 plant species

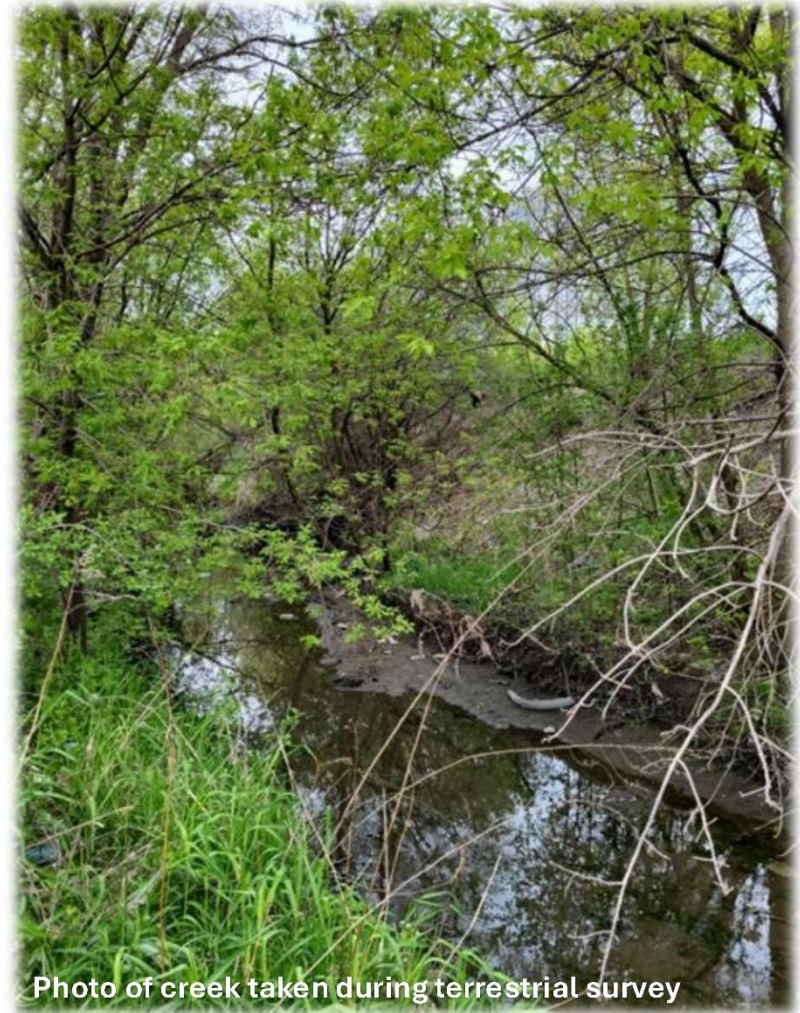


Photo of creek taken during terrestrial survey

Natural Environment – Impacts and Mitigation

| Potential Impacts | Mitigation Measures | Monitoring Activities |
|--|--|---|
| Vegetation removal | Minimize removal within Construction Disturbance Area and revegetate disturbed areas. | Onsite inspections to confirm implementation of the mitigation measures. |
| Soil or water contamination | Prepare a Spill Prevention and Contingency Plan. | Onsite inspections to confirm implementation of the mitigation measures. |
| Introduction or spread of invasive species | All vehicles to be inspected and washed before arriving on site. | Ensure implementation of the Clean Equipment Protocol for Industry |
| Increased erosion and sedimentation | Prepare an Erosion and Sediment Control Plan | Onsite inspections to confirm implementation of the mitigation measures. |
| Disturbance or mortality of wildlife | Construction activities to cease or be reduced if wildlife is encountered. A Biologist to provide buffer. | Regular monitoring and onsite inspections to ensure there are no wildlife in construction area. |
| Disturbance or mortality of bat and bird species | All tree removals to be conducted outside of bird nesting period and bat active season. | Regular monitoring to ensure no work disturbs active nesting sites. |
| Potential injury or mortality to Species of Conservation Concern | Install exclusion fencing around upland work area and suitable stockpiled material. | Onsite inspections to confirm implementation of the mitigation measures. |

Air Quality – Existing Conditions

- Data from air quality monitoring stations was examined to determine existing conditions within the Study Area.
- Existing background air quality levels are predominately below respective provincial and federal ambient air quality criteria and standards.
- Some contaminants are found to exceed these criteria, including:
 - Nitrogen Dioxide
 - Benzene
 - Benzo(a)pyrene
- A total of 96 sensitive receptors and 17 critical receptors were identified within the Study Area.



Air Quality – Impacts and Mitigation

| Potential Impacts | Mitigation Measures | Monitoring Activities |
|--|---|---|
| Increased Greenhouse Gases, particulate matter, and Volatile Organic Compounds during operation | Introduction of electric buses. Continued promotion of increased electric vehicle purchase and infrastructure in Ontario. | None applicable. |
| Construction related air pollution Public annoyance at existing sensitive receptors during construction phase | Prepare an Environmental Controls and Methods Plan, an Emission Control Plan and a Dust Control Plan. | Adhere to dust and emissions plans throughout construction. |



Socio-Economic & Land Use – Existing Conditions

- An existing conditions review was completed to understand the characteristics of the population and land-use in the study area.
- A variety of community amenities were identified that include:
 - Ambulance Stations.
 - Arenas.
 - Elementary Schools.
 - Childcare Facilities.
 - Community Centre.
 - Places of Worship.
 - Parks.
- There are currently several active development applications within the Study Area.

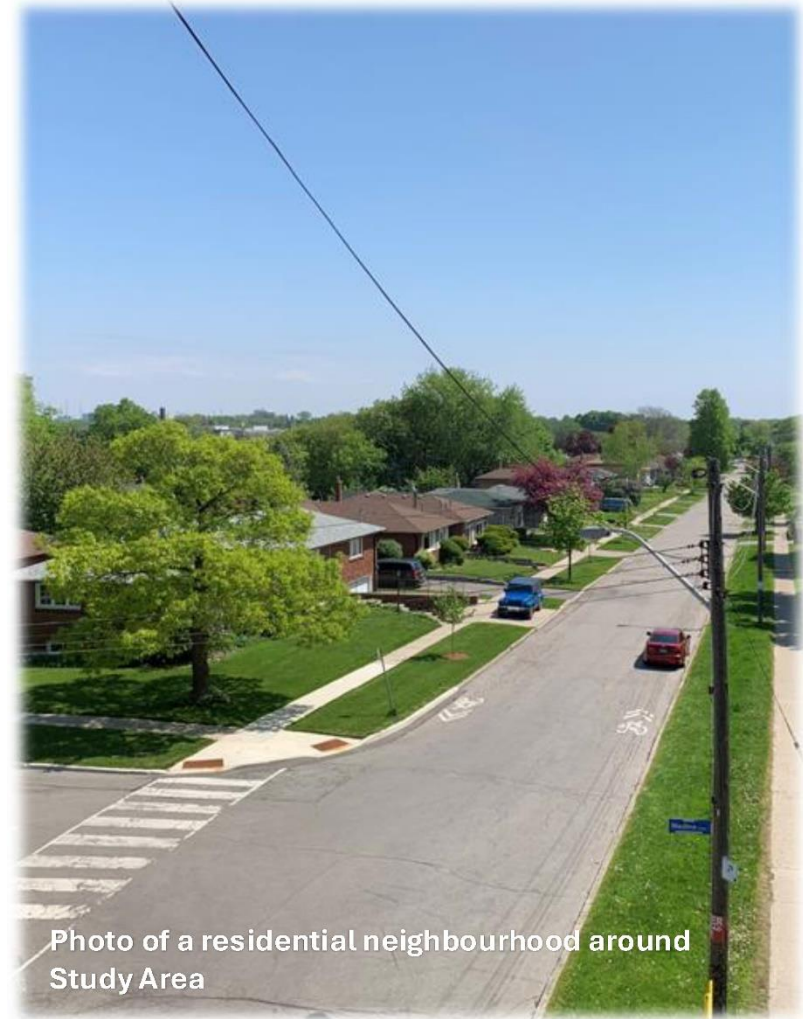


Photo of a residential neighbourhood around Study Area

Socio-Economic & Land Use – Impacts and Mitigation

| Potential Impacts | Mitigation Measures | Monitoring Activities |
|--|---|--|
| Temporary property takings for laydown areas | Avoid property takings near residential and institutional areas. Consult affected with landowners to identify site-specific mitigations. | Follow City of Toronto guidance with respect to monitoring requirements. |
| Temporary closure of building entrances | Avoid closures of building entrances. Provide clearly signed, illuminated and delineated walkways and cycle routes. | Monitor temporary access paths, walkways, cycling routes and fencing. |
| Light pollution | Use of best practices to avoid unnecessary and obtrusive lights. | Construction activities should be monitored by an Environmental Inspector. |
| Temporary narrowing of lanes | Prepare emergency response and incident management plans. Conduct pre-construction planning meetings with local emergency services. | Construction activities should be monitored by a qualified Inspector/Contract Administrator with Extensive Knowledge of Ontario Traffic Manual Book 7. |
| Utility serviceability effects due to design requirements and construction | Obtain permits and consents from all utility companies with respect the design, construction, installation, servicing, operation, repair, preservation, relocation, and/or commissioning of utility infrastructure. | Maintain regular communication with utility companies. Perform inspection and testing to ensure successful utility relocation. |

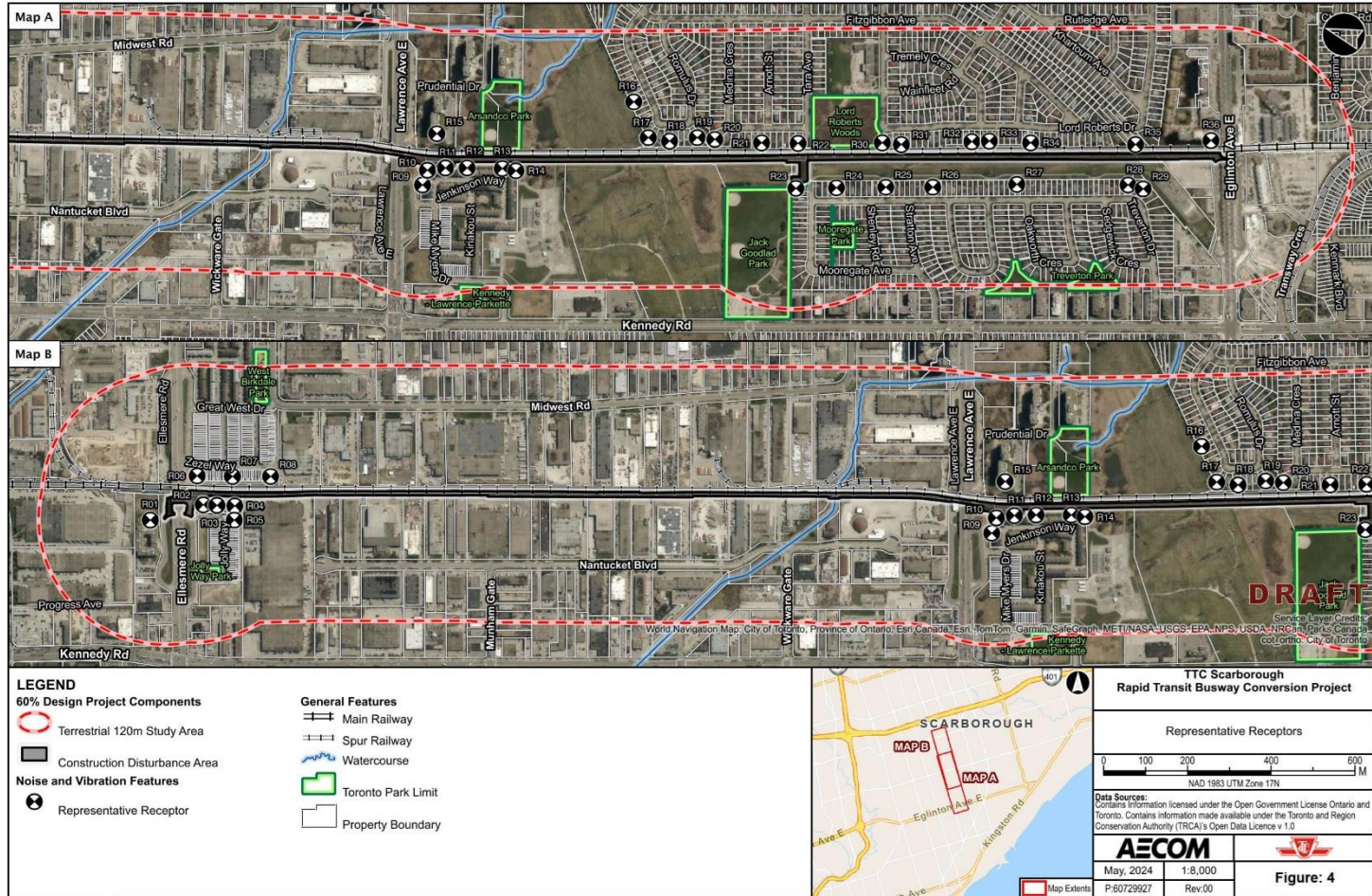
Noise and Vibration – Existing Conditions

- The baseline noise measurements were conducted in areas near the identified noise sensitive receptors to be representative of the ambient conditions.
 - 36 Sensitive Receptors.
- Ambient conditions include the noise from the existing road traffic and industry, and exclude transient noise from aircraft and railways, except for pre-existing rail operations.



Photo of a Noise Monitor

Location of Representative Receptors



Noise and Vibration – Impacts and Mitigation

| Potential Impacts | Mitigation Measures | Monitoring Activities |
|---|---|---|
| Human annoyance due to construction | Avoid nighttime construction where possible near residences. Use equipment compliant with Noise Pollution Control guidelines. | Review concerns of likely affected persons. Respond to occupant issues as they arrive. Review construction compliant process. |
| Construction vibration | Abide by all local vibration by-laws. Set vibration limits appropriate for structure type. Use lower vibration equipment and processes where feasible. Develop a construction vibration complaint resolution process. | Review construction vibration complaint resolution process. Respond to occupancy issues as they arrive. |
| Noise levels expected to exceed noise mitigation threshold during operation | Consider implementing lower noise emitting buses. Consider the use of larger bus shelters as a noise screen. Consider encouraging bus operators to accelerate slower while near the residences. | Investigations should be conducted to determine the feasibility of implementing lower noise emitting buses (for example electric buses) as they become available. |

Cultural Heritage

- The Study Area has been extensively developed.
- No Built Heritage Resources and Cultural Heritage Landscapes were identified within the Study Area.
- No anticipated impacts to the cultural environment and no mitigation measures are required.



Archaeology – Existing Conditions

- A Stage 2 Archaeological Assessment was conducted as part of this Project at two locations within the Study Area:
 - Lawrence East Stop
 - Tara Avenue Stop
- A Stage 2 Archaeological Assessment involved a series of test pit surveys at 5 metre and 10 metre intervals.
- The Stage 2 field survey did not result in the identification of archaeological sites, nor the recovery of archaeological material.
- As a result, no further archaeological assessments are required, pending review and acceptance by the Ministry of Citizenship and Multiculturalism.



Archaeology – Impacts and Mitigation

| Potential Impacts | Mitigation Measures | Monitoring Activities |
|---|--|---|
| Disturbed ground within Study Area | All test pits will be backfilled to grade so that no visible indications of the survey will be present. | None required. |
| Discovery of archaeological material during construction | If human remains are found, police will be notified immediately and all work will cease in the vicinity of the remains. The archaeologist will assist by determining the remains are in fact human and will work with the police. | None required. |
| Potential revisions of the Stage 2 Archaeological Assessment Report | Revise the Stage 2 Archaeological Acceptance Report based on feedback from the Ministry of Citizenship and Multiculturalism. | Ensure the Stage 2 Archaeological Assessment is accepted into the Ministry of Citizenship and Multiculturalism Ontario Public Register of Archaeological Reports. |

Traffic and Transportation – Existing Conditions

Interim On-Street Routing was developed as part of Phase 1 of the Line 3 decommissioning plan. In the proximity of the Study Area, there are:

- Seven Line 3 Replacement Bus routes.
- Five roadways with interim on-street bus routing.
- 22,000 daily riders using the Line 3 Replacement Buses.



Traffic and Transportation – Impacts and Mitigation

| Potential Impacts | Mitigation Measures | Monitoring Activities |
|---|---|--|
| Increased activity from construction vehicles | Install advance advisory signage, including roadway closure information. Establish traffic management plan to ensure access for local businesses and residents. | Construction activities should be monitored by a qualified inspector to ensure compliance with mitigation plans. |
| Bikes lanes, sidewalks, and multi-use paths may be temporarily closed | Maintain pedestrian and cycling access through work zones whenever possible. | Temporary pedestrian and cycling access routes and safety fencing should be monitored. |
| Limited access for bikes and pedestrian to bus stops | Add cycling facilities along service roads to stops and provide bike parking at stops where applicable. Implement safety-enhancing treatments such as continuous sidewalks or high-visibility crosswalks. | Collect and analyze data on pedestrian incident or near-misses. |
| Buses entering and exiting the busway introduce new turning movement conflict points. | “Do Not Enter” and “Toronto Transit Commission Vehicles Only” signs to be provided. | Regularly review and update traffic signage and control measures to ensure clarity and effectiveness. |
| Limited access for large emergency vehicles | A comprehensive emergency plan should be developed and implemented. | Regular monitoring activities and assessments should be conducted to improve accessibility. |



Drainage and Stormwater – Existing Conditions

- The Existing Drainage and Stormwater Conditions were determined via a review of secondary sources and field investigations.
- The following were present in the Study Area:
 - Small impervious ditches.
 - Corrugated Steel Pipe culverts.
 - Catch basins.
 - Drainage inlets.
 - Groundwater subdrains.



Photo of Highland Creek

Drainage and Stormwater – Impacts and Mitigation

| Potential Impacts | Mitigation Measures | Monitoring Activities |
|---|--|---|
| Additional pavement and curb may require catch basins, manholes and ditch inlets to be adjusted | Changes to City of Toronto Infrastructure should be communicated and required permits should be obtained. Complete a condition assessment for required infrastructure. | Ongoing communication with City of Toronto. |



Next Steps

- Incorporate feedback from this Public Information Centre into the Final Environmental Project Report.
- Publish the Final Environmental Project Report and Notice of Completion.
- Address any objections received during the 30-day Public Review Period and conduct any necessary revisions to the Final Environmental Project Report.
- Provide Final Environmental Project Report to Minister for 35-day review period.
- Issue Statement of Completion.

