TORONTO TRANSIT COMMISSION
REPORT NO.

MEETING DATE: DECEMBER 16, 2009

SUBJECT: REQUEST FOR APPROVAL OF THE ETOBICOKE-FINCH WEST LRT ENVIRONMENTAL ASSESSMENT STUDY

ACTION ITEM

RECOMMENDATION

It is recommended that the Commission:

1. Approve the recommendation of the joint City/TTC Etobicoke-Finch West Light Rail Transit (LRT) Transit Project Assessment Study, for a LRT line from Finch Station to Humber College including the alignment, stops, stations (and related surface facilities), and traffic management, as described in the attached "Etobicoke-Finch West Light Rail Transit, Environmental Project Report, Draft Executive Summary";

2. Note that eleven formal public consultation meetings and six community meetings were held;

3. Forward this report to the Toronto Executive Committee for its meeting on January 4, 2010 and subsequently submit it to the January 26, 2010 meeting of Toronto City Council recommending that City Council approve the recommendations of the Etobicoke-Finch West LRT Transit Project Assessment Study and authorize staff to submit the Environmental Project Report (EPR) to the Ministry of Environment; and

4. Forward this report to Metrolinx, Humber College, City of Mississauga, City of Brampton, York Region, GO Transit, and the Ontario Ministry of Transportation for information.

FUNDING

Funding for the Etobicoke-Finch West LRT was included under Transit City Approved Priority Projects shown "below the line" in the TTC 2010-2014 Capital Program, as approved by the Commission on September 24, 2009. Approval of a further $134.5 million (in addition to the existing approval of $29.9 million) in project expenditures and commitments for 2009 was approved by the Commission on July 9, 2009 and by City of Toronto Council on September 30 and October 1, 2009 bringing the total approved budget to $164.4 million.

The current City of Toronto Council approved funding for this project is $11.5 million. The Interim Funding Memorandum of Agreement to provide funding to the end of 2009 is currently being negotiated with Metrolinx, the City and the TTC for the Etobicoke-Finch West LRT and three other Transit City priority lines. A Performance Agreement for the full funding of the Etobicoke-Finch West LRT will be negotiated by TTC and Metrolinx.

BACKGROUND

At its meeting of March 21, 2007, the Commission endorsed the *Toronto Transit City Light Rail Plan* as the basis for rapid transit expansion in the City of Toronto. This plan included the Etobicoke-Finch West LRT line as one of seven lines forming a network of fast, reliable, environmentally-sustainable light rail transit throughout the City. Subsequently at its meeting of November 14, 2007, the Commission received the staff report entitled, Transit City Light Rail Plan – Evaluation and Ranking of Routes, which assessed all seven of the light rail lines which comprise the Transit City plan, and confirmed the earlier staff conclusion that the Sheppard East, Etobicoke-Finch West, and Eglinton Crosstown LRT lines are the priority projects for the start of implementation of the plan.

On June 15, 2007, the Province of Ontario announced the *MoveOntario 2020* rapid transit plan for the Greater Toronto and Hamilton area (GTHA). *MoveOntario 2020* includes the TTC-City of Toronto *Transit Light Rail Plan*, which includes the proposed Etobicoke-Finch West LRT line. In the spring of 2009 the Province announced funding of $1.2 billion for the Finch LRT project. The Finch-Sheppard LRT is included as a priority project in the *Metrolinx Big Move Transit Plan* for the GTHA.

In the spring of 2008, the City of Toronto and Toronto Transit Commission initiated preliminary planning for a Transit Project Assessment Study for the Etobicoke-Finch West LRT line. The Transit Project Assessment is conducted in accordance with the Transit Projects Regulation of the *Environmental Assessment Act* (EA). Under this Regulation, transit projects, such as the Etobicoke-Finch West LRT, are exempt from the requirements under Part II of the *Act.* The new regulation has created a process which allows for an assessment of potential environmental impacts to be completed and approved within six months.

This report provides a summary of the public consultation process, results of the Transit Project Assessment Study and the rationale supporting the various elements of the recommended preferred design for the Etobicoke-Finch West LRT line.

DISCUSSION

Purpose of the Etobicoke-Finch West LRT Project

The objective of this project is to provide LRT service in the Finch Avenue West corridor that would be a cost-effective way of providing excellent, reliable, high-capacity, environmentally-sustainable transit service thereby reducing auto dependency and creating a more liveable, attractive, and sustainable city.

Study Area

The study area for this project extends from just east of Yonge Street, along Finch Avenue West and Highway 27, to the area around Humber College, located at Highway 27 and Humber College Boulevard. The study area encompasses the majority of the existing 36 Finch West bus route and intersects with many local and regional transit services. The western terminus at Humber College is designed to allow possible future extensions of the line to the vicinity of the Woodbine Live! development and Pearson International Airport.

The Process to Date

The process to date has involved a number of study phases to develop a preferred LRT alignment and to assess the impacts of its construction and operation. These phases included:

- A Feasibility Study was completed to assess the implementation of an LRT line within the defined Finch Avenue West corridor. It identified key issues to be analyzed during the transit project assessment process.
- Data collection and analysis on transportation facilities, the natural environment, and the social environment was completed for the entire corridor.
- For those areas where issues had been identified, alternative solutions were developed and analyzed. The preferred option was incorporated into the preferred project design.
- Environmental issues were identified and alternative elements were selected for the alignment to minimize and/or mitigate adverse impacts.
- At the beginning of the process, various agencies and stakeholder groups were canvassed to determine interest in the project. Meetings were held with City departments, interested stakeholders (e.g., Humber College), and utility companies.
- A comprehensive public consultation program was developed to allow the public to review the proposed project and provide comments. Two series of public consultation open houses have been held. Information was posted on the City and TTC websites. Opportunities were provided for the public to comment verbally, by

email or by fax. In addition, meetings arranged by local Councillors provided additional opportunities for the public to receive and respond to detailed information similar to the open houses. In total, twenty meetings will have been held with the public, with Councillors, and with community groups about the project. Responses to questions received from individuals have been provided where requested and public consultation records prepared summarizing concerns and comments.

- The full process has resulted in the development of a preferred alignment and associated facilities for the Etobicoke-Finch West LRT line to operate from Finch Station on the Yonge Subway to Humber College.

The Preferred Design

The design proposed for the majority of Finch Avenue West and Highway 27 consists of two LRT tracks operating on a raised median, of approximately 150 mm in height, in the middle of the road. Midblock, there will be two traffic lanes, a bicycle lane, and a pedestrian clearway on either side of the LRT. At signalized intersections, the raised right-of-way will be lowered to the adjacent road height and the cross-section will accommodate left-turn lanes and LRT passenger platforms.

LRT stops will generally be provided every 400-to-600 metres. Passenger platforms will be approximately 60 metres long to accommodate two-car LRT operation.

Other road traffic will be permitted to cross the tracks at signalized intersections only. Unsignalized intersections and driveways will be limited to right-in/right-out operation. U-turns will be permitted from left-turn lanes.

The urban design element of this project recognizes the importance of designing an “entire street”. As outlined in the City's *Vibrant Streets* document, a key objective is to create a street that is accessible, more attractive, and pedestrian-friendly. Urban design, cycling, and pedestrian-realm issues have been paramount throughout the development of the project. During the detailed design phase, urban design considerations will continue to be integrated throughout the project. The focus will be on accessibility, treatments in areas such as LRT platforms, crosswalks, and boulevards that will be unique to *Transit City* LRT lines, provision of adequate space for street furniture, as well as incorporating special urban design treatments where possible. The project will also include a public art component.

Special Design Areas

Connection at Finch West Station: 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 interests of passenger transfer convenience and expediting LRT vehicles through the Keele Street intersection. Further work in coordinating with TYSSE

design staff and evaluation of the technical feasibility needs to be done to confirm the validity of this concept. In the event that the technical challenges of this proposed design prove to be unjustified by cost, 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.

Connection at Finch Station: A grade separated connection to Finch Station at Yonge is also recommended in the interests of passenger convenience and expediting the LRT vehicles through the Yonge Street intersection. Further work on optimizing the passenger transfer tunnels needs to be done.

Humber College-North Campus: The project team identified the north campus of Humber College, on the southwest corner of Humber College Boulevard and Highway 27 as the logical western terminus for this phase of the Etobicoke-Finch West LRT. Discussions with Humber College management have resulted in general agreement on the location of an LRT terminal stop on the campus grounds. The College is currently in the early stages of a campus redevelopment plan and the exact location and orientation of the LRT stop will be finalized as the campus plans are finalized. A formal agreement between the TTC and Humber College will be established.

Property Requirements

Approximately 200 properties will be affected for the Etobicoke-Finch West LRT. Most of the impacts are partial frontage requirements to create the space necessary to accommodate stops. Every effort will be made to mitigate property requirements during design.

Included in the technical property requirements are twelve traction power substation locations along the route at approximately 1.5 kilometre spacing. There is some flexibility in locating substations and efforts will be made to mitigate these property requirements by situating them on TTC/City property where possible, and taking advantage of properties that become available during the design phase.

From Yonge Street to Bathurst Street, Finch Avenue West was originally laid out to a 30-metre cross section. The City's Official Plan designates a 36-metre street allowance for this section of Finch Avenue West, consistent with its designation as an Avenue. To date, the additional space for the 36-metre street allowance has been acquired on a piecemeal basis through development applications. As an integral part of this project, the acquisition of the 36m width from the segment from Yonge Street to Bathurst Street will be expedited to allow for the Transit City standard cross section to be implemented.

Schedule

Assuming all necessary approvals are received by the end of May 2010, construction is expected to begin in 2011 and continue until 2015, with public service on the new LRT line to begin in late 2015.

Official Plan Amendment

Map 5 of Toronto's Official Plan, "Surface Transit Priority Network" identifies Finch Avenue West and Highway 27 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."

Transit Project Assessment Process

Under the Transit Projects Regulation of the *Environmental Assessment Act* (EA), transit projects, such as the Etobicoke-Finch West LRT, are exempt from the requirements under Part II of the *Act*. The new regulation has created a process which allows for an assessment of potential environmental impacts to be completed and the report to gain approval within six months.

The preliminary planning has been completed for the project and the Transit Project Assessment Process Notice of Commencement was issued November 16, 2009. Public consultation has been included throughout the process. The attached report, entitled "Etobicoke-Finch West Light Rail Transit, Environmental Project Report, Draft Executive Summary" provides additional details on:

1. The process followed to develop the project;
2. The rationale for the design elements selected for the Etobicoke-Finch West LRT; and
3. A summary of the environmental impacts of the project and the net effects following proposed mitigation measures.

Complete details on the Etobicoke-Finch West LRT line, including plans of the 17-kilometre alignment from Finch Station to Humber College, will be contained in the project's Environmental Project Report, which will be finalized in early 2010. The Environmental Project Report will be placed on the public record for the mandatory 30-day review period in spring 2010.

Possible Future Extensions

A feasibility study to determine potential routings for the future westward extension of the Etobicoke-Finch West LRT to the vicinity of Woodbine Live! development and the Pearson International Airport has been completed and is under review. A planning study for the eastward extension of the LRT along Finch Avenue East and south on Don Mills Road to a connection with Don Mills Station and the Sheppard East LRT will commence in 2010. Both of these extensions, if approved, would be treated as future phases of the project and will not delay the current work.

JUSTIFICATION

The Etobicoke-Finch West Light Rail project is a component of the *Toronto Transit City Light Rail Plan*, the Province's *MoveOntario 2020* plan and Metrolinx Regional Transportation Plan. The recommendations of the Etobicoke-Finch West LRT Transit Project Assessment Study should be approved by the Commission as a cost-effective way of providing excellent, reliable, high-capacity, environmentally-sustainable transit service thereby reducing auto dependency in this corridor and create a more liveable, attractive, and sustainable city.

- - - - - - - - - - - -

December 4, 2009
55-8-7
2000289

Attachments:
Etobicoke-Finch West Light Rail Transit, Environmental Project Report, Draft Executive Summary

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.

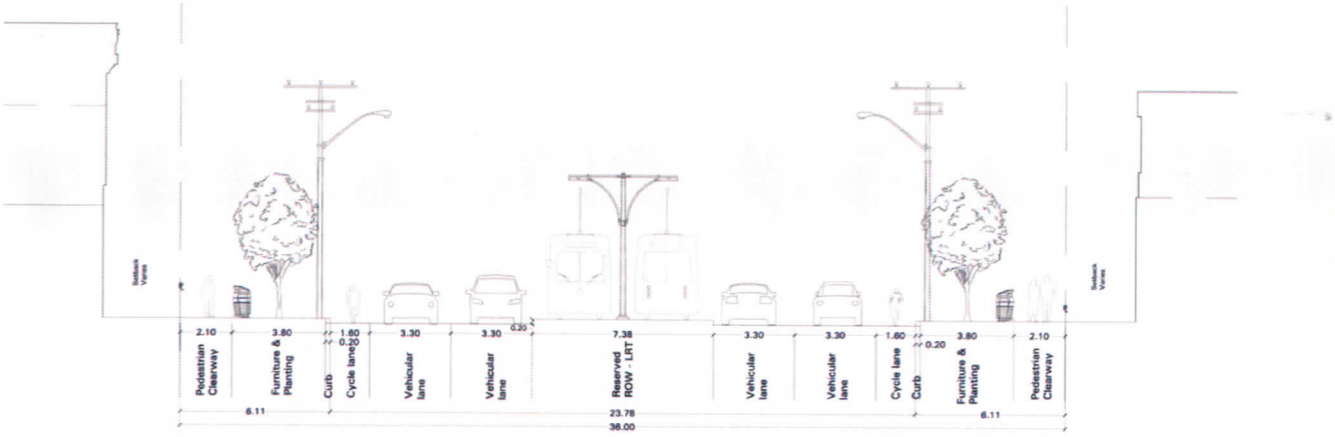

Figure E-2. 36m Standard Cross-section for Urban Mid Block

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.

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
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

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	***Technical Agencies***
Canadian Environmental Assessment Agency	Enbridge Gas Distribution
Environment Canada	MTS All Stream Inc.
Department of Fisheries and Oceans	Telus
Transport Canada - Ontario Region	Enwave Energy Corporation
Ministry of Aboriginal Affairs	Group Telecom / 360 Networks
Ministry of Agriculture, Food and Rural Affairs	Hydro One Network Inc.
Ministry of Citizenship and Immigration	Toronto Hydro

Government Review Agencies	***Technical Agencies***
Ministry of Culture	Toronto Hydro Telecommunications
Ministry of Municipal Affairs and Housing	Rogers Cable Inc.
Ministry of Natural Resources	Bell Canada
Ministry of the Environment	Toronto and Region Conservation Authority
Ministry of Tourism and Recreation	Canadian National Railway
Ministry of Transportation	Canadian Pacific Railway
Ontario Realty Corporation	GO Transit
Ministry of Health Promotion	Toronto District School Board
Ministry of Energy and Infrastructure	Toronto Catholic District School Board
Ministry of Health and Long-Term Care	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 polices and guidelines.