

7. COMMITMENTS TO FUTURE ACTION

During the Transit Project Assessment, the TTC and the City of Toronto have worked closely with key stakeholders to address and resolve all issues or concerns identified. However, not all issues can be addressed within the context of a Transit Project Assessment since the design of the Eglinton Crosstown LRT has been prepared at a conceptual level and further details are required to finalize property requirements, planning initiatives, construction issues and permits/approvals. The following sections present the TTC's and City of Toronto's commitments to future action during preliminary and detail design.

7.1 Consultations

The TTC will consult with the public, property owners and stakeholder agencies (including emergency service providers) during the design of the Eglinton Crosstown LRT alignment, stops/stations, bus terminals and ancillary facilities. Specifically, the TTC will:

- a) Develop a public consultation plan, which will include a strategy for public participation during design and addressing community issues/concerns during construction of design; and
- b) Consult with City of Toronto emergency service providers (including fire, police and emergency medical services) on the design of the surface LRT stops and runningway.

7.2 Property Acquisition

The City of Toronto and the TTC will proceed with property acquisition (including permanent property requirements and temporary construction easements) as follows:

- a) The TTC will conduct a Property Protection Study during the early stages of the design;
- b) The City of Toronto and the TTC will continue property negotiations with the Greater Toronto Airports Authority (Pearson International Airport lands), the Ministry of Transportation, Hydro One Networks Inc., Ontario Realty Corporation, the Toronto and Region Conservation Authority, the City of Mississauga, the Toronto District School and the Toronto Catholic District School Board for publicly-owned property;
- c) For privately-owned properties within the City of Toronto, the City of Toronto will acquire property by negotiation or expropriation, as required; and
- d) For privately-owned properties located within the City of Mississauga (west of Renforth Drive), the City of Toronto will secure the required property interests by negotiation or expropriation as required and will coordinate the property acquisition activities with the City of Mississauga.

7.3 Planning and Design Initiatives

The TTC, City of Toronto and the City of Mississauga will undertake the following planning and design initiatives:

- a) The TTC will work with the City of Toronto to ensure that selected locations for station entrances, vent shafts, traction power substations (and Emergency Exit Buildings) meet established urban design and community planning policies and guidelines, limit impact, and provide opportunities for enhancements of the sites and pedestrian access;

- b) The TTC will work with the City of Toronto and the City of Mississauga to ensure that short- and long-term cycling amenities are incorporated into the Eglinton Crosstown LRT facility designs, in accordance with prevailing City policies and design standards;
- c) The TTC and the City will "conduct an early planning review of the Eglinton/Oakwood station node, where the Toronto Parking Authority is currently exploring a joint venture development" (refer to Section 1.8);
- d) The TTC will incorporate City of Toronto and City of Mississauga urban design criteria into the design of Eglinton Crosstown LRT facilities. Specifically, the TTC and the City of Toronto will undertake an Urban Design Study to identify characteristics of the existing and planned context along the corridor;
- e) The TTC will work with the City of Toronto and the City of Mississauga to ensure that the pedestrian environment at surface stops and underground stations meets established urban design and community planning policies and guidelines;
- f) The City of Toronto and the TTC will work with the Greater Toronto Airports Authority (GTAA) to select a preferred alignment and stop(s) at Pearson International Airport as part of a special study;
- g) The TTC will complete a separate Transit Project Assessment, under the Scarborough RT Conversion and Extension Project, to confirm the alignment of the Eglinton Crosstown LRT from the intersection of Kennedy Road into Kennedy Station;
- h) The TTC will work with Metrolinx to ensure that appropriate interface opportunities with GO Transit rail lines are protected for in the vicinity of Black Creek Drive/Weston Road, Caledonia Road and Leslie Street;
- i) The TTC and the City of Toronto will conduct further traffic analyses for nine key intersections where left turn prohibitions are to be implemented (Martin Grove Road, Kipling Avenue, Islington Avenue, Royal York Road, Scarlett Road, Jane Street, Victoria Park Avenue, Pharmacy Avenue and Birchmount Road) to support fast and reliable LRT service and to encourage transit-oriented development in the Eglinton Avenue corridor;
- j) The TTC will implement public art in accordance with prevailing TTC Corporate Policy; and
- k) An amendment to the Mississauga Official Plan will be required to include a rapid transit corridor from Eglinton Avenue West and Commerce Boulevard to Pearson International Airport via Commerce Boulevard, Convair Drive and Silver Dart Drive.
- l) The TTC will explore opportunities to provide coniferous vegetation along the property line between the Keele Street Bus Terminal and residential properties to minimize potential off-site air quality impacts

7.4 Construction Issues

The TTC will conduct further research and analysis for the construction of the Eglinton Crosstown LRT, including, but not limited to the following activities:

- a) Prepare a monitoring plan in accordance with subsection 9.2.8 of Ontario Regulation 231/08 to verify the effectiveness of mitigation measures;
- b) Include noise, vibration and air quality monitoring and mitigation measures and construction site maintenance/upkeep requirements in construction contract documents;
- c) Develop traffic, parking, transit, cycling and pedestrian management strategies to be included in construction contract documents;
- d) Analyse cut and cover construction sites further with the objective to minimize impacts including: reducing width of station box construction by refinement of station platform width and tunnel diameter; alternate methods of excavation support for cut and cover locations; use of mining methods at critical locations; and development of comprehensive pedestrian and traffic management plans;
- e) Develop utility, pipeline and municipal servicing relocation plans with service providers (including but

- not limited to Bell Canada, Enbridge Gas Distribution, Trans-Northern Pipelines, Rogers Cable, Sun-Canadian Pipelines, Toronto Hydro, Toronto Water, Enersource and the Region of Peel;
- f) Develop emergency response plans with emergency service providers to maintain fire, police and emergency medical services during construction;
 - g) Prepare and implement arborist reports, tree protection plans, edge management and streetscape plans;
 - h) In consultation with TRCA, City of Toronto and City of Mississauga, determine areas where compensation for vegetation loss will be required; determine quantity and type of species to be used; and, identify sites where restoration efforts would be maximized;
 - i) Undertake Designated Substances Surveys for any buildings or structures which require demolition and to reflect the findings in construction contract documents;
 - j) Develop procedures for disposal of excavated materials, including excess soils, in accordance with Ministry of the Environment requirements;
 - k) Prepare and implement a Soil and Groundwater Management Strategy, including water treatment methods, which results in discharge water quality complying with prevailing TRCA and City of Toronto water guidelines and requirements; and contaminated soils management, in accordance with environmental legislation, regulations and guidelines;
 - l) Prepare an erosion and sedimentation control plan, which complies with prevailing TRCA, City of Toronto and City of Mississauga water guidelines and requirements;
 - m) Undertake buildings, structures, and railway protection and monitoring;
 - n) Prepare Cultural Heritage Evaluation Reports and/or undertake Heritage Impact Assessments at select sites to address **Ministry of Culture**, City of Toronto Heritage Preservation Services and City of Mississauga Local Municipal Heritage Committee requirements. In the City of Toronto, cultural heritage resources of "heritage interest" but not on the Municipal Register, will be screened to assess local significance and whether to proceed through to the Heritage Impact Assessment process.;
 - o) Undertake stray current protection (if applicable) and monitoring for pipelines and other utilities;
 - p) Manage brownfield sites in accordance with Ontario Regulation 153/04 and Ontario Regulation 511/09 **as it may be amended from time to time**;
 - q) Conduct a Phase 1 and 2 Environmental Site Assessment for any areas of existing contamination prior to property acquisition for the Eglinton Crosstown LRT and consult with MOE as appropriate;
 - r) Conduct a Stage 2 archaeological assessment for properties with archaeological potential that could not be assessed during the Transit Project Assessment; and
 - s) For lands under TRCA ownership, conduct archaeological investigations in accordance with TRCA and Ministry of Culture requirements.

7.5 Permits and Approvals

The TTC will secure necessary permits and approvals for the implementation of the Eglinton Crosstown LRT, including, but not limited to:

- a) Planning approvals (including Site Plan Approval) for all above-grade structures and facilities (through the City of Toronto or the City of Mississauga);
- b) Park access permits (through the City of Toronto) for access to parks for construction and staging activities;
- c) Building permits for the stations, emergency exit buildings and traction power substations (through the City of Toronto or the City of Mississauga);
- d) Navigable Waters Protection Act approval (through Transport Canada) at the Humber River, West Don River and East Don River;
- e) Permit(s) to Take Water (from the Ministry of the Environment) (for locations where dewatering exceeds 50,000 litres per day);
- f) Ontario Regulation 166/06 (Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses) permits (through TRCA) for work within regulated areas including Mimico Creek, Silver Creek, Lower Main Humber River, Black Creek, West Don River, East Don River, Wilson Brook and Massey Creek;
- g) Stormwater management, in accordance with City of Toronto, City of Mississauga, TRCA and MOE requirements;
- h) Sewer discharge approvals, in accordance with Region of Peel, City of Mississauga, City of Toronto and TRCA requirements;
- i) Railway Crossing Agreements at the Weston Subdivision, Mactier Subdivision, Newmarket Subdivision, Belleville Subdivision and Bala Subdivision (through CN Rail, CP Rail or Metrolinx);
- j) Pipeline Crossing Agreements, as required;
- k) Permits and/or approvals for a new bridge crossing Highway 401 and modifications to the Highway 401/427 interchange and the Highway 427 ramps (through the Ministry of Transportation Corridor Management Office);
- l) Certificate of Approval for Air Quality in accordance with the Environmental Protection Act (through MOE);
- m) Permits for construction within the existing road allowances (through the City of Toronto and City of Mississauga); and
- n) Highway Alteration By-law approval for alterations to Eglinton Avenue (through the City of Toronto).
- o) Permits and approvals for tree protection and removal/injury (through TRCA, the City of Mississauga and the City of Toronto as applicable);
- p) Assure that applicable Ontario Energy Board approvals are obtained for utility relocations; and
- q) Comply with City of Toronto Ravine and Natural Feature Protection By-law, as applicable.

7.6 Noise and Vibration Protocols

The TTC will conduct additional noise and vibration studies as required, in accordance with existing MOE/TTC protocols.

7.7 Canadian Environmental Assessment Act Determination

TTC submitted a CEAA Project Description to the Canadian Environmental Assessment Agency (CEA Agency). The CEA Agency has circulated the Project Description to relevant federal agencies to determine if there is a need for an environmental assessment and which federal agencies may have a responsibility or interest. Most of the federal agencies have not identified a trigger; however, Transport Canada, Department of Fisheries and Oceans and Canadian Transportation Agency may still identify a trigger under the Navigable Waters Protection Act, Fisheries Act or Canada Transportation Act, once project design has advanced. If required, TTC will conduct an environmental screening to secure a determination under the Canadian Environmental Assessment Act.

7.8 Municipal Approvals

7.8.1 Toronto City Council

At its meeting of November 30, 2009, Toronto City Council approved a report from the Toronto City Manager which included the following recommendations:

In addition to amendments to Section 7.3, City Council approved the following motions:

- a) "Local Councillor(s) be consulted during the preparation of property protection studies, and as part of the property acquisition process for temporary construction easements.
- b) No specific discussion on the deferral of the construction of "any stops" will occur with Metrolinx without first consulting the local Councillor(s) well in advance of that consideration.
- c) The deferral of the construction of any stops shall not occur without the TTC seeking approval of City Council.
- d) City Council request the TTC to have the Eglinton Crosstown LRT connection from Martin Grove Road to Pearson International Airport and the Etobicoke-Finch West LRT connection from Humber College to Pearson International Airport evaluated together as the Transit City Light Rail Network, and that evaluations of options include maintenance and operating costs from a network perspective as evaluation criteria.
- e) City Council requests the TTC to consider full property acquisitions for use as secondary station accesses, not solely for fire vents, where practical.
- f) The City Manager and TTC staff report back on a truck operations plan including appropriate highway signage, in conjunction with the design for the Eglinton LRT.
- g) The TTC be requested to provide detailed analysis on truck movements prior to completion of the final design.
- h) City Council requests the TTC to expedite the implementation of the Eglinton Crosstown LRT and that the City Manager be requested to report to the TTC on any impediments or specific issues that need to be resolved in order to eliminate delay."

These City Council-approved motions are included in this chapter of the Environmental Project Report as a commitment to future action.

7.8.2 City of Mississauga General Committee

At its meeting of December 3, 2009, the City of Mississauga General Committee (a Committee of City of Mississauga Council) endorsed the City of Toronto and the Toronto Transit Commission' (TTC) Eglinton Crosstown Light Rail Transit (LRT) Project from Kennedy Station to Pearson Airport, specifically the alignment in the City of Mississauga on Eglinton Avenue and Commerce Boulevard with a new crossing of Highway 401 as part of LRT connection to Toronto Pearson International Airport." In addition, the Committee approved the recommendations that staff:

- a) "report back to General Committee at the appropriate time on the official plan amendment needed to support the Airport transit connection.
- b) That staff be directed to facilitate information meetings with the landowners and the business community."

These Committee-approved recommendations are included in this chapter of the Environmental Project Report as a commitment to future action.

7.9 Addendum Process

The TTC will prepare an addendum if significant changes to the project occur after the Notice of Completion is issued in accordance with Section 15 of the Transit Projects Regulation, including:

- Preparation of an addendum to the Environmental Project Report;
- Preparation of a Notice of Addendum to the Environmental Project Report; and,
- Distribution of the Notice of Addendum to relevant stakeholders and the Ministry of the Environment.

Upon resolution of the alignment on the Airport Lands with the GTAA and Metrolinx, the TTC and the City of Toronto will proceed with amending the Environmental Project Report under the Provincial process if required.

GLOSSARY OF TERMS

Airport Link	Light Rail Transit connection between the Pearson International Airport and the area at Eglinton Avenue/Martin Grove Road.
Avenues	Important corridors along major streets where redevelopment and growth is encouraged.
Alignment	Refers to the specific horizontal and vertical location of the Light Rail Transit tracks.
Ambient/Background Sound Level	The all-encompassing noise associated with a given environment and comprises as composite of sounds from many sources, other than the source of interest, near and far. In the context of this document, the ambient or existing noise level is the noise level, which exists at a receptor as a result of existing traffic conditions without the addition of noise generated by the proposed undertaking or the new source of noise.
At-grade	Roadway and/or LRT rail corridor at the same elevation as the surrounding land.
Below-grade	Roadway and/or LRT rail corridor beneath the elevation of the surrounding land.
Bus Bays	Off-street areas for loading and unloading passengers within the bus circulation portion of a transit station.
Bus Terminal	Off-street and on-street structures for loading and unloading bus passengers.
Centre Stop	LRT surface stop located on either side of the intersection.
Concourse Level	The level of the LTR station between the street level and the platform level.
Crossover Track	Consists of two tracks of opposite orientation superimposed upon each other. Crossovers allow trains to transfer from one track to the other in order to change directions.
Cut and Cover	Construction method for shallow tunnels consisting of excavation from the surface to the bottom of the tunnel. A trench is excavated and roofed over.

DB Increases (Vibrations)

The decibel scale is often used to describe vibration. When the speed of a vehicle increases from 30km/hr to 60km/hr, the vibration levels would be 6dB higher at the greater speed. The impression on an individual of an increase in vibration in terms of dB is greater than the same increase in sound level causes. The decibel scale is also used to provide an indication of the percentage reduction in levels. A 10dB reduction in vibration levels would correspond to vibration levels being 32% of their original level.

dB Change in Vibration	% Increase in Vibration	% Decrease in Vibration
1	12%	11%
3	41%	29%
6	100%	50%
10	216%	68%

Decibel (dB)	A unit of measurement of loudness as detected by the human ear.
Easements	Right to enter subject property for specific reasons.
Electromagnetic Interference	A disturbance that affects an electrical circuit due to either electromagnetic conduction or electromagnetic radiation emitted from an external source. The disturbance may interrupt, obstruct, or otherwise degrade or limit the effective performance of the circuit.
Emergency Exit Building	Building located at street level used to evacuate passengers from the Light Rail Transit tunnels in the event of an emergency. It is typically located between two underground stations to provide passengers and staff an intermediate exit route when stations are further than 762m apart to meet established code and guideline requirements.
Environment	Environment as defined in the Ontario Environmental Assessment Act means: a) air, land or water; b) plant and animal life, including human life; c) the social, economic and cultural conditions that influence the life of humans or a community; d) any building, structure, machine or other device or thing made by humans; e) any solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from human activities; or f) any part or combination of the foregoing and the interrelationships between any two or more of them, in or of Ontario.
Environmental Impacts	Positive or negative effects on the environment caused by the construction or operation and maintenance of the Spadina Subway Extension.
Environmental Project Report	A report documenting the Transit Project Assessment Process, the conclusions reached, the impacts, the associated mitigation measures, and the future commitments for a transit project.
Erosion	A slow wearing away of the surface by natural action of wind and water
Evaluation Criteria	Principle or standard on which a judgement or decision may be based.
Excavation	The act of taking out material.
Expropriation	The acquisition of property in accordance with the Expropriations Act of Ontario.
Farside Stop	LRT surface stop located beyond the intersection in the direction of travel.
Fire Ventilation Shafts	Shafts which connect from the platform level of a station to the surface used to balance air pressure within the tunnels and stations and to provide for emergency exhaust and fresh air supply in case of an underground fire.

Floodplain	Normally dry land areas that are adjacent to a natural stream or watercourse and that are temporarily inundated during floods.	Main Entrance	Access and egress point of walk-in traffic along the underground LRT. Main entrances form anchor points for the concentration of people, uses and activities. It includes an elevator, an escalator, and stairs. The entrance connects the street level to the station concourse level.
GO Rail service	Commuter rail service which is operated by GO Transit.	Mississauga Bus Rapid Transit (BRT)	Transit service travelling a two-lane bus-only roadway (busway) running across the City of Mississauga. The busway will be grade separated from all crossing roads, allowing buses to operate at up to 80 km/hr on their own roadway, with no other traffic, no signals and no stop sign. The busway will run parallel to part of Highway 403, Eastgate Parkway, and Eglinton Avenue.
Grade Separation	Bridge separating two linear facilities at cross points. This is most commonly used in discussing crossings of roads and rail.	Mitigating Measures	Actions to reduce or eliminate any negative environmental effects caused by the Eglinton Crosstown Light Rail Transit.
Grade	The profile of the centre of the Light Rail Transit running way structure or its rate of ascent or descent.	Mitigation	Action necessary to prevent, change or remedy potential adverse effects.
Groundwater	Free water contained in the zone below the water table. The source of water in wells, springs, etc.	Nearside Stop	LRT surface stop located before the intersection in the direction of travel.
Headway	The time separation between two vehicles, both travelling in the same direction; this is measured from the time the head of the first vehicles passes a fixed point to the time the second vehicle passes the same fixed point.	Net Effects	Advantages/disadvantages remaining after mitigation or enhancement have been addressed.
Higher Order Transit Corridor	Term used in the City of Toronto Official Plan, which refers to the existing or future transportation routes warranting improved transit priority and capacity. It includes busways, Light Rail Transit and subways.	Noise Barrier	A barrier of earth, stone, concrete or wood to reduce the noise level on abutting property.
Landscaping	Enhancing the natural features of the land through the design and use of vegetation and other materials.	Noise	Defined as any unwanted sound.
Light Rail Transit Vehicles (LRV)	The Light Rail Transit vehicles will be of modern European-style design with a varying length of approximately 30 metres and a width of 2.54 metres. They will consist of two cars initially, with an opportunity to expand to three cars when ridership levels warrant. The rated capacity for a Light Rail Transit car is 130 passengers. Maximum operating speed is 70 km/hr, with average speed including stops of 22 km/h on the surface and 32 km/h underground. The vehicles will be powered by electrical power from overhead wires. Operations, both locomotive control and opening/closing of doors, will be controlled by on-board staff.	Official Plan	An Official Plan is a long-term policy document, which governs development and land use activities of a municipality that has been implemented in accordance with the Planning Act.
Light Rail Transit (LRT)	Electrically powered vehicles that operate on a partially exclusive right-of-way (reserved lanes) with traffic crossings at signalized intersections. These systems are capable of carrying medium to high volumes of people.	Off-Street	Transit operation occurring off a road right-of-way.
Level of service (LOS)	A qualitative measure describing operational conditions within a traffic stream and motorists' perceptions of those conditions.	On-Street	Transit operation occurring within a road right-of-way.
Volume to capacity ratio (v/c)	The ratio of traffic demand to available capacity. The V/C ratio is a measure of capacity sufficiency, that is, whether or not the physical geometry provides sufficient capacity for the traffic movement.	Overburden	The mass of soil that overlies a source of rock or gravel.
		Parallel Stop	LRT surface stop located on either side of the intersection.
		Peak Hour	Defined period of maximum travel demand, generally the three-hour period during a weekday.
		Pillar Width	Horizontal distance between two bored tunnels.
		Platform Level	The area of the Light Rail Transit station which passengers use to enter and exit Light Rail Transit vehicles.
		Platform	The area of a station which passengers use to enter and exit Light Rail Transit vehicles.
		Pollution	Contamination of any component of the total environment by harmful substances, sounds, smells or sights degrading or

	injurious to humans and other living organisms.		
Portal	Approach entrances where the Eglinton Crosstown Light Rail Transit surface section transitions into the Light Rail Transit underground section.	Storage (pocket) Track	mostly at major roadway intersections. Also referred to tail track, it is a third track section between the two main line tracks with turn outs at one or both ends. This allows vehicles to be moved off of the mainline track to be stored during lower demand periods or when vehicles are disabled.
Profile	A longitudinal section of the Light Rail Transit runningway, station or stop.	Storm Drain	A system of catch basins and underground pipes design to collect, concentrate and convey water to an outfall, which is usually a nearby watercourse.
Proof-of-Payment	Method of payment where the transit rider must provide proof of payment for a transit ticket from automated vending machines or other document.	Streetscape	Visual appearance of a street and its components, comprising both hard (e.g. concrete, paving stones, asphalt, lighting and furniture) and soft (e.g. grass, trees and shrubs) landscaping.
Right-of-way (ROW)	Land generally publicly owned, acquired for and devoted to transportation purposes, predominantly roads.	Surface Transit Priority Network	Term used in the City of Toronto Official Plan, which refers to the measures intended to increase transit priority throughout the City. These priority measures include priority signalized intersections for streetcars and buses, reserved or dedicated lanes for buses and streetcars, and limiting or removing on-street parking during part or all of the day.
Riparian	A riparian zone or riparian area is the interface between land and stream.	Tail track	See Storage (pocket) Track.
Route	General corridor linking the Pearson International Airport and the area at Eglinton Avenue and Martin Grove Road intersection.	Traction Power Substation	A facility located at street level which converts AC current to DC current used to operate Light Rail Transit vehicles. A traction power network, including transformer, switches and circuit will supply adequate power at an acceptable voltage to the transit vehicles while minimizing stray current activities and step and touch voltage hazards.
Secondary Entrance	Access and egress point of walk-in traffic along the underground. Secondary entrances will include only stairs. The entrance connects the street level to the station concourse level.	Traffic Island	An island provided in the roadway to separate or direct streams of traffic; includes both divisional and channelizing islands.
Sediment	Fragmentary material that originates from weathering of rocks and is transported by suspended in or deposited by water.	Traffic Lanes	Portion of the travelled way for the movement of a single line of vehicles.
Signalized Intersections	Intersections with traffic signals controlling the movement of traffic.	Traffic Volume	The number of vehicles passing a given point during a specific period of time.
Slope	Any ground whose surface makes an angle with the plan of the horizon	Transit Project Assessment Process	A decision-making process used to determine the advantages and disadvantages to the environment of proceeding with a proposed project. This process was approved by the Province of Ontario in June 2008, based on the new regulation named "Transit Projects and Greater Toronto Transportation Authority Undertakings, Ontario Regulation 231/08" for undertaking transit-related projects in the Greater Toronto Area. The TPAP Regulation provides a framework for an accelerated focused consultation and objection process for completing the assessment of potential environmental impacts of a transit project, so that decision-
Soil Stabilization	Measures taken to eliminate or minimize the erosion of soil, or to improve its supporting capacity.		
Soil	Sediment or other unconsolidated accumulation of solid particles produced by the natural physical and chemical disintegration of rocks and which may or may not contain organic matter.		
Station Layout	A preliminary subway station concept which shows the general location of the station platform and concourse, pedestrian entrances and other surface facilities.		
Station	A passenger facility on the underground section of the Eglinton Crosstown LRT providing access to underground LRT trains. They are located at major roadway intersections along Eglinton Avenue. A station includes one main and two secondary entrances.		
Stops	A passenger facility on the surface section of the Eglinton Crosstown LRT located on the centre of the road right-of-way		

Tunnel Boring Machine	making can be completed within six months. Used for deep tunnelling where most of the tunnelling activity occurs below ground level.	City of Toronto. 2006. City of Toronto's Official Plan. City of Mississauga. 2003. City Plan.
Underground Walkway	A corridor for passengers to walk underground between surface facilities (such as commuter parking or bus terminals) to the concourse level of the subway station.	City of Mississauga. 2009. Website - http://www.mississauga.ca/ City of Toronto. 2001. Toronto Bike Plan.
Vibration	A temporal and spatial oscillation of displacement, velocity or acceleration in a solid medium.	City of Toronto. 2002. Toronto Pedestrian Charter. Metrolinx. 2008. The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area.
Water Table	The top of the zone of permanent soil saturation. The water table may rise or fall seasonally, or it may be drawn down by removal of water.	
Watershed	The divide separating one drainage basin from another. The divide separating one drainage basin from another.	
Tangent	A straight segment of road/rail free of horizontal or vertical curvature.	

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