

6. PERMITS AND APPROVALS

TTC will obtain the necessary permits and approvals for the construction and implementation of the Etobicoke-Finch West LRT Project with respect to, but not limited to:

- Planning approvals (including Site Plan Approval) for building structures and facilities;
- Permit to Take Water from the Ministry of the Environment (MOE) if dewatering exceeds 50,000 litres per day;
- A review by TRCA will also be required for dewatering activity;
- Stormwater management, in accordance with City of Toronto, TCRA and MOE requirements;
- A Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Permit from the TRCA in accordance with Ontario Reg 166/06
- A Public Lands Act "Work Permit" as per Ontario Regulation 453/96;
- Excess waste generated on-site that requires off-site removal should be in accordance with Ontario Regulation 347 under the Environmental Protection Act that provides for the transportation and processing of hazardous and non-hazardous waste;
- Railway Crossing Agreement (CP/CN/GO Transit) and navigable water crossing screening to address potential CEAA requirements;
- A complete package to be submitted to MTO for review including the following information to be developed during the detailed design:
 - A detailed micro-simulation traffic analysis to finalize the traffic management requirements;
 - Signal design drawings (PHM_125) for both temporary and permanent signal arrangements and detailed signage plan;
 - Analysis of structural impacts and the associated mitigation measures for the Highway 400 interchange area;
 - Detailed maintenance and structural rehabilitation strategic plan;
- The specific issues that were indicated in a letter from the TRCA must be addressed during detailed design and construction.

6.1 Federal Environmental Assessment (CEAA)

A number of conditions associated with the TPAP may "trigger" requirements of the federal Canadian Environmental Assessment Act (CEAA). TTC will continue to monitor the Transit Project for potential CEAA interest. These conditions may include:

- Any project funding with federal money
- Any effect on a facility regulated by the National Energy Board (e.g. oil or gas pipeline);
- Any effect on the operation of a railway company or property;
- Any effect on fish or fish habitat; and
- Any effect on a navigable waterway.

The current preferred alignment is planned to stay within the Finch Avenue road allowance to cross the hydro corridor east of Weston Road. It is currently proposed that an existing underpass be used to cross the CN Line between Chesswood Drive and Alexdon Road. It is also anticipated that the Finch Avenue road allowance would be used to

cross the CP line east of Weston Road. Approval and permits for construction and permanent operations must be obtained from CN Rail and CPR. In the event that an agreement cannot be reached between CN Rail, CP Rail and TTC, the crossings would require the intervention of the Canadian Transport Agency (CTA) for a federal order. The involvement of CTA would trigger the CEAA process. However, details of the alignment may change if the Hwy 400 crossing solution is changed. An adjustment to the alignment could affect these crossings.

The bridge widening over the West Don River may affect this waterway. A permit from Transport Canada may be required under the Navigable Waters Protection Act. This study may also trigger Canadian Environmental Assessment Act (CEAA) requirements. A Project Description is being prepared for the Canadian Environmental Assessment Agency to review. The Agency will determine whether a Federal EA is required. If required, the Agency will identify the Responsible Authority and the Authority will determine if an environmental screening report or comprehensive study is required. The project may also be subject to a public review period through postings on the Ontario Environmental Registry and the Canada Gazette. This TPAP commits the TTC to follow and complete the CEAA process as required by the Responsible Authority.