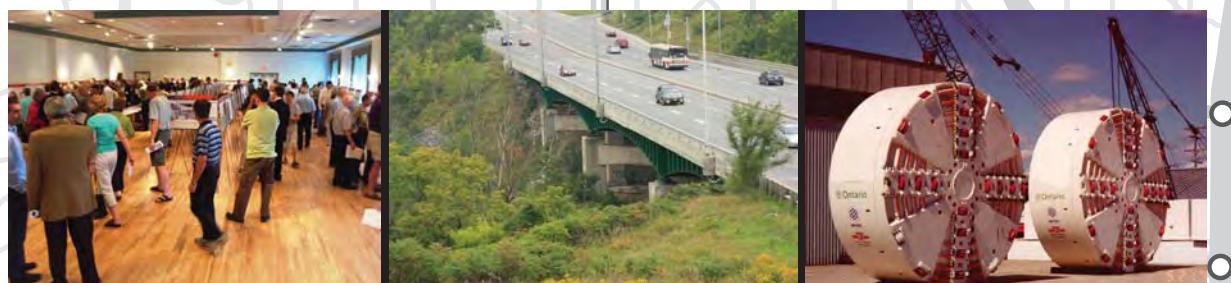


Transit City Eglinton Crosstown Light Rail Transit



Transit Project Assessment Study



Eglinton Crosstown



An agency of the Government of Ontario



ENVIRONMENTAL PROJECT REPORT

March 2010



Toronto Transit Commission/City of Toronto

**EGLINTON CROSSTOWN LIGHT RAIL TRANSIT
TRANSIT PROJECT ASSESSMENT
ENVIRONMENTAL PROJECT REPORT**

ENVIRONMENTAL PROJECT REPORT

MARCH 2010

TABLE OF CONTENT		
1.	INTRODUCTION	1
1.1	Study Purpose	1
1.2	Study Scope	1
1.3	Study Area.....	1
1.3.1	Related Studies	2
1.3.2	Studies Prepared in Support of the Eglinton Crosstown LRT Transit Project Assessment Process.....	2
1.4	Transit Project Assessment Process (2008).....	4
1.4.1	The Transit Project Assessment Process.....	4
1.4.2	Environmental Project Report	5
1.4.3	Transit Project Assessment Approval Process.....	5
1.4.4	Eglinton Crosstown LRT Preliminary Planning Phase	6
1.4.5	Study Organization	6
1.5	Background and Context.....	6
1.5.1	City of Toronto Planning Policies	6
1.5.2	City of Mississauga Planning Policies	10
1.5.3	TTC Planning Policies.....	12
1.5.4	Provincial Planning Policies	12
2.	BACKGROUND STUDIES AND MAJOR FUNCTIONAL DESIGN OPTIONS	14
2.1	Transit Technologies.....	14
2.1.1	Study Objectives.....	14
2.1.2	Identification of Alternative Transit Technologies	14
2.1.3	Evaluation of Transit Technologies	15
2.1.4	Recommended Transit.....	16
2.2	Feasibility Studies	17
2.2.1	Renforth to Kennedy Station	17
2.2.2	Airport Link Pearson International Airport to Martin Grove.....	17
2.2.3	Key Challenges and Constraints	18
2.2.4	Options	19
2.2.5	Evaluation	19
2.2.6	Recommendation.....	22
2.3	Single Bore vs. Twin Bore Tunnel Configuration	22
2.3.1	Key Challenges and Constraints	23
2.3.2	Options	25
2.3.3	Evaluation	25
2.3.4	Recommendation.....	25
2.4	Change in Traffic Operations	25
2.4.1	Key Challenges and Constraints	26
2.4.2	Options	27
2.4.3	Evaluation	27
2.4.4	Recommendation.....	28
2.5	Emmett Avenue Stop	28
2.5.1	Key Challenges and Constraints	28
2.5.2	Options	28
2.5.3	Evaluation	28
2.5.4	Recommendation.....	29
2.6	Jane LRT Interface.....	29
2.6.1	Key Challenges and Constraints	29
2.6.2	Options	29
2.6.3	Evaluation	32

2.6.4	Recommendation.....	32	2.11.4	Recommendation.....	57
2.7	Vertical Alignment Options from Jane Stop to Keele Station.....	32	2.12	Swift Drive Stop	57
2.7.1	Study Area.....	33	2.12.1	Key Challenges and Constraints	57
2.7.2	Key Requirements	33	2.12.2	Options	57
2.7.3	Technical Constraints	34	2.12.3	Evaluation	57
2.7.4	Options	36	3.	PROJECT DESCRIPTION	59
2.7.5	Recommendation.....	42	3.1	Design Principles	59
2.8	Keele Street Bus Terminal Configuration	42	3.2	Operations Plan	59
2.8.1	Key Challenges and Constraints.....	43	3.2.1	LRT Service	59
2.8.2	Options	43	3.2.2	Bus Service.....	59
2.8.3	Evaluation.....	46	3.3	Design Criteria	60
2.8.4	Recommendation.....	47	3.3.1	Transit Elements	60
2.9	Brentcliffe/Laird Station.....	47	3.3.2	Road Elements	60
2.9.1	Key Challenges and Constraints	47	3.3.3	Typical Runningway at Surface.....	61
2.9.2	Options	47	3.3.4	Typical Surface Stops	62
2.9.3	Evaluation.....	47	3.3.5	Stations.....	65
2.9.4	Recommendation.....	48	3.3.6	Tunnels	66
2.10	Don Mills Road LRT Interface and Bus Terminal Configuration.....	48	3.3.7	Special Trackwork.....	67
2.10.1	Key Challenges and Constraints	49	3.3.8	Emergency Exit Buildings.....	67
2.10.2	Options	49	3.3.9	Traction Power Substations	68
2.10.3	Evaluation.....	54	3.3.10	Special Track Work	68
2.10.4	Recommendation.....	55	3.3.11	Emergency Exit Buildings.....	72
2.11	Wynford Stop	55	3.4	Preferred Design – Alignment Overview.....	72
2.11.1	Key Challenges and Constraints	55	3.4.1	Vertical Alignment	72
2.11.2	Options	55	3.4.2	Horizontal Alignment	72
2.11.3	Evaluation.....	56	3.4.3	Stop and Stations.....	72

3.4.4	Bus Terminals.....	74	4.2.2	Socio-Economic Environment	259
3.4.5	Road Modifications and Traffic Management.....	74	4.2.3	Cultural Environment.....	266
3.4.6	Bridge Structures	75	4.2.4	Transportation.....	266
3.4.7	Bicycle and Pedestrian Facilities.....	75	5.	IMPACT ASSESSMENT, MITIGATION AND MONITORING	267
3.4.8	Urban Design.....	75	5.1	Interactions Between the Undertaking and the Environment	267
3.4.9	Traction Power Substations	75	5.2	Monitoring	267
3.5	Preferred Design – Description of LRT/Road Layout, Stops and Stations	76	5.3	Displacement of Existing Features by LRT Facilities	271
3.5.1	Silver Dart Drive to Highway 401	77	5.3.1	Terrain and Soils.....	271
3.5.2	Highway 401 Bridge Crossing	78	5.3.2	Groundwater	271
3.5.3	Highway 401 to Commerce/ Eglinton	78	5.3.3	Surface Water	272
3.5.4	Commerce to The East Mall.....	79	5.3.4	Communities/Ecosystems	273
3.5.5	The East Mall to Jane	81	5.3.5	Populations/Species.....	275
3.5.6	Jane to Black Creek.....	86	5.3.6	Parks and Open Space	276
3.5.7	Black Creek to Don Mills	88	5.3.7	Utilities	276
3.5.8	Don Mills to Kennedy Road.....	98	5.3.8	Property	277
3.6	Construction Methods	102	5.3.9	Archaeology	281
3.6.1	Surface Construction	102	5.3.10	Cultural Heritage	282
3.6.2	Underground Construction	103	5.3.11	Navigable Waters	283
4.	EXISTING AND FUTURE CONDITIONS	225	5.4	Construction Impacts	283
4.1	Existing Conditions	225	5.4.1	Terrain and Soils	283
4.1.1	Natural Environment	225	5.4.2	Groundwater	284
4.1.2	Socio-Economic Environment.....	236	5.4.3	Surface Water	285
4.1.3	Cultural Environment	243	5.4.4	Communities/Ecosystems	286
4.1.4	Transportation.....	249	5.4.5	Populations/Species.....	286
4.2	Future Conditions.....	259	5.4.6	Air Quality	287
4.2.1	Natural Environment	259	5.4.7	Noise and Vibration.....	287

5.4.8	Business Operations.....	288	6.3.3	Aboriginal Consultation	312
5.4.9	Parks and Open Space.....	289	6.3.4	General Public and Property Owners.....	313
5.4.10	Traffic Operations	289	6.4	Summary of Consultation	315
5.4.11	Property	289	7.	COMMITMENTS TO FUTURE ACTION	324
5.5	Operations and Maintenance Impacts.....	289	7.1	Consultations	324
5.5.1	Air Quality	289	7.2	Property Acquisition	324
5.5.2	Noise	290	7.3	Planning and Design Initiatives	324
5.5.3	Vibration	290	7.4	Construction Issues.....	324
5.5.4	Electromagnetic Interference (EMI).....	290	7.5	Permits and Approvals	325
5.5.5	Stray Current	290	7.6	Noise and Vibration Protocols	325
5.5.6	Traffic Operations	291	7.7	Canadian Environmental Assessment Act Determination.....	326
5.5.7	Transit Operations	291	7.8	Municipal Approvals	326
5.6	Beneficial Effects	292	7.8.1	Toronto City Council.....	326
6.	CONSULTATION PROCESS.....	305	7.8.2	City of Mississauga General Committee.....	326
6.1	Introduction	305	7.9	Addendum Process.....	326
6.1.1	Overview of Consultation Process	305			
6.1.2	Notification Protocol	305			
6.1.3	Study Organization and Study Stages.....	305			
6.2	Preliminary Planning	306			
6.2.1	Technical Agencies and Municipal Staff.....	306			
6.2.2	Municipalities	308			
6.2.3	Aboriginal Consultation	308			
6.2.4	General Public and Property Owners	309			
6.3	Transit Project Assessment	311			
6.3.1	Technical Agencies and Municipal Staff.....	311			
6.3.2	Municipalities	312			

EXHIBITS	
Exhibit 1: Study Area Key Map.....	2
Exhibit 2: Transit Project Assessment Process	5
Exhibit 3: Higher Order Transit Corridors (Map 4 - Toronto Official Plan)	7
Exhibit 4: Surface Transit Priority Network (Map 5 - Toronto Official Plan)	7
Exhibit 5: Land Use Designations within Eglinton Crosstown LRT Corridor in the City of Toronto	9
Exhibit 6: Land Use Designation within the Eglinton Crosstown LRT corridor in the City of Mississauga....	11
Exhibit 7: Toronto Transit City Light Rail Plan	12
Exhibit 8: Transit Forecast Demand and Technology Requirements	15
Exhibit 9: Examples of LRT Vehicles.....	17
Exhibit 10: Airport Link Study Area.....	18
Exhibit 11: Airport Link - Two Major Corridors	18
Exhibit 12: Airport Link - Eight Alignment Options	19
Exhibit 13: Alternative 1 – Eglinton Avenue Single Centre Platform	21
Exhibit 14: Alternative 2 – Commerce Boulevard Single Centre Platform	21
Exhibit 15: Alternative 3 – Split Platform Locations	21
Exhibit 16: Airport Link - Route Evaluation Scoring Summary	22
Exhibit 17: Preferred Alignment Option 1 – Eglinton/Commerce/Convair/Silver Dart.....	22
Exhibit 18: Single Bore Station Cross Section.....	23
Exhibit 19: Twin Bore Station Cross Section	23
Exhibit 20: Typical 3D View of Tunnel/Station Structures for Single and Twin Bore	24
Exhibit 21: Construction Impact Assuming Both Stations are Located at the Centre of the Intersection	24
Exhibit 22: Construction Impact Relative to the Public Right-of-Way	24
Exhibit 23: Operational Traffic Changes and Impacts.....	25
Exhibit 24: Existing Left Turn.....	26
Exhibit 25: Modified Left Turn.....	26
Exhibit 26: Signal Phasing for “Traditional” Approach.....	26
Exhibit 27: Left Turn at U-Turn Signal	27
Exhibit 28 Study Area for Jane Street LRT Interface	29
Exhibit 29: Option 1 - Eglinton Crosstown LRT and Jane LRT Surface in Centre of Roadway.....	30
Exhibit 30: Option 2 - Eglinton Crosstown LRT Surface Outside Roadway and Jane LRT Surface in Centre of Roadway	30
Exhibit 31: Option 3 - Eglinton Crosstown LRT and Jane LRT Surface Outside Roadway.....	31
Exhibit 32: Option 4 - Eglinton Crosstown LRT Surface and Jane LRT Elevated in Centre of Roadway....	31
Exhibit 33: Option 5 - Eglinton Crosstown LRT Elevated in Centre of Roadway and Jane LRT Surface	32
Exhibit 34: Study Area.....	33
Exhibit 35: Proposed Maintenance and Storage (M&S) Facility	34
Exhibit 36: Existing Width Roadway	34
Exhibit 37: Proposed Cross Section	35
Exhibit 38: GO Rail Bridge (Westward View).....	35
Exhibit 39: CN/CP Railway Bridge (Westward View)	35
Exhibit 40: Photography Drive Bridge (Westward View)	36
Exhibit 41: Option 1 – Surface Alignment - Plan and Elevation.....	38
Exhibit 42: Emergency (Secondary) Access to Proposed M&S Facility for At-Grade Alignment	38
Exhibit 43: Proposed Weston Station Layout.....	39
Exhibit 44: Option 2 – Elevated South Side Alignment - Plan and Elevation.....	39
Exhibit 45: Option 3 – Elevated North Side Alignment - Plan and Elevation	39
Exhibit 46: Option 4 – Underground Alignment - Plan and Elevation	40
Exhibit 47: Weston Station Alternate Layout.....	40
Exhibit 48: Option 5 – Elevated North Side (Alternative) Alignment - Plan and Elevation	41
Exhibit 49: Option 6 – Hybrid Alignment - Plan and Elevation.....	41

Exhibit 50: Option 7 – Underground (councillors' option).....	42	Exhibit 76: Wynford Stop (Option 2)	56
Exhibit 51: Option 8 – Hybrid (residents' option).....	42	Exhibit 77: Distances from Swift/Credit Union and Bermondsey.....	57
Exhibit 52: Keele Street Bus Terminal Configuration – Study Area.....	43	Exhibit 78: Population and Employment Information for a Swift/Credit Union Drive Stop.....	57
Exhibit 53: Keele Street Bus Terminal – Option 1 On-Street Route 32C Left Turn	44	Exhibit 79: Impact of Retaining Walls	58
Exhibit 54: Keele Street Bus Terminal – Option 2 On-Street Route 32C Right Turn	44	Exhibit 80: LRT Design Guidelines	60
Exhibit 55: Keele Street Bus Terminal – Option 3 Off-Street Bus Terminal A (Preferred Option).....	45	Exhibit 81: Roadway Design Criteria	61
Exhibit 56: Keele Street Bus Terminal – Option 4 Off-Street Bus Terminal B	45	Exhibit 82: Typical Mid Block Cross Section.....	62
Exhibit 57: Keele Street Bus Terminal – Option 5 Off-Street Bus Terminal C	46	Exhibit 83: Typical Cross Section of a Farside Stop	63
Exhibit 58: Keele Street Bus Terminal Configuration – Summary of Traffic Evaluation Results	46	Exhibit 84: Typical Plan of a Farside Stop	63
Exhibit 59: Distances from Station Location Options	48	Exhibit 85: Typical Cross Section of a Nearside Stop	63
Exhibit 60: Population and Employment Within 500m of Station Location	48	Exhibit 86: Typical Plan of a Nearside Stop	63
Exhibit 61: Study Area for Don Mills Road LRT Interface	49	Exhibit 87: Typical Cross Section of a Centre Stop	64
Exhibit 62: Proposed Bus Terminal Configuration	49	Exhibit 88: Typical Plan of a Centre Stop	64
Exhibit 63: Eglinton Crosstown LRT and Don Mills LRT Surface	50	Exhibit 89: Typical Cross Section of Parallel Stop	64
Exhibit 64: Summary of Surface Sub-Options	50	Exhibit 90: Typical Plan of Parallel Stop	64
Exhibit 65: Proposed Traffic Re-Routing for Surface Alignment, Options 3 & 4	51	Exhibit 91: Typical Station Cross Section	65
Exhibit 66: Eglinton Crosstown LRT Underground and Don Mills LRT Surface	51	Exhibit 92: Typical Station Plan	66
Exhibit 67: Summary of Underground and Surface Sub-Options.....	51	Exhibit 93: Secondary Entrance	66
Exhibit 68: Eglinton Crosstown LRT and Don Mills LRT Underground without Concourse Level.....	52	Exhibit 94: Tunnel and Typical Midblock Cross Section Between Stations	67
Exhibit 69: Summary of Underground Sub-Options, Without Concourse Level.....	52	Exhibit 95: Emergency Exit Building at Bessarion Rd. Along the Sheppard subway line	68
Exhibit 70: Eglinton Crosstown LRT and Don Mills LRT Underground with Concourse Level.....	53	Exhibit 96: Special Track Work Diagram	69
Exhibit 71: Summary of Underground Sub-Options with Concourse Level	53	Exhibit 97: Emergency Exit Buildings	73
Exhibit 72 Summary of Special Sub-Options.....	53	Exhibit 98: Key Plan	73
Exhibit 73: Summary of Sub-Options from Each Configuration Category	54	Exhibit 99: Recommended Intersection Operation.....	74
Exhibit 74: Summary of Detailed Evaluation of Preferred Options	54	Exhibit 100: Traction Power Substations Locations	76
Exhibit 75: Wynford Stop (Option 1).....	56	Exhibit 101: Surface Stops	76

Exhibit 102: Typical Cross Section at Silver Dart Drive	77	Exhibit 128: Oakwood Station Layout.....	92
Exhibit 103: Cross Section of Bridge Over 401.....	78	Exhibit 129: Eglinton West Station – Bus Service.....	92
Exhibit 104: Typical Cross Section at Commerce Blvd	79	Exhibit 130: Eglinton West Station Layout.....	93
Exhibit 105: Commerce Stop Layout.....	79	Exhibit 131: Bathurst Station Layout.....	93
Exhibit 106: Typical Cross Section from Commerce Blvd to The East Mall	80	Exhibit 132: Chaplin Station Layout.....	94
Exhibit 107: Renforth Stop Layout.....	80	Exhibit 133: Avenue Station Layout.....	94
Exhibit 108: Typical Cross Section From The East Mall to Jane Street	81	Exhibit 134: Eglinton Station Layout.....	95
Exhibit 109: Typical Cross Section for a Right Turn Lane at Rerouted Left Intersections	81	Exhibit 135: Mt. Pleasant Station Layout	95
Exhibit 110: East Mall Stop Layout.....	82	Exhibit 136: Bayview Station Layout.....	96
Exhibit 111: Martin Grove Stop Layout.....	82	Exhibit 137: Laird Station Layout.....	96
Exhibit 112: Kipling Stop Layout.....	83	Exhibit 138: Elevation Profile for Don Mills LRT/Eglinton Crosstown LRT Interface.....	97
Exhibit 113: Islington Stop Layout	84	Exhibit 139: Bus Routing Through Don Mills Bus Terminal.....	98
Exhibit 114: Royal York Stop Layout.....	85	Exhibit 140: Don Mills Station Layout	98
Exhibit 115: Scarlett Stop Layout	86	Exhibit 141: Wynford Stop Layout	99
Exhibit 116: Jane Stop Layout.....	86	Exhibit 142: Victoria Park Stop Layout	100
Exhibit 117: Cross Section from 3559 Eglinton Avenue West to Peren Street.....	87	Exhibit 143: Pharmacy Stop Layout.....	101
Exhibit 118: Weston Stop Layout	87	Exhibit 144: Birchmount Stop Layout.....	102
Exhibit 119: Black Creek Stop Layout	88	Exhibit 145: Typical Cross Section for Bridge Widening	102
Exhibit 120: Portal View	88	Exhibit 146: Surface Construction Sequence	103
Exhibit 121: Eglinton Avenue and Keele Street – Bus Service	89	Exhibit 147: TBM Entering Extraction Shaft.....	109
Exhibit 122: Eglinton Avenue and Trethewey Drive/Keele Street – Existing Bus Routing	89	Exhibit 148: Tunnel West Portal	109
Exhibit 123: Eglinton Avenue and Trethewey Drive/Keele Street – Proposed Bus Routing	89	Exhibit 149: Tunnel East Portal	110
Exhibit 124: Keele Station Layout	90	Exhibit 150: Existing Conditions	227
Exhibit 125: Potential Future Connection to GO Rail – Barrie Line	90	Exhibit 151: Existing Conditions	228
Exhibit 126: Caledonia Station Layout.....	91	Exhibit 152: Existing Conditions	229
Exhibit 127 Dufferin Station Layout	91	Exhibit 153: Existing Conditions	230

Exhibit 154: List of Terrestrial Vertebrates Recorded by LGL Limited and Others	233	Exhibit 179: Potential Modifications to Bus Routes on Eglinton Avenue	292
Exhibit 155: Existing Conditions – Cultural Environment	238	Exhibit 180: Summary of Eglinton Crosstown LRT Potential Impacts, Mitigation Measures, Monitoring, Future Work and Contingencies	294
Exhibit 156: Existing Conditions – Cultural Environment	239	Exhibit 181: Preliminary Planning and Transit Project Assessment Process	306
Exhibit 157: Existing Conditions – Cultural Environment	240	Exhibit 182: Preliminary Planning - Technical Agencies Meetings	307
Exhibit 158: Existing Conditions – Cultural Environment	241	Exhibit 183: Preliminary Planning - Municipal Staff Meetings	307
Exhibit 159: Inventory of Structures.....	242	Exhibit 184: Preliminary Planning – Municipal Meetings	308
Exhibit 160: Identified Cultural Heritage Landscapes (CHL) and Built Heritage Resources (BHR)	244	Exhibit 185: First Round of Public Open Houses – Summary of Participation.....	310
Exhibit 161: Existing Ridership for Routes Operating Along Eglinton Avenue	249	Exhibit 186: Second Round of Open Houses – Summary of Participation	310
Exhibit 162: Existing TTC Bus Routes Within the Eglinton Crosstown LRT Corridor	251	Exhibit 187: Transit Project Assessment - Meetings with Technical Review Agencies	311
Exhibit 163: Summary of Capacity Analysis – Section 1 (Silver Dart Drive to Renforth Drive)	252	Exhibit 188: Transit Project Assessment - Meetings with Municipal Staff	311
Exhibit 164: Critical Movements at Operationally Constrained Intersections – Section 1 (Silver Dart Drive to Renforth Drive).....	253	Exhibit 189: Circulation of Technical Specialist Reports	312
Exhibit 165: Summary of Capacity Analysis – Section 2 (Renforth Drive to Jane Street).....	253	Exhibit 190: Transit Project Assessment - Municipal Consultation.....	312
Exhibit 166: Critical Movements at Operationally Constrained Intersections – Section 2.....	254	Exhibit 191: Fourth Round of Open Houses – Summary of Participation.....	313
Exhibit 167: Summary of Capacity Analysis - Section 3 (Weston Road to Yonge Street)	255	Exhibit 192: Comment Tracking Table.....	316
Exhibit 168: Critical Movements at Operationally Constrained Intersections – Section 3.....	256	Exhibit 193: Summary of Comments and Responses to Draft Environmental Project Report	320
Exhibit 169: Summary of Capacity Analysis – Section 4 (Dunfield Avenue to Leslie Street).....	256		
Exhibit 170: Critical Movements at Operationally Constrained Intersections – Section 4.....	257		
Exhibit 171: Summary of Capacity Analysis – Section 5 (Leslie Street to Kennedy Road)	257		
Exhibit 172: Critical Movements at Operationally Constrained Intersections – Section 5.....	258		
Exhibit 173: List of Future Development Plans within the City of Toronto.....	261		
Exhibit 174: Interaction Matrix	269		
Exhibit 175: LRT Facilities Proposed Within Parks and Open Space	276		
Exhibit 176: List of Property Acquisitions.....	277		
Exhibit 177: Cultural Heritage Impacts and Mitigation Measures	282		
Exhibit 178: Stop/Station Spacing and Resulting Route Speed	292		

APPENDICES		
Appendix A: Air Quality Assessment Report	dbA	Decibels (A-weighted)
Appendix B: Archaeological Assessment Report	DFO	Department of Fisheries and Oceans, Canada
Appendix C: Cultural Heritage Assessment Report	EEB	Emergency Exit Building
Appendix D: Drainage and Stormwater Management Assessment Report	ELC	Ecological Land Classification
Appendix E: Geotechnical Assessment Report	EMI	Electromagnetic Interference
Appendix F: Hydrogeological Assessment Report	EMS	Emergency Medical Service
Appendix G: Natural Heritage Assessment Report	FWCA	Fish and Wildlife Conservation Act
Appendix H: Noise and Vibration Assessment Report	GTAA	Greater Toronto Airports Authority
Appendix I: Property Waste and Contamination	GTHA	Greater Toronto and Hamilton Area
Appendix J: Traffic Analysis	HADD	Harmful Alteration, Disruption or Destruction (of fish habitat)
Appendix K: Jane Street to Keele Street	HOV	High-Occupancy-Vehicle (lane)
Appendix L: Don Mills LRT Interface	LOS	Level of Service
Appendix M: Consultation	LRT	Light Rail Transit
Appendix N: Travel Demand Forecasting Report	LRV	Light Rail Vehicle
	MBCA	Migratory Birds Convention Act
	MNR	Ontario Ministry of Natural Resources
	MOE	Ontario Ministry of the Environment
AM	MTO	Ontario Ministry of Transportation
ANSI	NHIC	Natural Heritage Information Centre
BHL	NWPA	Navigable Waters Protection Act
BRT	OPSS	Ontario Provincial Standard Specification
CEAA	PM	Afternoon
CHL	PTTW	Permit to Take Water
COSEWIC	ROW	Right-of-way
COSSARO	SRT	Subway and Rapid Transit
	TBM	Tunnel Boring Machine

ABBREVIATIONS

AM	Morning	
ANSI	Areas of Natural and Scientific Interest	
BHL	Built Heritage Landscape	
BRT	Bus Rapid Transit	
CEAA	Canadian Environmental Assessment Act	
CHL	Cultural Heritage Landscape	
COSEWIC	Committee on the Status of Endangered Wildlife in Canada	
COSSARO	Committee on the Status of Species at Risk in Ontario	
	GTAA	Greater Toronto Airports Authority
	GTHA	Greater Toronto and Hamilton Area
	HADD	Harmful Alteration, Disruption or Destruction (of fish habitat)
	HOV	High-Occupancy-Vehicle (lane)
	LOS	Level of Service
	LRT	Light Rail Transit
	LRV	Light Rail Vehicle
	MBCA	Migratory Birds Convention Act
	MNR	Ontario Ministry of Natural Resources
	MOE	Ontario Ministry of the Environment
	MTO	Ontario Ministry of Transportation
	NHIC	Natural Heritage Information Centre
	NWPA	Navigable Waters Protection Act
	OPSS	Ontario Provincial Standard Specification
	PM	Afternoon
	PTTW	Permit to Take Water
	ROW	Right-of-way
	SRT	Subway and Rapid Transit
	TBM	Tunnel Boring Machine

TPSS	Traction Power Substations
TRCA	Toronto and Region Conservation Authority
TTC	Toronto Transit Commission
V/C	Ratio of Traffic Demand to Available Capacity