

Section III – Items for the Information of the Board

TO: Chair and Members of the Executive Committee
Friday, April 01, 2022 Meeting

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: **METROLINX LAND REQUIREMENTS ON TRCA-OWNED PROPERTY**
Summary of Metrolinx Land Requirements on TRCA-Owned Property and
Process to Address TRCA Land Dispositions for Metrolinx Projects

KEY ISSUE

Supporting the implementation of provincial rapid transit infrastructure where TRCA owned land is required, while fulfilling TRCA's flood protection and public safety mandate, addressing its interests as a property owner, and protecting the interests of municipal partners where such lands are under management agreement and form part of a municipality's parks and recreational trail system.

RECOMMENDATION

IT IS RECOMMENDED THAT the information regarding Metrolinx Land Requirements on TRCA-Owned Property be received.

BACKGROUND

Metrolinx is currently undertaking the largest transit investment in Ontario's history, with many of the projects being in the Greater Toronto Area including, but not limited to:

- GO Expansion
 - o Lakeshore East Line
- Rapid Transit
 - o Eglinton Crosstown Light Rail Transit
 - o Finch West Light Rail Transit
 - o Hurontario Light Rail Transit
- Subways
 - o Ontario Line
 - o Yonge North Subway Extension
 - o Eglinton Crosstown West Subway Extension Project (ECWE)
 - o Scarborough Subway Extension – Stations, Rail and Systems (SRS)
- Bus Rapid Transit
 - o Dundas Bus Rapid Transit
 - o Durham-Scarborough Bus Rapid Transit

A number of TRCA Board of Directors have raised questions regarding the role of TRCA in these projects, particularly related to real property requirements involving TRCA's holdings. To implement these projects, Metrolinx will often require the conveyance of TRCA-owned property, including permanent easements, temporary easements, and fee simple conveyances. Due to the accelerated timeline for completion of these projects, Metrolinx will often initiate negotiations at the same time as initiating expropriation proceedings. Section 20 of the *Metrolinx Act, 2006*

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gives Metrolinx the power to expropriate land for the purpose of carrying out its objects. Recent amendments to the *Expropriations Act*, through the *Building Transit Faster Act, 2020*, removed the requirement for a Hearing of Necessity for expropriations for certain transit projects. In addition, *Ontario Regulation 341/20: Ontario Line Project* grants exemptions from the *Environmental Assessment Act* which allows early works to proceed before the requirements of the *Environmental Assessment Act* have been met.

TRCA Regulatory Framework, Policies and Processes for Review of Metrolinx Projects

TRCA has legislation, policies, and processes to support its purposes and interests, such as the *Conservation Authorities Act* (CA Act) and *Ontario Regulation 166/06*. As a provincial agency, Metrolinx is exempt from the regulatory approval process under Section 28 of the CA Act and under *Ontario Regulation 166/06*. TRCA provides an option for provincial and federal government ministries and Crown corporations to apply for a Voluntary Project Review (VPR), which assesses the project or undertaking on the basis of the requirements of Section 28 CA Act regulatory approval processes. The intent of this non-binding VPR application process is to assist ministries and government agencies to reduce risk to their project from natural hazards and to better protect the natural environment related to flooding, erosion, conservation of land, pollution, and dynamic beaches.

Metrolinx participates in regulatory review of their projects on a voluntary basis, based on TRCA's expertise as a watershed management agency, and its interests related to natural hazards, natural heritage, including aquatic and terrestrial species and habitats, and water management. TRCA staff work in partnership with Metrolinx project teams through a Service Level Agreement (SLA). The SLA is an agreement between Metrolinx and TRCA that outlines clear expectations related to ongoing review of infrastructure development applications for Metrolinx transit projects, from the pre-Transit Project Assessment Process (TPAP) phase through to detailed design and VPR signoff. Metrolinx projects are reviewed through several design submissions, based on the accelerated approach to building transit to ensure that construction timelines are met.

As a result of Metrolinx's accelerated process, long-term and permanent property requirements are delineated and pursued at the conceptual design stage. It is at this point that Metrolinx finalizes the property requirements, begins the voluntary negotiation process, and applies for approval to expropriate. Metrolinx then procures the services of contractors to complete the detailed design and build with property interests having been obtained.

TRCA Property Ownership and Metrolinx Land Requirements

TRCA owns approximately 14,200 hectares (over 35,000 acres) of land throughout its watershed-based jurisdiction. In addition to *Ontario Regulation 166/06*, TRCA's land ownership serves as an additional layer of protection for natural hazards and features. As part of their fiduciary duty, TRCA staff must ensure that TRCA fulfills its obligations and that the disposition of TRCA-owned real property is aligned with TRCA's strategic direction, core values, and the regulatory and legislative environment in which it operates.

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As required by provincial policy, TRCA has established a policy framework related to the sale and disposition of TRCA-owned property to ensure that TRCA fulfills its obligations and that the disposition of TRCA-owned real property is aligned with TRCA's strategic direction, core values, and the regulatory and legislative environment in which it operates.

The planning review process for Metrolinx projects includes review of impacts to TRCA-owned property and identification of Metrolinx land requirements. Since 2020, 32 Metrolinx requirements for TRCA property have been identified, including permanent easement, temporary easement and fee simple conveyances. Of these requirements, 3 have been expropriated, 2 have been voluntarily negotiated, 1 was abandoned, and 26 are ongoing. Although it is Metrolinx's preferred approach to negotiate with owners to reach amicable, mutually beneficial agreements, the expropriation process progresses concurrently with the voluntary negotiation process. The expropriation process is often completed before the voluntary negotiation can be finalized.

Scope of Metrolinx Requirements and Review of Impacts to TRCA-Owned Property

Metrolinx property requirements range from temporary access (permission to enter) for project related investigations to permanent property interests, including fee simple (outright ownership).

The City of Toronto manages operations on most TRCA-owned lands in the City of Toronto. Therefore, Metrolinx requirements for temporary licenses and temporary easements (less than 5 years that will not be placed on title), are managed by the City of Toronto. City of Toronto staff circulate TRCA staff for comments on these temporary licenses and easements.

TRCA manages permanent property interests, temporary easements that exceed five years, easements that will be placed on title, and/or easements that include the installation of permanent infrastructure. For these interests, TRCA consults with the City of Toronto to address any impacts to the City's management and use of the impacted property.

Once the property requirements are defined through conceptual design, Metrolinx prepares a draft plan and seeks to begin negotiations. Around the same time or shortly thereafter, the formal expropriation process begins.

Process for Metrolinx Expropriations of TRCA-Owned Property

When Metrolinx applies for permission to expropriate, TRCA receives a Notice of Application for Approval to Expropriate Land by registered mail. The *Building Transit Faster Act, 2020* has removed the Hearing of Necessity, which is the opportunity for a landowner to determine whether the expropriation is "fair, sound and reasonably necessary" for the achievement of Metrolinx's objectives. Instead, an Alternative Engagement Process has been implemented which allows TRCA approximately 30 days to submit comments to the Minister of Transportation if there are concerns with the expropriation.

The Ministry responsible for the project is the approval authority for the expropriation. Once the expropriation is approved, the surveyed plan showing the land requirement must be registered in the land registry office within three months. A Notice of Expropriation is then sent to TRCA, which includes the date that the land vested in Metrolinx, as well as the date of possession. If compensation has not been agreed to prior to expropriation, within three months of registration of the plan, Metrolinx sends a Section 25 offer, which provides two options. Offer A is acceptance of full and final payment for the appraised market value. Offer B is payment for the

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appraised market value as estimated by Metrolinx, but through Offer B acceptance of the compensation is without prejudice and subject to adjustment.

The timeframe for expropriation from the application for approval to expropriate to the registration of the expropriation plan (at which time the property vests in Metrolinx) is somewhere between four and seven months.

Voluntary Negotiation with Metrolinx

While the expropriation process is underway, TRCA and Metrolinx staff continue to discuss the land requirements and work towards a resolution. Although TRCA and Metrolinx have successfully negotiated some small property requirements through the conceptual design process, in the end the land requirements were expropriated due to the timing of technical review and the requirement for the expropriation plan to be registered.

Recently, as TRCA staff have been reviewing large priority transit projects with increasingly demanding schedules and more impacts to TRCA-owned property, it has become evident that review of the impacts and voluntary negotiation of land requirements will continue to be challenging. There is not sufficient time or details regarding the proposed works for TRCA staff to fully evaluate the impacts of the project before the expropriation process is completed.

Regardless, TRCA staff will continue to work with Metrolinx to review property requirements within TRCA's current framework and policy for the *Sale and Disposition of Real Property* and, when possible, will expedite the review if it is anticipated that the expedited review will not compromise TRCA's interests and obligations.

Definition of Disposition and Requirements for Disposition of TRCA-Owned Real Property

TRCA's *Sale and Disposition of Real Property Policy* is informed by the *Conservation Authorities Act* and the Province's *Policies and Procedures for the Disposition of Conservation Authority Property*. In addition to fee simple transfers, dispositions are also defined as leases and similar interests such as temporary easements that exceed five years.

TRCA Board of Directors approval is required for property dispositions. To determine if a proposed disposition can be supported and recommended to the Board of Directors, TRCA staff review the disposition based on TRCA's *Sale and Disposition of Real Property Policy*. Some of the requirements of the policy are listed below.

1. Disposition must fulfill the objects of TRCA.
2. Must comply with the Conservation Authorities Act and applicable provincial policies.
3. Terms of original acquisition must be reviewed for compliance.
4. Internal circulation to determine impacts to TRCA operations, programs or projects.
5. Partner consultation is required.
6. There should be no negative impacts to provincially significant conservation lands (Provincially Significant Wetlands, Provincially Significant Areas of Natural and

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Scientific Interest (ANSI's), habitat of endangered species, managed/agreement forest lands) or ecologically significant lands (valley lands, hazard lands, other wetlands, headwater recharge and discharge areas, forested areas and any other lands which support provincial interests identified within the provincial Policy statements (i.e. hazard/natural heritage)).

7. Where provincially significant conservation lands and ecologically significant lands may be impacted, mitigative measures must be implemented to protect those features.

Although voluntary negotiation of property requirements is the preferred approach for both organizations, Metrolinx's expedited process is creating challenges for TRCA staff to satisfy the requirements of the disposition policy prior to expropriation.

Metrolinx's Request for License Agreements to Facilitate Building Transit Projects on TRCA-Owned Property

As a solution, Metrolinx has requested that TRCA consider a license agreement that would permit Metrolinx to build their infrastructure on TRCA-owned property, ranging in scope from temporary long-term access roads and laydown areas to permanent infrastructure such as bridge abutments, passenger stations, and elevated guideways. The property transactions would be completed based on as-built construction.

However, the duration, nature, and scope of the work proposed through these agreements represents permanent interests. Therefore, the requirements of TRCA's *Sale and Disposition of Real Property Policy* would still apply, including that the proposed works do not have any negative impacts to provincially significant conservation lands and ecologically significant lands, or where there are impacts, these have been mitigated.

For TRCA's technical review, although Metrolinx is committed to ensuring best efforts are made to meet TRCA's technical requirements, Metrolinx's participation is voluntary. It is understood that there may be occasions when Metrolinx design cannot meet TRCA's technical requirements, and work may occur that could impact the natural features and hazards that Reg. 166/06 protects, and that TRCA may be unable to provide a VPR letter.

Similarly, there will be occasions when TRCA will be unable to voluntarily dispose of property where there are natural features and hazards that TRCA's ownership protects. A license agreement to build on TRCA-owned property would be granting property rights that TRCA's technical review process may not be able to support. Therefore, TRCA staff are unable to support or recommend this proposed solution.

RATIONALE

TRCA Property staff continue to review Metrolinx projects through the SLA. When Metrolinx identifies land requirements, TRCA staff will review the land requirements and the natural features that may be impacted based on conceptual design and will determine whether there is the potential for impacts to natural and hazard features.

If it is not anticipated that there will be significant impacts to TRCA's interests or TRCA's partner interests, TRCA staff will work with Metrolinx to expedite the review of property requirements to support voluntary negotiation. If voluntary negotiation is feasible, TRCA staff will bring a report to the Board of Directors for approval of the disposition.

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However, when TRCA staff identify that there is the potential for impacts to natural and hazard features that cannot be mitigated through a voluntary agreement, or if there is insufficient information or time for TRCA's interests to be fully met based on potential impacts to natural and hazard features, TRCA staff will be unable to recommend a voluntary agreement for disposition, and it is anticipated that the land interest will be expropriated.

TRCA staff will continue to negotiate compensation, with the settlement of offers being authorized as *Minutes of Settlement* through the *Signing Officers Policy*. TRCA staff will bring an information report to the Board of Directors annually advising of disposals through expropriation.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 3 – Rethink greenspace to maximize its value

Strategy 4 – Create complete communities that integrate nature and the built environment

FINANCIAL DETAILS

Metrolinx will be required to assume all legal, survey and other costs involved in completing transactions and will be required to compensate TRCA for the land at fair market value based on an appraisal.

Revenue from land interests will be deposited into the Provincial Land Sale Reserve or as unrestricted revenue, dependent upon the funding source of the original land acquisition.

DETAILS OF WORK TO BE DONE

Attachment 1 provides a summary of current Metrolinx projects being reviewed by TRCA.

Report prepared by: Trina Seguin, extension 6433; Sharon Lingertat, extension 5717

Emails: trina.seguin@trca.ca; sharon.lingertat@trca.ca

For Information contact: Trina Seguin, extension 6433; Sharon Lingertat, extension 5717;

Alexander Schuler, extension 6452; Beth Williston, extension 5217

Emails: trina.seguin@trca.ca; sharon.lingertat@trca.ca; alexander.schuler@trca.ca; beth.williston@trca.ca

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Attachment 1: Ongoing Metrolinx Projects with TRCA

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Ontario Line Subway

This proposal is for a 15.6 km subway line along a dedicated right-of-way with a combination of elevated, tunneled and at-grade segments. The proposed 15 new stations will provide connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, Line 5 (Eglinton Crosstown) Light Rail Transit service at the future Ontario Science Centre Station, three GO Transit lines (Lakeshore East, Lakeshore West, and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront, and Gerrard/Carlton streetcar routes. The project also proposes 3 valley crossings and a new Maintenance Storage and Facility (MSF) north of Overlea Boulevard.

Project Review Status

The project is currently in the TPAP stage.

On June 30, 2020, a stand-alone O. Reg. 341/20 was published for the Ontario Line Subway Project. The Ontario Line Regulation, O. Reg. 341/20 requires three main components be completed:

1. Environmental Conditions Report,
2. Early Works Reports, and
3. Environmental Impact Assessment Report

Each reporting stage requires technical document support, consultation with the public, agencies, and Indigenous communities, and issues resolution if necessary. The Early Works reports summarize the site-specific environmental conditions, evaluate impacts, propose mitigation and monitoring measures, and a list of any permits and approvals that may be required. Unlike the standard approach to Metrolinx projects wherein detailed design/VPR stage can only commence once the EA/TPAP has been completed, detailed design for components of the Ontario Line Project can commence once a Statement of Completion is prepared for the Early Works, prior to the EA/TPAP stage being complete.

To date, TRCA staff have reviewed and provided feedback on the following Early Works Reports:

- Exhibition Place Early Works Report
- Corktown Station Early Works Report
- Lower Don Bridge and Don Yard Early Works Report Early Works Report
- East Harbour Station Early Works Report
- Lakeshore East Joint Corridor Early Works Report

Once the Statement of Completion has been issued for these Early Works Reports, Metrolinx may commence the detailed design/VPR process with TRCA, prior to completion of the Environmental Impact Assessment Report being completed. To date, TRCA has received one VPR application associated with the Ontario Line Subway Project, for rail embankment widening works located east of the proposed East Harbour Station, to accommodate the construction of the proposed Ontario Line tracks.

Property Requirements Status

Although it is anticipated there will be more TRCA-owned parcels impacted by this project as the design continues, to date TRCA has received notice that there are two key TRCA-owned parcels impacted by the early works for this project as identified below.

Corktown Common

Metrolinx requires temporary, long-term easements over portions of the Corktown Common property for access and installation of an access road, and permanent easements and fee simple interest for the rail embankment, wet well, pipes, ditches, etc. When the *Notice of Application for Approval to Expropriate Land* was received, TRCA staff submitted a letter to the Minister of Transportation within the 30-day response period requesting that TRCA be permitted to retain its interest in protecting the flood protection landform and that measures be put in place to protect the flood protection landform from activities related to the construction of the Ontario Line project. TRCA staff and Metrolinx staff continue to discuss voluntary disposition options.

Don Landing

This is a small but complex parcel that contains a key trail linkage and numerous underground utilities. This property was acquired by TRCA to widen and increase the hydraulic capacity of the Don River. Metrolinx's design and approach for this area continues to change; however, Metrolinx has indicated they require access in April 2022. To ensure this timeline can be met, Metrolinx has applied to expropriate this entire parcel, fee simple, and has indicated they will transfer back whatever was not required for the Ontario Line project once the project is completed. TRCA staff and Metrolinx staff continue to discuss voluntary disposition options.

Yonge North Subway Extension

This proposal is for the Yonge North Subway Extension. The Project study limit begins at the existing Finch Station along the existing Line 1 (Yonge–University) in the City of Toronto and proceeds northerly through the City of Vaughan (to the west) and City of Markham (to the east), to Moonlight Lane in the City of Richmond Hill, York Region.

Project Review Status

This project is currently at the draft Project Specific Output Specifications (PSOP)/Reference Concept Design (RCD) Stage.

Property Requirements Status

There are currently no known property requirements.

Eglinton Crosstown West Subway Extension Project (ECWE)

This proposal involves the construction of the ECWE subway on Eglinton Avenue West, from the Mount Dennis Station to Renforth Drive, in the Cities of Toronto and Mississauga. TRCA's scope of review is focused on the elevated guideway, two stations (Scarlett Road and Jane Street) and a traction power substation in the Humber River valley located on Eglinton Avenue West, between Scarlett Road and Pearen Park, in the City of Toronto.

Project Review Status

This project is currently in the PSOS stage.

Property Requirements Status

Property requirements are currently being identified. There are proposed to be temporary and permanent property requirements including the construction of stations and elevated guideways on TRCA-owned property. Currently, key property impacts are at Eglinton Flats and Fergus Brown Park. City of Toronto staff also review and comment on Metrolinx submissions.

This project will soon be moving forward with a similar approach to Ontario Line. TRCA will not have sufficiently detailed information to evaluate the impacts until the detailed design and construction stage, at which time Metrolinx will have expropriated the property to meet their project timelines.

Scarborough Subway Extension (SSE) - Stations, Rail and Systems (SRS)

The SSE project is a fully underground extension of Toronto's Bloor-Danforth subway Line 2, from the existing terminal at Kennedy Station northeast to Sheppard Avenue and McCowan Road, spanning approximately 7.8 kilometers. The SSE will include three new underground stations with bus terminals at Lawrence Avenue East and McCowan Road, Scarborough Centre (on McCowan Road just north of Bushby Drive/Triton Road) and Sheppard Avenue East and McCowan Road. The SSE will replace the existing Line 3 (Scarborough Rapid Transit, or SRT) which is planned to be decommissioned in 2023.

The RCD under review pertains to the Stations, Rail, and Systems contract (SRS Co.) only. Kennedy Co. is outside of TRCA regulation limits, and the Tunnel Co. RCD was not provided to TRCA staff for input. However, tunnel design for SRS Co. builds upon the tunnel being built by Tunnel Co., and includes providing tail tracks at Sheppard Station, mined options for station design, and fit out for the existing and future tunnels.

SRS Co. is currently in the RCD process, the purpose of which is to present a design concept for Project Co. that identifies conflicts with existing infrastructure, requirements, and obligations. The solutions presented in the RCD are not considered final and alternative solutions can be considered if they meet the requirements of the Project Agreement (PA).

TRCA staff are reviewing the final RCD and advanced works for several culvert requirements associated with this project.

Property Requirements Status

There are currently no known property requirements.

Eglinton Crosstown Light Rail Transit

This proposal involves the construction of a new LRT, with 25 new stops between Kennedy and Mount Dennis in the City of Toronto. The LRT involves multiple at-grade, elevated, and below-grade sections throughout the alignment. The project is under heavy construction right now and is intended to be completed in the near future. TRCA staff have been involved with Crosslinx Transit Solutions (the constructor chosen to build and maintain the LRT) for many years through

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TRCA's VPR process. Currently, all VPR proposals have been reviewed and approved by TRCA staff. TRCA staff continue to work with Crosslinx on remaining items such as conditions and commitments made through the VPR process, and outstanding compensation.

Property Requirements Status

There are currently no known property requirements.

Finch West LRT

This proposal involves the construction of a new LRT, with 18 new stops in between Humber College and Finch West Station in the City of Toronto. The LRT involves at-grade and below-grade sections throughout the alignment. The project is under heavy construction right now and is intended to be completed in 2023.

Project Review Status

TRCA staff have been involved with Mosaic Transit Group (the constructor chosen to build and maintain the LRT) for recent years through TRCA's VPR process. At the current state, most VPR proposals have been reviewed and approved by TRCA staff. TRCA staff continue to work with Mosaic on remaining VPR's throughout the alignment.

Property Requirements Status

TRCA property requirements were identified for this project at the detailed design and construction stage. A report was brought to the Board of Directors for an easement to the City of Toronto for a culvert on November 20, 2020 (Resolution # A199/20), and another for delegated authority for fee simple disposition for ductbanks on June 25, 2021 (Resolution # A157/21).

Hurontario Light Rail Transit (HuLRT)

This proposal is for the Brampton LRT Extension. The project includes the future Brampton LRT along Main Street from Brampton Gateway Terminal on Steeles Avenue to Brampton GO Station on Hurontario/Main Street, in the City of Brampton. There are two crossings on Etobicoke Creek along Main Street that could potentially be replaced to accommodate an LRT alignment. The underground (tunnel) option is also shown with the tunnel located between Peel Village Parkway and Nanwood Drive running north to the GO station. Currently, this project is in the pre-planning and consultation stage of the Transit Project Assessment Process (TPAP).

Property Requirements Status

There are currently no known property requirements.

7324 Kennedy Road – Operations, Maintenance and Storage Facility (OMSF) Hurontario LRT

This proposal involves the construction of the Hurontario LRT Operations, Maintenance and Storage Facility (OMSF) located at 7324 Kennedy Road, in the City of Brampton. A VPR letter was issued on February 26, 2021.

Property Requirements Status

There are currently no known property requirements.

Lincolnville Layover and GO Station Improvements (“New” Old Elm GO Station) Project

This proposal involves the construction of Lincolnville GO layover and station on a new site at 12902 and 12958 Tenth Line, in the Town of Whitchurch-Stouffville. The purpose of the project is to expand the existing Lincolnville Layover and GO Station to accommodate increased service and support the need for additional train storage and maintenance associated with the planned growth and service improvements on the Stouffville GO Rail Corridor. TRCA received the final detail design (Submission 5) of the project on December 2, 2021, and the project is under review through the VPR process.

Property Requirements Status

There are currently no known property requirements.

Don Valley Layover Facility

The Don Valley Layover facility is a train layover facility proposed north and south of the Prince Edward Viaduct within the valley corridor. The 2.3 ha site will store approximately three trains of 12 cars each. This facility is being built as part of the New Track and Facilities Project being undertaken to build new infrastructure along various rail corridors. The TPAP for this project was completed in December 2020, and the project is currently in the pre-VPR stage.

Property Requirements Status

There are currently no known property requirements.

Small’s Creek - Lakeshore East, West Corridor Expansion Project

The Lakeshore East, West Corridor Expansion Project (LSE-West Project), includes the addition of a fourth track between Pape Avenue and Kennedy Road. The proposed works within the TRCA regulated areas include the addition of a fourth track, culvert replacement at Small’s Creek adjacent to the current location, realignment of Small’s Creek north of the corridor to accommodate the new culvert design, and post-construction restoration. The project has completed the second phase of the VPR process and will require a third VPR phase review prior to final restoration of the site.

Property Requirements Status

There are currently no known property requirements.

Lakeshore East-Central Corridor Expansion – Scarborough Golf Club Road to Beechgrove Drive

This proposal involves upgrades and expansion of approximately 5 km of the Lakeshore East-Central Rail Corridor between Scarborough Golf Club Road and Beechgrove Drive. The works include the following: Scarborough Golf Club Road grade separation, including realignment of the existing entrance and various site works at the Scarboro Golf and Country Club to accommodate the grade separation, construction of a temporary road detour, and sanitary sewer and watermain construction; Morningside Avenue grade separation and associated

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detour; grading and drainage for a new third track between Galloway Road and Beechgrove Drive west of the Highland Creek Bridge; and culvert extensions or replacements.

TRCA staff provided Metrolinx with the Phase 1 VPR letter for this project on December 6, 2021. The VPR process will proceed to Phase 2 review once Project Co. is awarded.

Property Requirements Status

For this segment of the LECC Expansion, Metrolinx required only temporary access for grading around culverts along Copperfield Road, which would normally be granted by the City of Toronto. However, the timing of the design review and property requirements resulted in the temporary interest being expropriated.

Lakeshore East-Central Corridor Expansion –Beechgrove Drive to Ridgewood Road

This proposal involves upgrades and expansion of approximately 2.5 km of the Lakeshore East-Central Rail Corridor between Beechgrove Drive to Ridgewood Road (excluding Rouge Hill GO Station). The works include the following: grading and drainage for a new third track between Beechgrove Drive to east of Chesterton Shores; the Highland Creek Bridge expansion; and culvert extensions or replacements.

TRCA staff provided Metrolinx with the Phase 1 VPR letter for this project on December 16, 2021. The VPR process will proceed to Phase 2 review once the contract is awarded.

Property Requirements Status

A permanent easement was required for a culvert extension under the Waterfront Trail southeast of Port Union Village Common Park. The property requirement was being voluntarily negotiated and was approved by the Board on June 25, 2021 (Resolution # A154/21). However, the timing of the design review and property requirements resulted in the temporary interest being expropriated. A settlement agreement was reached based on the terms agreed to prior to the expropriation and is reflective of the Board of Directors approval.

Dundas Bus Rapid Transit

This proposal is for the Dundas Bus Rapid Transit, Mississauga East Design. The Project includes the planning and design of a 7-kilometer bus rapid transit corridor from Confederation Parkway to the City of Toronto boundary at Etobicoke Creek, in the City of Mississauga. TRCA's jurisdiction starts from approximately Queen Frederica Drive to the eastern study limits. A Notice of Completion has been received for this project.

Property Requirements Status

There are currently no known property requirements.

Durham-Scarborough Bus Rapid Transit

This undertaking involves the preliminary design and Environmental Assessment/Transit Project Assessment Process (EA/TPAP) for the Durham-Scarborough Bus Rapid Transit (DSBRT) Corridor. The project provided Notice of Study Commencement in October 2021. This project proposes approximately 36 km of dedicated bus infrastructure along Highway 2 and Ellesmere

Road connecting downtown Oshawa (just east of Simcoe Street), Whitby, Ajax, Pickering, and Scarborough (east of McCowan Road). This project builds on the existing PULSE service and will provide more dedicated transit infrastructure along the route. The 36 km route will be 6-lanes in most areas, with either centre-median or curbside running transit lanes and will include approximately 47 stops spaced an average of 760 m apart. The route passes through an Area of Natural or Scientific Interest (ANSI), Environmentally Sensitive Areas (ESAs), the Rouge National Urban Park, including crossing the Rouge National Urban Park (RNUP) river valley, and is partially within the Greenbelt Plan area, among other sensitive areas. TRCA regulation limits include the City of Toronto, the City of Pickering, and the Town of Ajax. TRCA staff received the Notice of Completion and final EPR on January 21, 2022 and provided a response on February 15, 2022.

Property Requirements Status

There are currently no known property requirements.

Rouge GO Station

The major improvement works for ROGO Station include: reconstruction and widening of both platforms, extension and retrofitting of the existing West Tunnel to the new West Pavilion, construction of a new East Tunnel, decommissioning the existing East Tunnel, new elevators, stairwell, and enclosures connecting the new tunnels and the platforms, grading for the future third track and associated retaining wall, connecting the South Platform to Waterfront Trail in close proximity to the new East Tunnel, parking lot improvements, and installation of a sliding gate at Chesterton Shores road-rail crossing. TRCA staff provided comments on the 30% design on December 10, 2020. A meeting was held on May 19, 2021, for geotechnical comments on ditch refinements south of the platform now on TRCA regulated lands. TRCA staff requested that the Long-Term Stable Top of Slope be delineated and recommended that a coastal assessment be undertaken to potentially minimize the MNRF requirement for a 30 m setback. Metrolinx also advised that the project was being descoped due to cost issues and many design changes were in the works.

Property Requirements Status

Requirements for this project included temporary access through TRCA-owned property and a laydown area. In addition, a connection from the station to the Waterfront Trail was proposed with associated infrastructure (culvert, paved walkway). The City of Toronto manages this property, and City staff were supportive of this connection.

Long Branch GO Station

This station was not in a regulated area and therefore there was no VPR review. However, Metrolinx required an easement on TRCA-owned property for an access path. TRCA and Metrolinx staff were unable to reach an agreement regarding compensation and the easement was expropriated. A Section 25 Offer B has been returned to Metrolinx and the compensation settlement is ongoing.