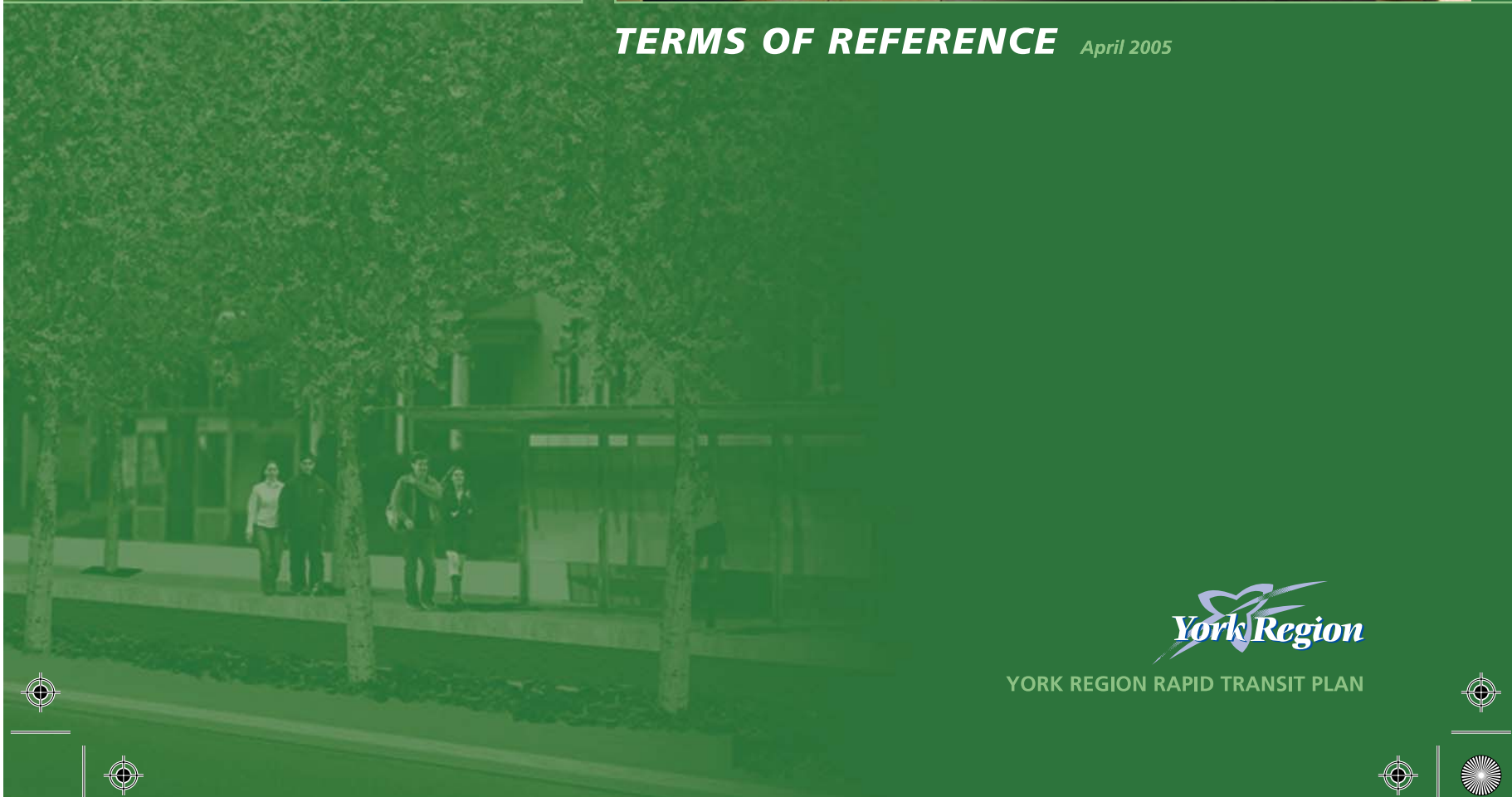




# ENVIRONMENTAL ASSESSMENT NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT IMPROVEMENTS



**TERMS OF REFERENCE** April 2005



YORK REGION RAPID TRANSIT PLAN





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## **1. INTRODUCTION**

The Regional Municipality of York, (York Region), the proponent for the Undertaking, wishes to proceed with the preparation of an Individual Environmental Assessment of public transit improvements in the northern Yonge Street Corridor, in accordance with the Ontario Environmental Assessment Act.

York Region is submitting this Terms of Reference (ToR) for the Minister's approval under section 6. (2)(a) of the Environmental Assessment Act (EAA). The ToR will outline what will be studied in the Environmental Assessment (EA) to address the information requirements set out in section 6.1(2) of the EAA. These requirements include the following:

- A description of the purpose of the proposed Undertaking;
- A description and statement of the rationale for the proposed Undertaking, the alternatives to the Undertaking, and the alternative methods of carrying out the Undertaking (i.e. physical infrastructure alternatives, technology alternatives and routing alternatives);
- An assessment of the alternatives to the Undertaking;
- A detailed description of the environment to be affected and the actions needed to mitigate the effects;
- A description of the effects that will be caused or that might reasonably be caused to the environment;
- An evaluation of the advantages and disadvantages to the environment; and
- A description of the public and agency consultation process undertaken during the EA preparation.

The Undertaking is subject to the requirements of the Ontario Environmental Assessment Act. The requirements of the Canadian Environment Assessment Act (CEAA) may also apply. York Region intends to work in a coordinated way with provincial and federal governments, both governments having formally agreed to coordinate their respective EA processes established by the applicable environmental assessment legislation.

### **1.1 PURPOSE AND TERMS OF REFERENCE**

The preparation of a Terms of Reference is a requirement of section 6.(1) of the EAA. The purpose of the ToR is to describe the characteristics of the EA study. Once approved by the Minister of the Environment, this ToR will both provide the framework for preparing the EA and serve as a benchmark for reviewing the EA. It is understood that given the nature of a ToR and the complexity of the EA it is not intended to present every detail of all activities that will occur when preparing the EA. However the ToR sets out the minimum requirements and describes the methodology for conducting the EA, including:

- a preliminary identification and description of the alternatives to the Undertaking;
- a preliminary description of the study area and the existing environment;



- a description of the public and agency consultation undertaken during the ToR preparation;
- a work plan outlining the process to be followed and activities to be carried out during the EA Study which will follow the coordinated Federal and Provincial EA process;
- a description of the public consultation to be conducted during the EA study process;
- other approval requirements; and
- a commitment to carry out compliance monitoring.



## **2. PURPOSE OF THE UNDERTAKING**

### **2.1 STATEMENT OF THE PROBLEM**

York Region has had the greatest proportional increase in population and employment amongst the four suburban regions of the Greater Toronto Area over the past 10 years. Within the 2021 planning horizon, the population of the Region is forecasted to increase from the current 0.8 million residents to 1.2 million residents, while employment is estimated to increase from the existing 385,000 jobs to 655,000 by the year 2021.

Much of this growth is targeted to live and/or work within the southern York Region municipalities. This growth will generate a proportionate increase in travel demand. Significant population and employment growth will also occur in the northern Yonge Street Corridor (19th Avenue northerly) through the Towns of Aurora, Newmarket and East Gwillimbury. While it is expected there will be a greater segment of the population living and working within the Region itself, north-south travel demand between the Region and the City of Toronto will remain the dominant feature in the Yonge Street Corridor amounting to 35% of total travel demand.

York Region's Official Plan (OP) places a strong emphasis on significantly increasing public transit use to accommodate future transportation needs and support the Plan's vision of sustaining the natural environment, optimizing economic vitality and ensuring healthy communities.

The Region's 2002 Transportation Master Plan (TMP) has reaffirmed the need to achieve a balanced transportation system by proposing implementation of rapid transit in four corridors. The TMP incorporates the Government of Ontario's Smart Growth vision for fostering and managing growth.

In the proposed rapid transit network, shown in **Figure 1**, three of the corridors comprise north-south rapid transit facilities. These are the Yonge Street Corridor connecting the Newmarket Regional Centre to the Yonge Subway, a link from the Vaughan Corporate Centre to the Spadina Subway and a link from the proposed Markham Centre to the Sheppard Subway.

The fourth corridor is an east-west rapid transit facility in the Highway 7 Corridor connecting to all three of the north-south rapid transit lines, to the Region of Peel in the west and to the Region of Durham in the east.



**Figure 1**  
**Proposed Rapid Transit Network Transportation Master Plan (2002)**

## 2.2 THE PURPOSE OF THE UNDERTAKING

The purpose of this “Undertaking”, in the northern Yonge Street Corridor, encompasses two fundamental objectives:

- Firstly, to respond to growth pressures outlined above by providing an improved public transit alternative to reduce automobile dependence; and
- Secondly, to help make the Region’s urban centres more liveable, pedestrian-oriented and economically viable by providing a valuable tool for structuring and achieving land use and social objectives.

In the northern Yonge Street Corridor, the purpose can be summarized as:

- Providing improved public transit infrastructure and service in the network’s primary north-south corridor capable of reducing road congestion by increasing transit ridership significantly both within the corridor and across the network and regional boundaries. This objective will be supported by interconnection with other corridors and GTA transit systems such as any Highway 400-series transit, GO Transit and the Toronto Transit Commission (TTC).



- Developing a balanced transportation system in the corridor by implementing the transit infrastructure improvements in conjunction with the Region's road enhancement commitments identified in the TMP. This will include integrated design solutions for both transit facilities and road widenings where these occur on common sections of road right-of-way, e.g. Yonge Street in Newmarket Regional Centre.
- Integrating improved public transit facilities in a manner that improves and enriches streetscapes with new amenities by using a holistic urban design approach to support the Region's goals for mixed-use transit-oriented development along the corridor.



### 3. DESCRIPTION OF THE PROPOSED UNDERTAKING

The Undertaking, for which Ministry approval is sought, will comprise all infrastructure, systems, vehicles and subsequent operational requirements necessary to achieve a significant improvement in public transit service and its attractiveness in the northern portion of the Yonge Street Corridor. The description of the Undertaking will be further defined in the EA study.

The proposed geographic limits of the selected EA Study Area for the Region's north-south rapid transit corridor are illustrated in **Figure 2**.

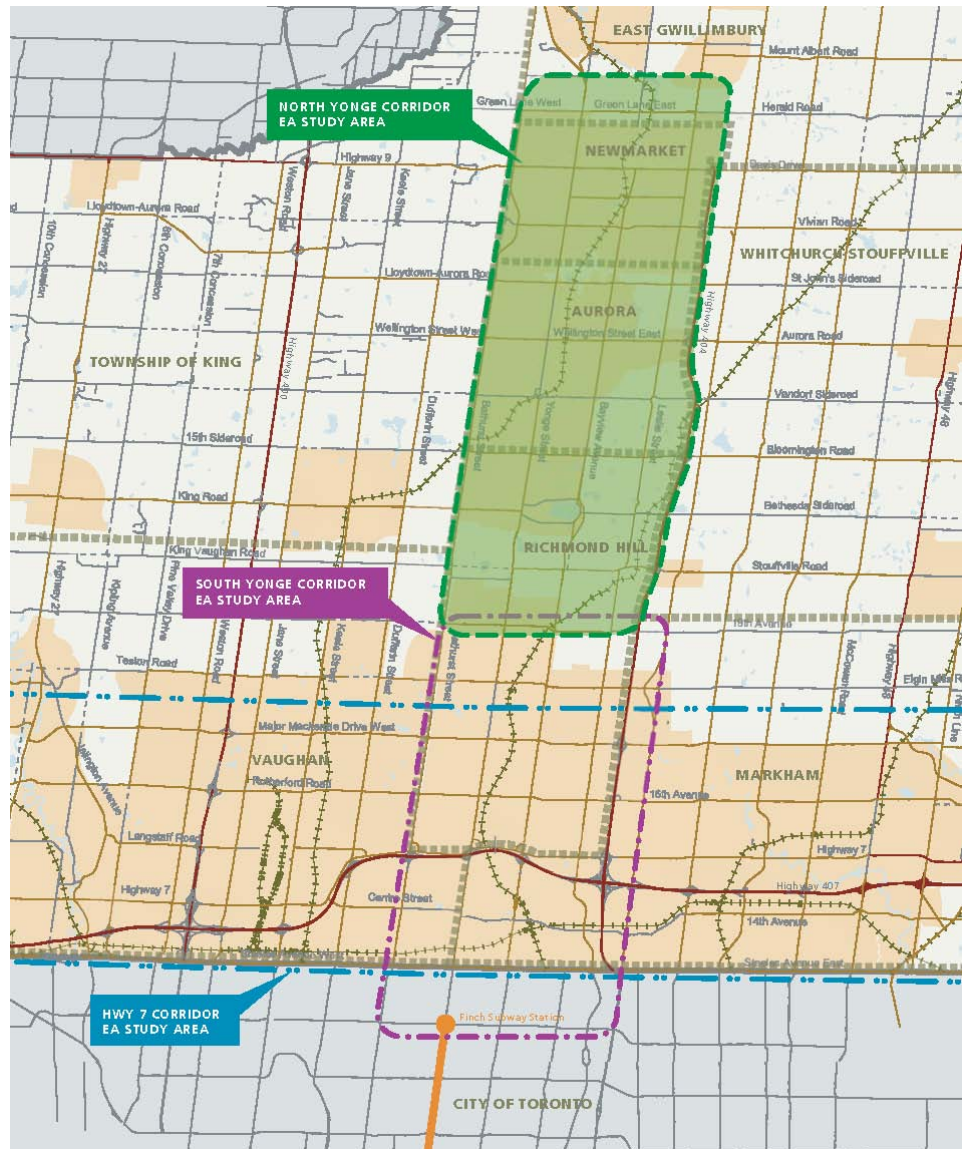


Figure 2  
E.A. Study Area



## **4. DESCRIPTION OF STUDY AREA**

### **4.1. DEFINITION OF THE EA STUDY AREA**

The geographic limits of the EA Study Area for the development of the Undertaking were selected using the following guidelines:

- The constraints and opportunities within the study area as identified through the inventory of the existing and planned environment completed as part of the analysis within previous studies carried out by the Region;
- The configuration of the rapid transit network proposed in York Region's TMP considering integration with the existing TTC network; and
- The forecast level of transit ridership along the length of the corridor within the planning period to 2021.

An overview of the EA Study Area is illustrated in **Figure 3**.

The corridor inventory will be updated as part of the EA process to include mapped data from the following sources:

- Oak Ridges Moraine Conservation Plan mapping information including:
  - the Land Use Designation Map
  - the Landform Conservation Area Map
  - the Areas of High Aquifer Vulnerability Map
- The Ministry of Environment (MOE), Ministry of Natural Resources (MNR), Ministry of Municipal Affairs and Housing (MMAH), May 2000 Natural Heritage System for the Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury, Greenbelt Plan, February 2005, the Greenbelt Protection Act, 2005, and Places to Grow Draft Growth Plan, 2005.
- Information contained in Figure 1, Figure 2, and Figure 3 schedules to the proposed Official Plan Amendment 37 to the Region of York Official Plan, which includes updated information on rivers, wetlands and forests.
- Updated mapping from the MNR on wetlands.
- Mapping from the 2001 Rouge North Management Plan, 1994 Forty Steps to A New Don for sub-watersheds within the EA Study Area, 1997 Legacy: A Strategy for a Healthy Humber, 2003 Humber Watershed Progress Report, and East Holland River Watershed Management Report (2001).
- The latest constraint mapping from the Toronto and Region Conservation Authority (TRCA), and the Lake Simcoe Region Conservation Authority (LSRCA).

During the EA study, if a significant net adverse environmental effect is determined to impact outside of the EA Study Area, the study area may be expanded for the purpose of evaluating the full effect of the identified significant net adverse environmental effect. For example, the assessment will identify the nature and level of effect of the Undertaking and recommend mitigation measures for environmental



factors e.g., noise, groundwater and vegetation. If the evaluation concludes that an effect extends beyond the EA Study Area (as described above) after recommended mitigation measures are identified, the study area will be expanded to encompass the geographic area where the effects are taking place, i.e. where there are changes in level of service of adjacent roads, in very specialized cases where a water feature such as a stream or an adjacent wetland outside the EA Study Area is potentially impacted or a fragmentation of forest/wooded area necessitates the relocation of a route alignment.

Criteria will be developed early in the EA process in consultation with appropriate agencies/parties to determine the necessity to expand the EA Study Area. Any future commitments to developing a monitoring program for the construction and operation of the transit improvements will include the expanded area(s).

#### **4.2. DESCRIPTION OF EXISTING BUILT AND NATURAL ENVIRONMENT IN THE STUDY AREA**

The northern Yonge Street Corridor has historically provided a focus for mixed-use development comprised of a combination of higher density residential, institutional, retail and highway commercial land uses. There is a mix of recently planned mixed-use areas and historic cores (Aurora and Newmarket) that incorporate a variety of uses and development densities. Recently designated or emerging mixed-use areas identified in the EA Study Area include the designated Regional Centre in Newmarket (between Mulock Drive and Green Lane), Yonge Street through Aurora and Main Street in Newmarket.

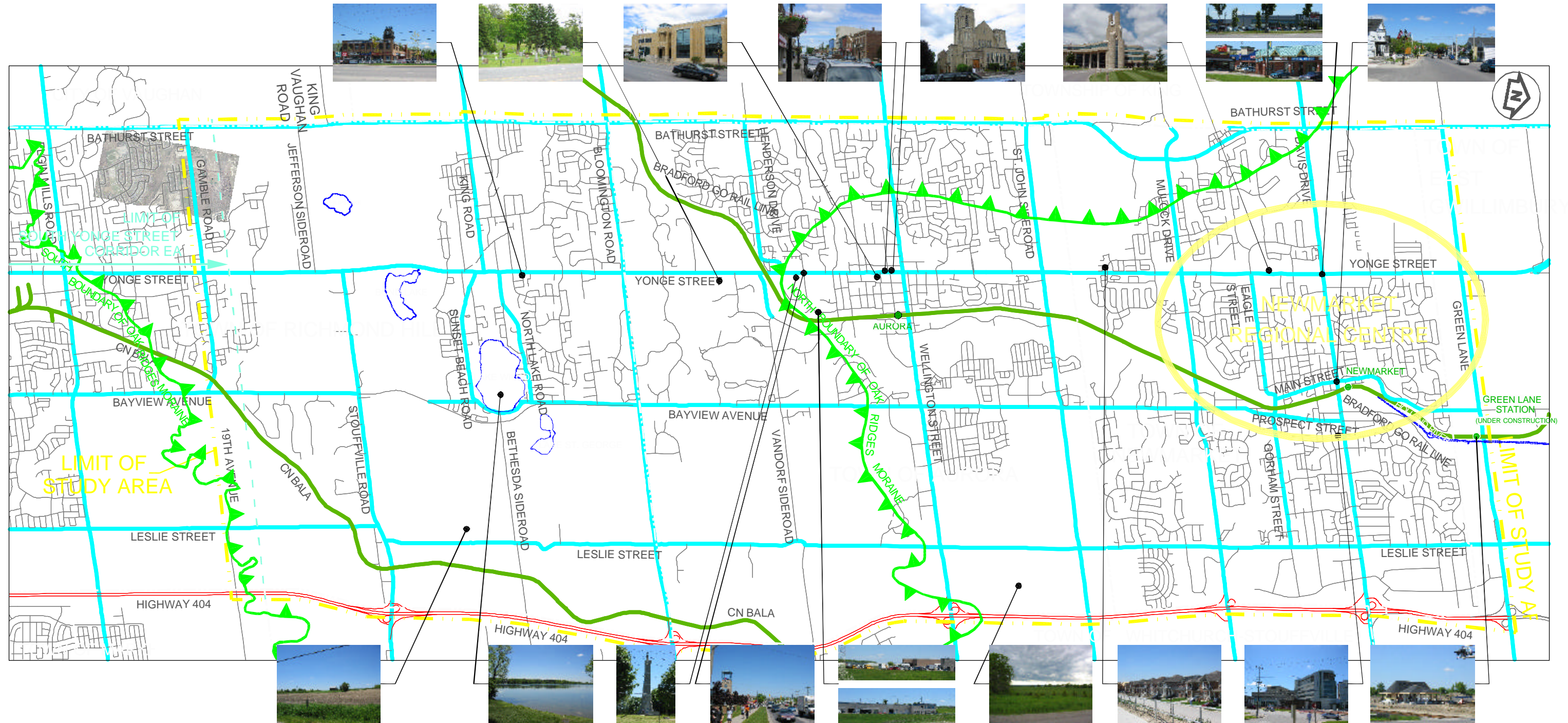
In general, the northern Yonge Street Corridor development is bounded by stable low-density residential development. The CN Bala subdivision to the east and the GO Bradford Line are both an integral part of CN's and GO's mainline network, and are significant features within the EA Study Area. The CN Bala subdivision has stations located south of the Study Area at Langstaff Road and Major Mackenzie Drive. The GO Bradford Line supports the present GO Rail commuter service with stations located at Wellington Street, Davis Drive and the new station on the south side of Green Lane in the Town of East Gwillimbury.

Historic core areas along Yonge Street include the former village centres of Aurora, and Oak Ridges, as well as along Main Street and Davis Drive in Newmarket. These areas have historic streetscapes and the local plans promote their retention and enhancement. These areas are important to the local community. The existing and planned development will be inventoried in detail in the initial stages of the proposed EA analysis and will be presented in the EA documentation.

The assessment of the proposed transit improvements will take into consideration the potential effects the project may have on the Don, Rouge, Humber and Holland River Watersheds. The EA Study Area is also characterized by the presence of several provincial and regional Environmental Significant/Sensitive Areas (ESAs), provincially significant wetlands (PSWs) and several Areas of Natural and Scientific Interest (ANSIs). The most prominent of these is the Oak Ridges Moraine extending from just south of Elgin Mills Road in Richmond Hill to just south of Wellington Street in Aurora.

A full description and inventory of the natural environment in the Study Area will be provided in the EA Report.

# NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT IMPROVEMENTS ENVIRONMENT ASSESSMENT - TERMS OF REFERENCE



**FIGURE 3 - OVERVIEW OF STUDY AREA**



- LEGEND**
- EXISTING ARTERIALS
  - EXISTING HIGHWAY
  - EXISTING LOCAL ROADS
  - EXISTING RAILWAYS
  - MUNICIPAL BOUNDARIES
  - GO STATIONS

100m 0 200m  
SCALE



## **5. ENVIRONMENTAL ASSESSMENT WORK PLAN**

This section describes the work plan that will guide the EA study.

### **5.1. GENERAL REQUIREMENTS**

The EA study will be consistent with the approach and requirements set out in Section 6.1 (2) of the Environmental Assessment Act. The EA will have the following components:

- A description of the purpose of the Undertaking;
- A description and statement of the rationale for the proposed Undertaking, the alternatives to the Undertaking, and the alternative methods of carrying out the Undertaking (i.e. physical infrastructure alternatives, technology alternatives and routing alternatives);
- A description of:
  - (i) the environment that will be affected or might reasonably be expected to be affected, directly or indirectly,
  - (ii) the effects that will be caused or that might reasonably be expected to be caused to the environment, and
  - (iii) the actions necessary or that may reasonably be expected to be necessary to prevent, change, mitigate or remedy the effects upon or the effects that might reasonably be expected upon the environment,by the Undertaking, the alternatives to the Undertaking, and the alternative methods of carrying out the Undertaking;
- An evaluation of the advantages and disadvantages to the environment of the Undertaking, the alternatives to the Undertaking, and the alternative methods of carrying out the Undertaking; and,
- A description of any consultation about the Undertaking by the proponent and the results of the consultation.

The specific activities to be carried out as part of the EA are described in more detail in the following subsections. The proposed schedule for the ToR review and approval, and the execution of the EA Study and its documentation is as follows:

- Submission of the ToR by April 2005;
- A 30-day public and agency review of the EA ToR included in the 12 weeks for review and approval of the EA ToR by the Ministry of the Environment;
- Conduct all EA Study activities, including public consultation at key milestones to present study analyses and recommendations by late fall 2005;
- An estimated EA Report submission date at the end of 2005;
- A 30 week period for Ministry of the Environment review, including a 7 week public and agency review period, and approval of the EA Documentation.



## **5.2. DESCRIPTION OF EXISTING LAND USES**

As background to the rationale for the Undertaking, the EA will provide a detailed description of the existing land uses and context on urban development trends, key corridor constraints and opportunities and a historical chronology of planning activities that established a need for the Undertaking.

## **5.3. DESCRIPTION OF AND STATEMENT OF RATIONALE FOR**

- **THE UNDERTAKING,**
- **ALTERNATIVES TO THE UNDERTAKING and**
- **ALTERNATIVE METHODS OF CARRYING OUT THE UNDERTAKING**

### **5.3.1. Identification of Problem and Opportunities**

In general terms, the proposed Undertaking can be described as enhancements to public transit service generally between the 19th Avenue area in Richmond Hill northerly 18.6 km to the Green Lane area in the Town of East Gwillimbury. It is important to note that the public transit improvements in this corridor must be complementary and compatible with those being recommended in the southern Yonge Street Corridor. Further, the combined North and South Yonge Street Corridor Public Transit Improvements must connect to the TTC system in Toronto (e.g. Finch Station, Yonge Subway) in an efficient and effective manner.

Building on the analysis and recommendations of the 2002 York Region TMP and relevant information from other subsequent transportation planning studies, the rationale for the Undertaking will be established and documented. Factors used to establish the rationale for the Undertaking will include, but not be limited to:

- Response to deficiencies in transportation system performance (e.g. demand/capacity analyses);
- Consistency with the overall vision for the Region and GTA;
- Effect on socio-economic environment;
- Effect on urban form;
- Effect on natural environment features; and
- Direct costs and cost of travel time delay.

### **5.3.2. Alternatives to the Undertaking**

An initial list of potential alternatives to the Undertaking has been developed during preparation of the ToR. The EA will address all reasonable alternatives. Alternatives to the Undertaking are those alternatives that are functionally different, such as addressing the corridor transportation problems by road widening or by non-transit Undertakings. The alternatives to the Undertaking will be subject to an analysis and evaluation in the EA, (as described further in Section 5.5).



Alternatives to the Undertaking, or 'Alternative Strategies', that have been identified for assessment in the EA Study in terms of their ability to address existing and future problems and needs in the study corridor include, but are not limited to, the following:

- *The Do Nothing strategy* including approved road improvements only, as well as minor improvements to existing York Region Transit (YRT) services;
- *A Road Expansion strategy* that includes all committed road and transit improvements identified in the Do Nothing option, plus additional road widenings or new road construction such that future demand is met;
- *A Current Commitments strategy* comprises all road infrastructure improvements currently committed in York Region's 10-year capital plan and the committed service and infrastructure improvements of the local and inter-regional transit authorities, YRT, TTC and GO Transit. These commitments are assumed to be the full extent of transportation improvements through the planning period;
- combines measures to enhance existing bus travel times and capacity as well as reduce peak period auto driver trips through Travel Demand Management (TDM) strategies, including introduction of High-Occupancy Vehicle (HOV) lanes on several north-south arterials;
- *Enhanced Inter-Regional Bus and Rail Service* improvements on the 400-series highways and the GO Bradford Line using existing GO Rail technology, including additional peak period trains as well as higher frequency reverse peak direction and off-peak service. These services could be extended to Sutton and Barrie; and
- *Rapid Transit Corridor Initiatives*, assessed as an extension of the network planned in the southern Yonge Street Corridor (southern municipalities) and based on:
  - (i) rapid transit service in exclusive curb, median or segregated rights-of-way; and
  - (ii) in mixed traffic with enhancements such as priority for transit at signalized intersections, lane and station improvements.

### **5.3.3. Alternative Methods of Carrying out the Undertaking**

There are a wide range of transit improvement options that could be explored to implement the Undertaking, including physical infrastructure alternatives, alternative technologies, alternative routes and service characteristics.

#### **Physical Infrastructure Alternatives**

Physical infrastructure alternatives will differ by technology, however, the following provides an indication of the range of options that may be assessed in the EA.

- Exclusive Lanes In Segregated Rights-Of-Way
- Exclusive Lanes in the Median or Centre of Arterial Streets
- Reversible Contra Flow Lanes in Centre Median
- Exclusive Curb Lanes
- Interior or Off-set Exclusive Bus Lanes
- Priority Measures in Mixed Traffic (e.g. queue jumper lanes, signal priorities for buses at signalized intersections)



### **Technology Alternatives**

Public transit improvements may involve the development of networks and systems using one or a combination of the range of transit technologies currently available in the industry. These are listed below starting with the conventional buses currently operated in the Region.

- **Conventional Bus** - Conventional buses would be an integral part of any enhanced transit system, either serving to feed a rapid transit system or as an integral part of a bus-based system.
- **Bus Rapid Transit (BRT)** - is a flexible form of rapid transit that combines transit stations, vehicles, services, running way, and Intelligence Transportation System (ITS) elements into an integrated system.
- **Light Rail Transit (LRT)** - is a flexible transportation mode that can operate in a variety of settings. LRT is a relatively low cost form of rail technology, usually obtaining electric power from overhead wires.
- **Diesel Multiple Units (DMU)** - This technology is a modern form of a diesel-powered rail car. DMU's are self-propelled and distinguished from current commuter rail equipment with each vehicle motorized rather than pushed or pulled by a heavy diesel engine. This type of technology operates on conventional rail tracks.

### **Routing Alternatives**

A primary role of the Undertaking is to support the growth and urban form arising from the Region's Nodes and Corridors strategy to shape development of corridors linking the designated Regional Centres, in this case, the Newmarket and Richmond Hill Centres. Also, as the major north-south corridor in the Region it must also provide the principal connection to Toronto's subway system at the Finch Station on Yonge Street. Good connectivity with the Region's primary east-west corridor, Highway 7 and GO Transit's commuter rail services on their Bradford Line and Richmond Hill Line using CN's Bala subdivision are also key objectives of the Undertaking.

Options to fulfil this primary role of the Undertaking could include, but are not limited to, the following routes:

- The Bathurst Street right-of-way
- The Yonge Street right-of-way
- A right-of-way adjacent to the GO Rail Bradford Line
- The Bayview Avenue right-of-way
- The Leslie Street right-of-way
- The Highway 404 right-of-way
- A combination of portions of the above road rights-of-way
- A combination of portions of the road rights-of-way and new right-of-way alongside the CN right-of-way

The EA will include a full description of and statement of the rationale for alternative routing options as a means of carrying out the Undertaking.



## **5.4. DESCRIPTION OF EXISTING ENVIRONMENT**

An inventory of transportation, natural, social and economic environment conditions in the EA Study Area will be undertaken as part of the EA. The purpose of this exercise is to establish the baseline conditions and any planned changes to these conditions that are known at the time that the EA is completed. The existing conditions inventory will build upon the information collected during the prior need and justification studies and on-going transportation and environmental planning studies. The existing conditions inventory will identify the status of the environmental elements listed below.

### **Transportation**

- existing pedestrian and bicycle network in the vicinity of the stations;
- existing pathways connecting under existing bridges and culverts;
- connecting transit services;
- existing roadway network;
- existing pedestrian and bicycle demands in the vicinity of the stations;
- existing transit demands; and
- existing traffic volumes and existing traffic patterns.

### **Natural Environment**

- aquatic habitats and individual species;
- ESAs, ANSIs, PSWs, wood lots, Regional Storm Floodplains, Oak Ridges Moraine, hydro geological conditions, watercourses, valley corridors, erosion prone areas;
- Rare, Vulnerable, Threatened or Endangered (RVTE) Species;
- terrestrial features and individual species;
- water quality;
- existing drainage patterns in the vicinity of stations;
- known contaminated sites;
- geotechnical conditions (vibration);
- tributaries and streams including Order 1 and 2 streams and any groundwater upwellings in the EA Study Area;
- delineation of aquifers that may be impacted by the Undertaking;
- ambient noise;
- ambient vibration;
- air quality;
- natural heritage system linkages; and
- a three season (spring, summer, fall) natural heritage feature inventory will be conducted.



### **Social Environment**

- inventory of land ownership patterns in the vicinity of any stations, and in the vicinity of public transit infrastructure;
- inventory of existing land uses in the vicinity of any station locations;
- inventory of recreational features in the vicinity of public transit infrastructure; and
- current planning designations in the vicinity of the stations and any planned modifications.

### **Cultural Environment**

- inventory of cultural/heritage features in the vicinity of the public transit improvements; and
- any areas of likely archaeological features.

The EA Report will include supporting information consisting of various technical studies describing the environment as listed above, such as noise, air quality and vibration.

## **5.5 POTENTIAL ENVIRONMENTAL EFFECTS**

The EA will describe and assess the environmental effects of the proposed Undertaking and alternatives. The study of effects will increase in detail as the study progresses to identify a preferred alternative. Potential effects to be studied include, but are not limited to, those listed below.

### *PLANNING OBJECTIVES*

- effects on York Region's goals and policies
- effects on Municipal (Richmond Hill, Aurora, Newmarket, and East Gwillimbury) goals and objectives
- impact on approved urban structure plans

### *NATURAL ENVIRONMENT*

- effect on fisheries and aquatic habitat
- effect on wildlife habitat
- effect on vegetation and wetland resources
- effect on quality and quantity of groundwater
- effect on quality and quantity of surface water
- effect on inter-relationships of factors that are part of local or regional ecosystem
- changes to local and global air quality
- effects to humans and environment from disruption of contaminated materials

### *SOCIAL ENVIRONMENT*

- impact on navigation
- effects of traffic infiltration
- changes to accessibility



- effects of property loss
- effects of changes in noise and vibration levels due to operation of facility
- effects of noise and vibration during construction
- safety impacts

#### *ECONOMIC ENVIRONMENT*

- effects on businesses and other land uses
- effects on access
- effects on capital and operating costs
- effects on ability to move goods

#### *CULTURAL ENVIRONMENT*

- disruption and/or destruction of archaeological resources
- effects on built heritage features and cultural landscapes

#### *TRANSPORTATION SERVICE*

- effects on service to existing or planned developments and major activity generators
- effects on intermodal connectivity and connections to other regional transit facilities

**Appendix A** provides an outline of the potential environmental factors to be assessed in the EA Study of Alternative Methods of carrying out the Undertaking.

The EA will detail the effects on the community of the construction and operation of the Undertaking and identify appropriate mitigation measures to reduce or eliminate impacts. Net effect will be assessed and documented. For CEAA purposes (to be determined), it is required that the significance of net effects be assessed, including any cumulative effects.

During the EA, the Region will work closely with the affected agencies and the public to refine issues/concerns and to develop acceptable measures for resolving concerns. Mitigation measures will be identified and clear mechanisms will be developed to ensure that they will be carried forward into design and construction.

## **5.6 ANALYSIS PROCESS**

### **5.6.1 General Approach**

For the Undertaking, the alternatives to the Undertaking, and the alternative methods of carrying out the Undertaking, the EA Study will provide the following:

- A description of the environment that will be affected or might reasonably be affected;
- A description of potential effects;
- A description of mitigation measures; and
- An evaluation of advantages and disadvantages to the environment.



The level of detail will depend on the elements being analysed (i.e. the Undertaking, alternatives to the Undertaking, and alternative methods of carrying out the Undertaking). While the same primary categories of effect identified below will be used for all elements, the analysis of alternatives to the Undertaking will rely on broader measures whereas analysis of alternative methods would involve more specific assessments of local effects.

The effects of each alternative on the environment will be compared in a traceable and objective manner and used to identify the preferred alternative at each stage. An evaluation methodology that allows for the comparison of quantitative and qualitative data will be selected. The methodology and analysis results will be presented to the public and documented in the EA Report.

Information on the general methodology for assessing environmental effects, developing mitigation measures and evaluating alternatives is provided in the sections below.

Also provided are details on the development of alternatives and evaluation of advantages and disadvantages for each stage of the development of the preferred alternative design.

### **5.6.2 Assessment of Environmental Effects**

A detailed assessment of the environmental effects of the Undertaking and its alternatives will be documented relying on the relevant criteria, data sources and studies. This detailed analysis will consider effects in the following general areas including, but not limited to: planning objectives, natural environment, social environment, economic environment, cultural environment and transportation service/other technical requirements.

In general the assessment of environmental effects will include an inventory or profile of existing conditions, a prediction or assessment of the effects for each alternative, identification of impacts and mitigation measures and an evaluation of alternative design concepts.

An ecosystem-based approach will be used to guide the environmental effects assessment. In taking this approach, the ecosystem is defined broadly to include environmental, social and economic components and the respective interactions between these components. Impacts to significant ecosystem features and linkages will be avoided and the design for the Undertaking will incorporate measures to protect and enhance the functions of these ecosystem features and linkages.

The following summarizes the scope of the key studies or tasks that will be undertaken to develop the evaluation process, development of the preferred alternative design and mitigation measures.

#### **Planning Objectives**

Official Plans and related documents for both the Region and the local municipalities will be used as the basis for assessing the impacts of alternatives on the achievement of planning objectives. Some of these objectives were described in Section 2 of this ToR. The findings of work pertaining to planning objectives undertaken in the parallel Need and Justification Study conducted by the Region will be incorporated in the EA Study and there will be an ongoing need to ensure that development of alternatives



are consistent with the long term planning objectives of both the Region and local municipalities.

### **Natural Environment Impacts**

The existing conditions in the study area related to natural sciences, including physiography and soils, geology/hydrogeology, aquatic habitat and communities, vegetation and vegetation communities, wildlife and wildlife habitat and designated natural areas will be described in the EA Study. Field investigations will be conducted during the appropriate seasons in order to obtain existing conditions data and will be of sufficient scope to gain all necessary and required approvals. The identification of environmental features and relevant mapping of environmental constraints and deficiencies will be presented.

Following the analysis of existing conditions, the potential environmental effects resulting from the Undertaking and its alternatives will be described and environmental protection/mitigation measures to avoid/prevent, control/mitigate, or compensate for adverse effects, or enhance positive effects will be identified. Specific environmental/mitigation measures will be identified for all environmental disciplines (i.e. physiography and soils, geology/hydrogeology, aquatic habitat and communities, vegetation and vegetation communities, wildlife and wildlife habitat and designated natural areas).

In addition to the natural sciences effects assessment, detailed studies of air quality and water quality and quantity will be undertaken as described below.

#### *Air Quality Assessment*

Air quality effects will be addressed and included in the EA along with mitigation plans to ensure that residences within the project study area are not adversely affected by the Undertaking. Identified effects will be discussed in the context of Regulation 346 of the Environmental Protection Act and related guidelines.

Air quality monitoring data and meteorology data from MOE monitoring stations and other secondary sources will be used to determine the ambient air quality. The potential for changes in air quality due to operation of the Undertaking will be assessed for above-grade conditions, taking into account future changes in ambient air quality with and without the Undertaking.

A protocol for predicting air quality dispersion effects developed in consultation with MOE, will be used for the northern Yonge Street Corridor as a basis for assessing air quality effects. Emissions of carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), total suspended particles (TSP) and particulate matter (PM<sub>10</sub>) will be compared to provincial Ambient Air Quality Criteria (AAQC) to assess the potential for adverse effects. Respirable particulate matter (PM<sub>2.5</sub>) will also be assessed in comparison with the proposed Canada Wide Standard of 30 µg/m<sup>3</sup>.

Short-term odour effects will be predicted using a combination of odour emission rates available in literature. Assessment of potential odour emissions may incorporate available dispersion modelling techniques to evaluate the incremental change in air quality impacts of the transit facilities.

In those instances where the MOE air quality monitoring data and other secondary sources material are not sufficient to establish a baseline upon which to assess air quality effects, an independent air quality monitoring program and modelling of existing and proposed traffic flows will be undertaken to quantify impacts and net



effects. This data will be used to supplement MOE data. The monitoring program will be developed in consultation with the MOE.

#### Water Quality and Quantity

The construction of the proposed transit improvement facilities and related infrastructure could have impacts on stream or river beds, or shorelines which can result in changes to sediments and aquatic habitat, as well as terrestrial flora and fauna.

The EA will outline an approach for water quality and quantity monitoring before, during and after the construction of any infrastructure.

As required by TRCA and LSRCA, the proponent will prepare a stormwater management report to address impacts on storm water quality and quantity associated with the increase in the percentage of impervious surfaces (e.g. commuter parking lots, roadways, stations, etc.) throughout the project limits. This plan will take into account existing background information (e.g. sub-watershed information, wetland information, existing drainage conditions and future drainage conditions). The stormwater management plan will evaluate a variety of stormwater management control options to maintain, and potentially enhance, existing water quality and quantity within the project limits. Impacts from the potential use of road salt during the winter season will also be considered and appropriate mitigation measures will be identified. The stormwater management plan will be prepared in the context of the March 2003 MOE Storm Water Management Practices Planning and Design Manual and the MOE Guidelines for Evaluating Construction Activities Impacting on Water Resources.

#### **Social Environment Impacts**

An assessment of socio-economic effects and proposed mitigation measures that includes information on potential conflicts over incompatible land uses, business interruptions and property impacts (if any) will be prepared and included in the EA Study.

The EA Study will provide a detailed inventory of existing land use and economic activity within the study area. The potential effects on existing land use and economic activity, both negative and positive, will be described. Potential conflicts within the immediately adjacent residential communities, future residential/ commercial development, recreational use of the valley lands, along with any existing utilities, will be key considerations in the selection of the preferred design alternative.

Detailed assessments of noise and vibration will be conducted as described below.

#### Noise Assessment

To establish baseline noise conditions in the Study Area, noise monitoring will be undertaken to measure the ambient (existing) noise environment. This noise monitoring will be used to demonstrate the accuracy of the more reliable prediction models. A monitoring location will be selected for each section of the roadway exhibiting a major change in the type or volume of traffic and the monitoring will be conducted for at least two continuous 24 hour periods. The traffic should closely reflect Average Annual Daily Traffic (AADT) volumes on the days selected for monitoring. Noise prediction modelling of existing road traffic noise using MOE modelling procedures will be undertaken. The potential noise effects of the



Undertaking will also be assessed using data available from other studies, considering the transit technology options.

The significance of noise effects will be assessed with respect to relevant guidelines including those used in other transit environmental assessments, MOE, Canada Mortgage and Housing Corporation (CMHC), and U.S. guidelines. The potential noise effects based on human response to sound exposure will also be examined. Where relevant, the study will refer to the experience of other transit systems in Canada. The evaluation of noise impacts will take into consideration the changes in future ambient noise levels due to increases in vehicular traffic, and the mix of traffic, with and without the proposed Undertaking.

#### Vibration Assessment

To determine baseline vibration conditions, a vibration monitoring program will be conducted. This program will involve measurement of the ambient (existing) vibration at each section of the roadway where a major change in vibration levels is expected (due to factors such as the proximity of nearby industries, a significant change in the volume of truck traffic, a change in road design or possible impact due to nearby rail traffic).

Vehicle vibration and off-site vibration levels, as a function of technology, distance and speed, will be estimated using the following:

- procedures that have been or will be used to measure vibration levels for similar transit EA's;
- vibration propagation efficiencies;
- vibration characteristics for the alternative transit technologies; and
- available data from other transit systems with similar transit technologies.

Vibration may be induced during the construction period, such as from pile driving equipment, etc. These will be projected and monitored using "before" and "after" actual and projected vibration data.

The potential for adverse vibration impacts will be assessed by comparing predicted off-site vibration levels to relevant guidelines used on other rapid transit projects within the Province of Ontario. The evaluation of vibration effects will consider the changes in future ambient vibration levels due to increases in vehicular traffic, and changes in the proportions of bus and truck traffic, with and without the proposed Undertaking.

#### **Economic Environment**

Analysis of economic environment impacts will focus on potential changes (both positive and negative) to businesses located along potential routes including changes to accessibility, visibility, market potential and goods movement.

The assessment will also discuss the relationship between new transit services and development potential, and the resulting changes to municipal costs and revenues.

#### **Cultural Environment**

Cultural heritage resources including built heritage features and cultural landscape features will be inventoried and described as part of the EA Study. This will include



secondary source investigations such as previous cultural heritage reports compiled for the area as well as field surveys to supplement the existing secondary source and cultural heritage information. The investigations will be undertaken by a cultural heritage/archaeological consultant.

It is expected that there will be an increased level of detail and collection of field data as the EA Study progresses from initial route evaluation to the design of the preferred alternative.

Extensive consultation will be required with local municipalities as well as built heritage and cultural heritage landscape experts.

### **Transportation Service and Technical Requirements**

The transportation service analysis will build on the preliminary work carried out in previous studies and incorporate relevant information from on-going transportation planning studies in the development of the York Rapid Transit Plan. The multi-modal travel demand forecasting model developed for the York Rapid Transit Project will be used to evaluate alternative routes and technologies.

When analyzing the Undertaking, detailed traffic analysis will be undertaken to determine the effects of potential reductions in road capacity on traffic level of service and traffic infiltration. Mitigation strategies will be developed to minimize the effects of changes to traffic capacity.

The EA Study will also consider, in the refinement of alternatives, the need to integrate improved transit services with other inter-regional transit services such as GO Rail and any Highway 400-series services. This would occur at major transit nodes such as the Newmarket GO Station on Davis Drive and East Gwillimbury GO Station on Green Lane. This would require compatibility and continuity of public transit services between the northern and southern Yonge Street Corridors.

It is noted that the Ministry of Transportation (MTO) is currently undertaking a study to examine the protection for transit on existing and proposed 400-series highways. Accordingly, any transit initiatives proposed along the Highway 404 Corridor must be coordinated with the Ministry's on-going study.

### **5.6.3 Mitigation**

As part of the assessment process, mitigation measures will be identified to offset predicted environmental effects that have been identified for the Undertaking and its alternatives. The identification of mitigation measures will be developed in the context of relevant review agency guidelines. As the impact assessment process will be iterative as alternatives are developed and evaluated, opportunities to avoid or minimize impacts will be integrated wherever feasible.

Appropriate technical and economically feasible mitigation measures will be developed for specific characteristics and sensitivities of the environmental features and the related significance (e.g. magnitude, duration, certainty) of the potential impact. Such measures may include, but are not limited to:

- Avoidance measures i.e. design options to minimize impacts to or caused by construction and operations noise and aesthetics;



- Protection of water quality and quantity through appropriate facility routing and drainage design; and
- Identification of the recommended construction timing windows, staging of work, etc.

Mitigation measures will be developed in consultation with appropriate agency staff and stakeholders to confirm the environmental analyses, issues and impacts, and subsequently to review the impact assessment and mitigation measures. Mitigation measures will also include recommendations for a monitoring program.

#### **5.6.4 Advantages and Disadvantages**

The EA process will include an evaluation of the advantages and disadvantages to the environment of the Undertaking, the alternatives to the Undertaking, and alternative methods of carrying out the Undertaking. This evaluation will be conducted at a more general level when comparing alternatives to the Undertaking and in more detail for the comparison of alternative methods for carrying out the Undertaking. Factors considered may include, but are not limited to:

##### **Advantages to the Environment:**

- Ability to respond to current road and transit system deficiencies and future growth in travel demand;
- Provision of an efficient and balanced transportation network;
- Promotion of the principles of the Region of York Official Plan which promotes future urban growth and mixed use development in areas that are serviced effectively by transit;
- Contribution to better management of increasing levels of undesirable emissions from the transport sector;
- Potential for ecosystem restoration of degraded areas (e.g. tributaries of the Don, Rouge, Humber and Holland Rivers); and
- Ecosystem connectivity restoration opportunities.

##### **Disadvantages to the Environment:**

- Potential impact to local natural features such as woodlands, ANSIs, PSWs, etc.
- Potential impact on water quality and water quantity relationships and water supplies;
- Potential impact on residential or commercial property;
- Noise and dust impacts from construction and/or operation;
- Disruption of existing traffic access and circulation patterns along proposed route alternatives; and
- Temporary disruption/congestion on local road network from construction activities.



## **5.7 ANALYSIS AND EVALUATION OF ALTERNATIVES**

### **5.7.1 Development of Evaluation Criteria**

Comments received from the public, agencies and other stakeholders will be used to prepare and confirm the detailed criteria for the analysis of the impacts of the alternatives. The criteria will be used to assess the magnitude and extent of effects on the environment from each alternative.

The EA will provide the rationale for the analysis criteria, along with their specific indicators (performance units of measurement). The indicators will have a combination of quantitative and qualitative measures. In all cases, they will be used in an objective and traceable manner.

### **5.7.2 Analysis and Evaluation of Alternatives to the Undertaking**

Potential alternatives to the Undertaking, described previously in Section 5.3.2, will be developed to a level of detail sufficient to determine potential effects on the environment. Criteria that may be used to evaluate alternatives will include, but not limited to:

- Impact on transportation system performance (e.g. demand/capacity analyses);
- Consistency with the overall vision for York Region and Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury;
- Impact on socio-economic environment;
- Impact on urban form;
- Impact on natural environment features;
- Impacts on air quality and vibration objectives;
- Direct costs; and
- Travel time delay costs.

At this stage, evaluation of alternatives with respect to these criteria will be largely done on a qualitative basis, drawing on the results of the inventory of the existing environment and incorporating quantitative information where appropriate.

### **5.7.3 Analysis and Evaluation of Alternative Methods for Implementing the Undertaking**

In terms of methods to implement public transit improvements, analysis and evaluation of both technology and route/infrastructure options will be addressed in the EA Study.

As outlined in Section 5.3.2, alternative technologies will be evaluated using the following criteria:

Service Quality:

- user comfort
- speed



- reliability
- continuity of service

Strategic Considerations:

- consistency with overall YRTP
- ability to enhance acceptance of transit
- impact on land use objectives

Environmental Compatibility:

- socio-economic impact
- natural environment impact
- cultural and heritage impact

Cost Efficiency:

- Property requirements
- operating and capital costs
- lifecycle costs

In terms of infrastructure for the Undertaking, where necessary the EA Study will develop initial options for the location and design of the improved transit facilities such as stations and maintenance facilities. These options will be prepared at a level of detail sufficient for detailed analysis and evaluation of the full range of environmental effects of each alternative route and station locations if required. The analysis will consider mitigation measures and the resulting net effects on the environment.

Comments from the public, key agencies, and stakeholders will be incorporated in the analysis of the alternatives, resulting in the refinement of the analysis as required.

The effects of each alternative route on the environment will be compared in a traceable and objective manner and used to identify the preferred alternative. An evaluation methodology that allows for the comparison of quantitative and qualitative data will be selected. The methodology and analysis results will be presented to the public and documented in the EA Report.

#### **5.7.4 Analysis and Evaluation of the Undertaking**

The potential Undertaking may consist of transit vehicles operating in designated or shared right of ways, or combinations thereof. Options may also consist of widening existing facilities, or converting existing traffic lanes to transit lanes. The Undertaking will be developed to a level of detail so that the detailed effects on the environment are known and can be documented as part of the EA Study. Once details of the effects are known, mitigation measures can be identified.

The Undertaking will be developed in sufficient detail to identify the following:

- Horizontal and vertical alignment;
- Sectional details, including pavement width, turning lanes, boulevard treatments, etc.;



- Structures;
- Property Requirements;
- Access to adjacent properties;
- Impacts on cycling and pedestrian facilities;
- Station details;
- Retaining walls;
- Drainage;
- Illumination;
- Utility Impacts and relocations; and
- Preliminary costs.

### **Refinement and Selection of Preferred Infrastructure Locations**

Following public and agency review of the alternatives to the Undertaking, and the analysis and evaluation of the alternatives, the locations and conceptual designs of the proposed Undertaking will be refined and finalized. In addition, the EA Study will address comments received on the preferred locations and designs of any new infrastructure.

## **5.8 EA STUDY CONSULTATION PLAN**

The EA Study will include all relevant input obtained from an extensive public consultation program conducted to date as well as the additional consultation planned during completion of the EA studies following approval of this ToR. The purpose of the program is to ensure that all concerns and issues are brought forward early and addressed appropriately.

The consultation plan for the EA will build on and incorporate the consultation program conducted as part of the preparation of the transportation and environmental planning studies completed to date and this ToR as described in the following section.

The consultation plan for the northern Yonge Street Corridor reflects the consultation requirements outlined in the MOE's draft guidelines for the preparation of ToR. Other considerations included:

- Conclusions from prior studies, including the Region's TMP, initial studies of the Need and Justification for transportation improvements in the Yonge Street Corridor and the recently completed transportation and environmental planning studies for the south Yonge Street Corridor EA process;
- The large study areas and diversity of land uses resulting in a range of potential issues;
- The desire to provide potentially interested stakeholders with the opportunity to be involved and provide input; and
- The basic principles of effective consultation as detailed in Section 5.8.1.



### **5.8.1 Elements of Public Consultation Program**

The key elements of the public consultation program consist of:

- Public Consultation Centres held at key stages of the study;
- Newsletters distributed at key stages in the study;
- Advertisements for the Public Consultation Centres, and to announce the study initiation and stages;
- Project website on the York Region website; and
- Individual meetings with agencies, municipalities, and other interest groups.

The mailing list developed from previous studies will also be maintained and updated throughout the EA study.

During the EA Study, the Technical Advisory Committee (TAC) will continue in its current role. Participating technical agencies will continue to be involved during the EA Study and will be actively involved in further defining the issues, developing and assessing alternative alignments and station locations, and determining measures for mitigating impacts. Additional consultation with agencies will be held through individual meetings and/or workshops and correspondence. The TAC and other technical agencies to be consulted through the EA process were listed in the previous section.

The public, including the general public, communities, interest groups, institutions, property owners, and other stakeholders (as listed in Section 6) will continue to be provided with opportunities to review study findings and provide input. A Notice of Commencement of the EA Study will be placed in local newspapers and on the York Region website, and mailed to the Technical Advisory Committee, key Stakeholders and Government Agencies. Through the on-going transportation and environmental planning studies and the completion of the EA after ToR approval, the public will have at least three formal opportunities to participate in the EA Study through Public Consultation Centres (PCC's) as follows:

- First set of PCC's – to review and provide input regarding the collection of background data, present alternatives to the Undertaking and the results of their evaluation, and present alternative methods to carry out the Undertaking with respect to routes and technologies.
- Second set of PCC's - to present detailed analysis criteria, evaluation methodology, and the development of alternative alignments and preliminary station locations.
- Third set of PCC's – to review and provide input regarding the comprehensive analysis of the alternatives, the comparative evaluation of the alternatives, and determination of the preferred Undertaking, potential environmental effects and proposed mitigating measures. The comments received will then be taken into consideration to revise and finalize the Undertaking for which EA approval will be sought.

Measures should be taken to ensure that the public has sufficient time to review materials and become informed in advance of the Public Consultation Centres.



There will be other opportunities for public consultation through:

- Newsletters – to be distributed at key points in the EA Study to all contacts on the mailing list, to provide updated information on the study status, and to advise the public on how to provide input.
- Individual meetings – as required, individual meetings with representatives of municipalities, public agencies, interest groups, community associations, business associations, heritage groups, environmental groups, and other stakeholders.
- Website – on the York Region website to show updated information on the EA Study for the duration of the study.

A list of issues will be prepared and updated throughout the study. It will document issues raised by the public, agencies, and other stakeholders, and how the issues were addressed.

### **5.8.2 Technical Advisory Committee and Other Key Stakeholders**

For the EA Study, the Technical Advisory Committee (TAC) formed during the preparation of the ToR will be retained and will continue its present role.

The following technical agencies will be consulted through the EA process either through participation on the TAC or by direct consultation:

- York Region
- Town of Richmond Hill
- Town of Aurora
- Town of Newmarket
- Town of East Gwillimbury
- Toronto and Region Conservation Authority
- Lake Simcoe and Region Conservation Authority
- GO Transit
- Ministry of Natural Resources
- Ministry of Transportation
- Ministry of Culture
- Ministry of Environment



In addition to the key agencies with direct participation in the EA, a broader list of technical agencies with a prospective interest in the study will be contacted at key points during the EA and requested to supply technical input and comments on the study findings. The proposed list of technical agencies is shown in the following table:

<b>Federal Departments</b>	<b>Provincial Ministries</b>	<b>Local Municipalities</b>
<ul style="list-style-type: none"> <li>• Fisheries and Oceans Canada</li> <li>• Canadian Environmental Assessment Agency</li> <li>• Environment Canada</li> <li>• Transport Canada</li> </ul>	<ul style="list-style-type: none"> <li>• Ministry of Environment*</li> <li>• Ministry of Natural Resources*</li> <li>• Ministry of Transportation*</li> <li>• Ministry of Economic Development and Trade</li> <li>• Ontario Realty Corporation</li> <li>• Ministry of Culture</li> <li>• Ministry of Tourism and Recreation</li> <li>• Ministry of Health and Long Term Care</li> <li>• Ministry of Education</li> <li>• Ministry of Municipal Affairs and Housing</li> <li>• Ministry of Public Infrastructure Renewal</li> <li>• Ministry of Agriculture and Food</li> <li>• Ontario Native Affairs Secretariat</li> </ul>	<ul style="list-style-type: none"> <li>• Region of York*</li> <li>• Town of Richmond Hill*</li> <li>• Town of Aurora*</li> <li>• Town of Newmarket*</li> <li>• Town of East Gwillimbury*</li> </ul>
<b>Agencies and Authorities</b>		<b>Utilities</b>
<ul style="list-style-type: none"> <li>• Toronto and Region Conservation Authority*</li> <li>• Lake Simcoe Region Conservation Authority*</li> <li>• GO Transit*</li> <li>• CP Rail</li> <li>• CN Rail</li> <li>• York Regional Police</li> <li>• York Region Health Services</li> <li>• York Regional Fire Coordinator</li> </ul>	<ul style="list-style-type: none"> <li>• York Region District School Board</li> <li>• York Catholic District School Board</li> <li>• CSD Centre Sud-Ouest</li> <li>• CSD Catholique Centre-Sud</li> </ul>	<ul style="list-style-type: none"> <li>• Central Ontario Electric Commission</li> <li>• Enbridge Gas</li> <li>• Consumers Gas</li> <li>• Bell Canada</li> <li>• Rogers Cable</li> <li>• Shaw Cable Systems</li> <li>• Trans Canada Pipelines Ltd.</li> <li>• Hydro One Networks</li> </ul>
<b>First Nations that may be Affected</b>	<b>First Nations that may have an Interest</b>	
<ul style="list-style-type: none"> <li>• Mississaugas of the New Credit First Nation</li> <li>• Six Nations of the Grand River</li> </ul>	<ul style="list-style-type: none"> <li>• Alderville First Nation</li> <li>• Beausoleil First Nation</li> <li>• Chippewas of Georgina Island First Nations</li> <li>• Curve Lake First Nation</li> </ul>	<ul style="list-style-type: none"> <li>• Chippewas of Mnjikaning First Nation</li> <li>• Hiawatha First Nation</li> <li>• Mississauga's of Scugog Island First Nation</li> </ul>

\* Member of TAC for the North Yonge Street Corridor EA Study



### **First Nations Consultation**

The Proponent is committed to contacting First Nations Groups early on in the EA process to determine interest and involvement.

### **5.8.3 Regional Council Consultation**

The EA Study findings (including the results of the public consultation process) and recommendations will be presented and submitted to the York Region's Rapid Transit Steering Committee and Council for approval. During the EA Study, interim findings will be presented to the Steering Committee for the York Rapid Transit Plan and the Regional Transportation and Works Committee. The study findings will also need to be presented to the municipal councils of the Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury.

## **5.9 COMPLETE EA REPORT**

An EA Report will be prepared that fully meets the requirements of the provincial and federal EA processes. The Report will thoroughly document the EA process, data collected, alternatives that were considered, the analysis of the impacts of the alternatives, evaluation of the alternatives, mitigation strategy, monitoring program, and the description of the preferred Undertaking. The EA Report will also document the results of the public consultation process.

It will also be imperative to ensure that the Undertaking is complimentary to and compatible with that being adopted in the southern Yonge Street Corridor EA Study, which precedes the northern Yonge Street Corridor EA Study.

The preparation of the EA Report will involve the following steps:

1. Prepare the draft EA Report in accordance with the requirements outlined in Section 5.1 of this ToR;
2. Review the draft EA Report with affected agencies and interested stakeholders;
3. Finalize the EA Report with comments from affected agencies and interested stakeholders;
4. Submit the EA Report to MOE and any federal responsible authorities for approval;
5. Notify municipal clerks that the EA Report has been submitted; and
6. Post a public "Notice of Submission" of the EA Report.



## **6. CONSULTATION DURING PREPARATION OF TERMS OF REFERENCE**

The consultation plan conducted as part of the North Yonge Street Corridor EA Study, as noted previously, allowed the public and key stakeholders the opportunity to provide input into both the need for the project and planning issues and also the development of the ToR including the consultation plan for the follow-up individual EA Study.

Key technical agencies were asked to provide input through participating on the TAC. In addition, those technical agencies with a potential interest in the study, including provincial, municipal, and federal agencies, were contacted during ToR preparation and requested to comment on the study scope. The technical agencies contacted are summarized in Table 2 of the Background Document.

Based on comments received from the public and agencies there appears to be a strong public interest in the North Yonge Street Corridor Public Transit Improvements. Some of the comments received during consultation in the preparation of the ToR include: providing of park and ride facilities at transit stations, improving GO Transit service, and offer affordable transit fares. Comments related to the EA will be carried forward for consideration.

### ***Consultation***

The public includes the general public, communities, interest groups and property owners. Input from the public was obtained in a variety of ways including:

- Initial public notice – to introduce the study, to invite interested members of the public to be placed on the mailing list and to provide any preliminary comments;
- Notice placed in local newspapers and on the Region's website, mailed to interest groups and community associations;
- A Public Consultation Centre (PCC) was held at two locations in the Study Area on June 12, 2004 and June 15, 2004. A summary of the Public Consultation is included in the Background Document;
- Project website – provided ongoing opportunity for the public to contact the Region and provide comments; and,
- The Southern Yonge Street Corridor EA Study – this study was being conducted in parallel and therefore pertinent information was input into the ToR as appropriate.

One TAC meeting was held on May 25, 2004 to introduce the Study Area and the scope of ToR to the TAC.

Ontario Native Affairs Secretariat and Indian and Northern Affairs Canada were contacted during preparation of the ToR and through discussions, First Nations Groups were identified that may have an interest in the EA. A summary of this consultation is attached in the Background Document.

The Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury were given an opportunity to comment on a draft version of the ToR. A summary of these comments is included in the Background Document.



## **7. OTHER APPROVALS**

It may not be possible to address all approval requirements at the time of seeking EA Act approval. A number of subsequent approvals may require detailed design and process information that is not available at the time of EA Act approval. York Region is committed to obtaining the necessary approvals at the appropriate time in the implementation phase.

The following post EA approvals may be required and as the Study progresses, other approvals may be identified. The agencies responsible for issuing these approvals will be consulted during the study to ensure that their interests and requirements are properly addressed thereby ensuring that there are no complications at the time of approval and that there can be reasonable assurance that approvals will be obtainable.

- Municipal Official Plan amendment and zoning bylaw changes if needed.
- Water taking permit from MOE.
- Sewage and water approvals, under the Ontario Water Resources Act, for stations and maintenance facilities.
- Municipal Noise bylaw amendments/exemptions if required during construction.
- Municipal building permits.
- Environmental Protection Act approvals for wastes generated at stations and maintenance facilities.
- CEAA (DFO Approvals, Navigable Waterways authorization).
- TRCA and LSRCA approvals (“Fill, Construction, Alteration to Waterways” permit and DFO authorization).
- MNR approvals under the Lakes and Rivers Improvements Act.

### **7.1. CANADIAN ENVIRONMENTAL ASSESSMENT AGENCY (CEAA) APPLICABILITY**

York Region will be guided by the federal/provincial coordination process chart outlined in the supporting documentation found in **Appendix B**. This proposed approach is designed to address the information requirements of both federal and provincial Environmental Assessments Acts.

It is recognized by both the Canadian Environmental Assessment Agency (on behalf of the federal authorities), and York Region, that ongoing dialogue on the information requirements is required throughout the EA process as more is learned about the specifics of the Undertaking. As such, it may be necessary for York Region to provide additional or more detailed information as the EA process proceeds. The intent is to produce a single EA body of documentation on environmental effects to meet all of the information needs of both the federal and provincial governments. To the extent practical, federal/provincial information requirements regarding potential factors to be assessed in the context of this study have been integrated. General information requirements under CEAA can be found in **Appendix B**.



## **8. COMPLIANCE MONITORING**

The Regional Municipality of York is committed to the preparation of a compliance monitoring strategy and schedule during the preparation of the EA Study, to measure impacts such as noise, water quality and air quality effects associated with the construction and operation of the Undertaking. The monitoring strategy will be developed in consultation with the Environmental Assessment and Approvals Branch of the MOE. The proponent must comply with the terms and conditions as well as the commitments identified in the EA and report to MOE on how the compliance has been achieved.

The framework for the monitoring strategy may include, but not be limited to, the following elements:

- compliance monitoring and effects monitoring;
- a plan for implementation of mitigation and contingency measures;
- long-term post construction monitoring and contingency measures and agreed upon triggers for employing contingency plans;
- provisions for monitoring water quality and quantity, air quality, and soils;
- provisions to ensure compliance with EA commitments (e.g. an independent environmental inspector, compliance committee, contract specifications) to ensure that all environmental standards and commitments for both construction and operation work are met; and
- details on monitoring and reporting relationships.

Baseline information on existing environmental conditions is a critical part of the monitoring strategy and will therefore be emphasised in the EA.

The EA will describe how the proponent will achieve compliance (e.g. technical agencies approval and satisfy public interest) and how the compliance will be reported. The proponent or its contractor will be required to obtain all permits from regulatory agencies (e.g. MOE, TRCA, LSRCA, MNR, DFO, Navigable Waters Protection) prior to construction and will ensure compliance with all permit conditions throughout the work.



# **APPENDIX A**

## **OUTLINE OF POTENTIAL ENVIRONMENTAL FACTORS**



## Yonge Street Corridor APPENDIX A

<b>TABLE A1 – OUTLINE OF POTENTIAL ENVIRONMENTAL FACTORS</b>			
<b>FACTOR</b>	<b>AGENCY</b>	<b>ISSUE/CONCERN</b>	<b>ACTION</b>
<b>GENERAL</b>			
Compliance	MOE		The commitments made during the preparation of the EA will be implemented through various means including contractual requirements placed on contractors and sub-contractors and dedicated construction inspectors. The Region will commit to examining the feasibility of establishing a community liaison group involving agencies and community representatives or environmental inspectors to ensure compliance with EA commitments.
<b>NATURAL ENVIRONMENT</b>			
Fisheries and Aquatic Habitat	MNR, DFO, MOE, TRCA, LSRCA, EC	The nature/extent of any aquatic habitat that may be disrupted, altered or indirectly affected by the undertaking (such as interference with fish movement, alteration/loss of streamside cover, changes in water quality due to erosion and sedimentation, storm discharges, temperature changes, implications to base flows as a result of dewatering) including Harmful Alteration, Disruption or Destruction of Fish Habitat (HADD). Tributaries/creeks in 4 watersheds (Don, Humber, Rouge, Holland) are within the EA Study Area. The TRCA has a Level 3 Agreement with the Department of Fisheries and Oceans.	Aquatic habitat information will be collected through field surveys, agency consultation, and review of background documentation. Potential effects on aquatic habitat will be assessed, mitigation measures identified, and a strategy for addressing the Fisheries Act (through preliminary and detailed design) will be provided in the EA document.
Wildlife Habitat	MNR, TRCA, LSRCA, DOE, EC	The construction of any facility can remove wildlife habitat, including the habitat of RVTE species, adversely affecting wildlife populations.	The majority of the corridor is already heavily urbanized. It is anticipated that the majority of the facility will be incorporated within the existing roadway infrastructure (either at grade or tunneled in short sections). Potential impacts on wildlife habitat and a determination of the significance will be undertaken during the EA study. The objective will be to maximize habitat protection and minimize disturbance.



**TABLE A1 – OUTLINE OF POTENTIAL ENVIRONMENTAL FACTORS**

<b>FACTOR</b>	<b>AGENCY</b>	<b>ISSUE/CONCERN</b>	<b>ACTION</b>
Wildlife Habitat	MNR, TRCA, LSRCA, DOE, EC	Linear facilities can fragment wildlife habitats and provide a barrier to wildlife travel corridors.	Areas where wildlife movement opportunities can be maintained or improved will be reviewed during the EA study.
Vegetation and Wetlands	MNR, MOE, TRCA, LSRCA, DOE, EC	Direct (intrusion) and indirect (noise, sediments, contaminants) affects on vegetation and wetland resources in the EA Study Area including the implications of dewatering on the groundwater and subsequent implications to vegetation and wetlands. These resources are important in providing wildlife and plant habitat, stabilizing slopes and soils, providing forest cover and filtering runoff.	Potential impacts on vegetation and wetland areas and a determination of the significance of those impacts will be undertaken during the EA study. Vegetation and wetland areas have been identified and mapped during the Feasibility Study using background sources and previous field work by Ecoplans Limited on other projects. This information will be updated during the EA with detailed fieldwork focusing on areas of potential intrusion/impact. Consideration of potential impacts on forest cover will be considered as well. Environmental protection and mitigation measures will be developed during the EA for implementation at preliminary and detailed design. Studies and appropriate methodologies to determine ecosystem relationships and impacts, e.g. connectivity will be reviewed.
Groundwater Resources	MOE, TRCA, LSRCA	Interference with recharge areas and release of contaminants can adversely affect the quantity and quality of groundwater. Interference with groundwater flow can adversely affect ecosystem components dependent upon groundwater discharge (e.g. streams and wetlands, fish, vegetation), and groundwater users (e.g. wells).	Groundwater recharge and discharge zones have been mapped in the EA Study Area using background sources and input from agencies during the Feasibility Study. The hydro geological conditions of the EA Study Area will be further reviewed during the EA and groundwater recharge, flow, discharge and quality will be considered during the planning, design, construction and operation of the facility. This will be done in consideration of the Oak Ridges Moraine Conservation Plan (draft) and associated Technical Guidelines. Contingency planning to ensure water supplies will also be included.
Surface Water Resources	MOE, MNR, DOE, TRCA, LSRCA	Surface water quantity and quality can be adversely affected by storm drainage, release of contaminants (i.e. sediments, chemicals), the loss of groundwater flow into surface features and obstruction of flows.	The EA Study Area encompasses 4 watersheds (Don, Humber, Rouge and Holland rivers). Watercourses have been identified and mapped in the Feasibility Study. Further field assessment will be completed during the EA as described under Fisheries above. The assessment will include the use of applicable standards and technical protocols, i.e. Provincial Water Quality Objectives/Guidelines, MOE Guidelines for Evaluating Construction Activities Impacting on Water Resources, MOE Storm Water Management Practices Planning and Design Manual. The EA will document measures to protect surface water quality and quantity during planning, design, construction and operation of the facility. Storm water management relationships will be assessed and documented in a Storm Water Management Report along with erosion and sediment control strategies, and hydraulic analyses which address conveyance concerns.



**TABLE A1 – OUTLINE OF POTENTIAL ENVIRONMENTAL FACTORS**

FACTOR	AGENCY	ISSUE/CONCERN	ACTION
Ecosystem Planning	MOE, EC, TRCA	Not only is it important to consider the individual environmental factors, but it is also important to consider the inter-relationships of factors that are part of the local or regional ecosystem.	An ecosystem approach has been initiated in the Feasibility Study by identifying and mapping the following inter-related features - Oak Ridges Moraine, recharge/discharge areas, wetlands, conservation areas, ANSIs, ESAs, permanent and intermittent watercourses, proposed natural corridors (Town of Richmond Hill Corridor Study), valley lands, species movements and woodlands. These features were further considered in the evaluation of alternative corridors as part of the Need and Justification report. These inter-relationships need to be pursued further in the EA planning by incorporating available watershed level information, documenting ecological relationships, and identifying protection/mitigation measures to maintain ecological functions from the perspective of environmental effects on natural features, including potential cumulative effects as appropriate.
Air Quality & Energy	MOE, EC	Transportation facilities can adversely affect both local and global air quality predominantly due to the burning of fossil fuels.	Air Quality and emissions have been considered in the Feasibility Study in assessing the merits of alternative corridors in addressing ridership in the congested Yonge Street corridor. Energy consumption and therefore air emissions will be a factor considered in the EA when assessing route alternatives and technologies. Recommendations will also be made concerning the need for proponent monitoring.
Contaminated Soil	MOE	Contaminated materials may be discovered during construction. If not properly handled they can cause adverse effects to humans and the environment.	Potential contaminated sites will be identified during the EA building on closed landfill site information available from MOE. Where these sites cannot be avoided, a management strategy consistent with MOE's Guidelines for the Management of Contaminated Sites will be developed. A contingency plan will be developed for addressing contaminated materials encountered during construction of the facility.



**TABLE A1 – OUTLINE OF POTENTIAL ENVIRONMENTAL FACTORS (CONT'D)**

<b>SOCIAL ENVIRONMENT</b>			
Traffic Nuisance	MOE,  Municipal Agencies	Traffic infiltration in neighbourhoods.	Estimate of traffic infiltration will be prepared for each option and included in evaluation.
Effects on Homes	MOE,  Municipal Agencies	Dislocation created by property acquisition.	Possible mitigation through compensation and relocation program.
Noise and Vibration	MOE	Increased noise and vibration levels during construction and operation can adversely affect the quality of life of those living and working in proximity to the route.	The ambient noise level in the urban sections of the Yonge St. corridor is relatively high due to the existing high traffic levels. The effects of the undertaking on noise levels will be considered in the EA when assessing alignments and developing construction staging plans. A qualified acoustical consultant shall develop a framework for dealing with noise and vibration assessment, mitigation, compliance reporting, complaint response and monitoring in consultation with and to the satisfaction of the EAA Branch of MOE prior to the start of any noise and vibration studies on this project. The framework shall deal with the methodology and procedure which will be used in the analysis of the transit design alternatives from the noise aspect and with the methodology and procedure which will be used in the analysis and evaluation of the noise and vibration impacts associated with the construction and operation of the facility. It shall take into account not only the noise and vibration impacts which will be generated by the transit vehicles but also the noise impacts from ancillary facilities such as parking lots and service facilities. As part of this pre-consultation process the proponent shall address the noise concerns expressed by the EA and Approvals Branch of MOE with regard to the Draft ToR.
Safety	Municipal Agencies	The public transit improvements may be operating in a high traffic area. It will be important to ensure that the public is protected from injury from any new facility. In addition, emergency access to the vehicles, right of way and adjacent lands must be maintained.	Safety and emergency access will be a prime consideration in the EA when assessing technology options and in planning, designing, constructing, operating and maintaining the facility.



**TABLE A1 – OUTLINE OF POTENTIAL ENVIRONMENTAL FACTORS (CONT'D)**

<b>ECONOMIC ENVIRONMENT</b>			
Effects on Businesses & Other Land Uses	Private Sector, Municipal Agencies, Ratepayers	The location of public transit improvements can have positive and negative effects on businesses and adjacent land uses. (loss of parking, restriction of access, limitation on commercial traffic circulation, business displacement)	Business and property owners will be closely involved in the planning of the undertaking during the EA to ensure that economic community benefits are maximized and property impacts are minimized.
Level of Accessibility	Private Sector, Municipal Agencies, Ratepayers	Construction of new transit facilities may create discontinuity in local pedestrian, traffic patterns.	The current circulation patterns will be established. Possible mitigation include additional road and pedestrian grade separation structures.
Goods Movement	Private Sector, Municipal Agencies, Ratepayers	Construction may restrict access and/or reduce road capacity.	Assessment will inventory major truck routes, loading areas, manufacturing operations to measure degree of impact.
Support of Approved Urban Structure	Private Sector, Municipal Agencies, Ratepayers	Location of improvements may support/encourage development through changes in accessibility. Also degree of impact is a function of existing/planned adjacent land use.	Subjective assessment based on detailed corridor land use inventory developed in association with Regional/local planning agencies.



**TABLE A1 – OUTLINE OF POTENTIAL ENVIRONMENTAL FACTORS (CONT'D)**

<b>CULTURAL ENVIRONMENT</b>			
Archaeological Resources	MTCR,  Municipal Agencies, Municipal Heritage Planners,  LACAC,  TRCA	The EA Study Area has a history of Native and European activity. Both riverbanks and heights of land represent high potential areas for archaeological resources. Note: TRCA owns property on the German Mills Creek, east of Yonge Street, south of 16 <sup>th</sup> Avenue as well as lands on the west side of Yonge Street, south of Gamble Sideroad on the Rouge River Tributary. TRCA undertakes all archaeological investigations on TRCA's property.	Most of the EA Study Area has been extensively altered over the years and is heavily urbanized. The EA will review all available background archaeological information including consultation with MTCR. A Phase 1 archaeology review will be undertaken. That review will identify areas of archaeological clearance and areas where further work (Phase 2) may be required prior to construction. As part of the inventory of the existing environment and assessment of environmental effects of public transit improvements, the potential archaeological resources will be inventoried and the effects on them assessed during the EA process and any mitigation to minimize negative effects will be recommended. This will be completed before detail design activities for any part of the Improvements.
Heritage Resources/ Cultural Landscapes	MTCR, Municipal Agencies,  Municipal Heritage Planners,  LACAC	The EA Study Area has numerous built heritage features and cultural landscapes. These must be carefully considered in the planning, design and construction of any public transit facility improvements.	The preliminary identification of Built Heritage Features, Heritage Conservation Districts, and Cultural Landscapes has been undertaken during the Feasibility Study. This information has been mapped as part of that work. The EA will complete that assessment in further detail following the requirements of MTCR. The work will also identify potential impacts and required mitigation measures satisfactory to MTCR to ensure that cultural heritage features are identified and protected in the planning and design of the facility and as part of any post EA processes. Heritage impact statements will be prepared where the proposed public transit improvements will be constructed through Heritage Conservation Districts. Through the EA process, York Region will commit to examining how the interpretation of the historic nature of the area will be implemented, If necessitated by the level of impacts to heritage resources, recommendations for a Cultural Heritage Management Plan will be developed for the EA Study Area. The Plan will address potential impact and mitigation that might arise during the study.



**APPENDIX B**

**ADVICE TO PROPONENTS AT THE TERMS OF  
REFERENCE STAGE FOR A COORDINATED  
FEDERAL/PROVINCIAL ENVIRONMENTAL  
ASSESSMENT PROCESS**

**Advice to Proponents  
at the Terms of Reference Stage  
for a Coordinated Federal/Provincial  
Environmental Assessment Process**

**Federal Screening  
under the Canadian Environmental Assessment Act  
and  
Individual Environmental Assessment  
under the Ontario Environmental Assessment Act**

Canadian Environmental Assessment Agency, Ontario Region  
January 2005

## 1.0 Purpose of Document

The purpose of this document is to provide information with respect to environmental assessment (EA) requirements under the *Canadian Environmental Assessment Act* (CEAA). It describes when the CEAA may apply to a project and to some extent the nature of federal interests. This information is intended to assist proponents in the development of a Terms of Reference for an individual EA under the *Ontario Environmental Assessment Act (OEAA)*. The Terms of Reference will outline the process to be followed during the environmental assessment and the content of that EA.

In order to facilitate coordination of provincial and federal EA processes, the Canadian Environmental Assessment Agency (the Agency) will provide general advice on CEAA and federal involvement in the individual EA. More detailed information on federal interests and information needs will be provided as more specific project information becomes available and federal authorities have enough information to formally initiate their environmental assessment under CEAA.

This document is organized into four subsequent sections.

**Definitions:** Provides some key definitions that are useful in assisting in understanding CEAA requirements and assisting in the review of this document.

**CEAA Requirements:** Provides background on the requirements of CEAA as well as direction on coordination with the provincial EA.

**Federal Authority (FA) Interests:** Provides preliminary policy level advice on FA interests in an EA.

**Next Steps:** Outlines the next steps that are envisioned for the federal authorities' participation in the EA process.

In addition, two attachments are provided that offer suggested wording to include in the body of the Terms of Reference and supplemental information to the Terms of Reference.

**Appendix "A":** Provides suggested wording on the coordinated federal/provincial EA process to be included in the body of the Terms of Reference.

**Appendix "B":** Provides general information on the EA requirements under CEAA to be included as supplemental information to the Terms of Reference.

## 2.0 Definitions

The following definitions are drawn from the *Canadian Environmental Assessment Act*. When these terms are used in this document their meaning is as defined here.

**"Environment"** means the components of the Earth, and includes:

- a) land, water and air, including all layers of the atmosphere;
- b) all organic and inorganic matter and living organisms; and
- c) the interacting natural systems that include components referred to in paragraphs (a) and (b).

**"Environmental effect"** means, in respect of a project:

- a) any change that the project may cause in the environment, including any change it may cause to a listed wildlife species, its critical habitat or the residences of individuals of that species, as those terms are defined in subsection 2(1) of the *Species at Risk Act*,
- b) any effect of any such change referred to in paragraph (a) on
  - (i) health and socioeconomic conditions,
  - (ii) physical and cultural heritage,
  - (iii) the current use of lands and resources for traditional purposes by aboriginal persons, or
  - (iv) any structure, site or thing that is of historical, archaeological, paleontological or architectural significance, or
- c) any change to the project that may be caused by the environment,

whether any such change or effect occurs within or outside Canada;

**"Project"** means:

- a) in relation to a physical work, any proposed construction, operation, modification, decommissioning, abandonment or other undertaking in relation to that physical work, or,
- b) any proposed physical activity not relating to a physical work that is prescribed or is within a class of physical activities that is prescribed pursuant to regulations made under the Inclusion List Regulation of *CEAA*.

**“Federal Authority”** means:

- a) a Minister of the Crown in right of Canada,
- b) an agency or other body of the federal government ultimately accountable to Parliament through a federal Minister of the Crown
- c) any department or departmental corporation set out in Schedule I or II of the Financial Administration Act, and
- d) any other body that is prescribed pursuant to regulation under *CEAA*.

**“Responsible Authority”** (RA) means:

in relation to a project, a federal authority that is required to ensure that an environmental assessment of the project is conducted.

**“Expert Federal Authority”** means:

a federal authority that has specialist or expert information or knowledge with respect to a project that can be provided to a Responsible Authority, mediator or panel during the conduct of an environmental assessment, including expertise to the implementation of mitigation measures and any follow-up program.

### **3.0 Canadian Environmental Assessment Act (CEAA) Requirements**

#### **3.1 *When CEAA Applies***

Under subsection 5(1) of the *CEAA*, a federal environmental assessment may be required when, in respect of a project, a federal authority:

- Is the proponent;
- Makes or authorizes payment or any other form of financial assistance to the proponent;
- Sells, leases or otherwise disposes of lands; or
- Issues a permit, or license or other form of approval pursuant to a statutory or regulatory provision referred to in the *Law List Regulations*.

These planned actions of federal authorities are commonly called “triggers.”

In order for the *CEAA* to apply, there must be a project, there must be a federal authority and there must be a trigger under section 5(1) of the Act.

Table 1 provides information on potential *CEAA* triggers. This table is not inclusive, and proponents are encouraged to refer to the *Canadian Environmental Assessment Act* and associated regulations to identify all possible triggers for their project.

**Table 1  
Selected Potential CEAA triggers for Projects<sup>1</sup>**

Potential Project Trigger	Provisions of Act	Responsible Authority	Comments
<b>A CEAA SCREENING IS LIKELY TRIGGERED IF THE PROJECT:</b>			
<ul style="list-style-type: none"> <li>Is being funded with federal money</li> </ul>	<i>CEAA</i> s.s. 5(1)b	The funding department	<ul style="list-style-type: none"> <li>Act is triggered where federal money is being provided (e.g., Transport Canada Strategic Highway Infrastructure Program)</li> </ul>
<ul style="list-style-type: none"> <li>Is on federal land</li> </ul>	<i>CEAA</i> s.s.5(1)c	Federal department responsible for the implicated lands	<ul style="list-style-type: none"> <li>this would affect projects crossing federal lands such as national parks (Heritage Canada), Indian reserves (Department of Indian Affairs and Northern Development) or national defence bases (Department of National Defence)</li> </ul>
<ul style="list-style-type: none"> <li>Is likely to affect a facility regulated by the NEB (e.g. oil or gas pipeline)</li> </ul>	<i>National Energy Board Act, s. 52, 58 and 74</i>	National Energy Board	<ul style="list-style-type: none"> <li>Act is triggered by application by a regulated-company to the NEB under sections of the NEB Act that are Law List triggers</li> </ul>
<ul style="list-style-type: none"> <li>Is likely to affect the operation of a railway company or property</li> </ul>	<i>Canadian Transportation Act</i>	Transport Canada, Canadian Transportation Agency	<ul style="list-style-type: none"> <li>generally will apply to projects where a rail line crossing is contemplated</li> </ul>
<ul style="list-style-type: none"> <li>Involves the temporary storage of explosives on-site</li> </ul>	<i>Explosives Act, par. 7(1)a</i>	Natural Resources Canada	<ul style="list-style-type: none"> <li>projects which involve blasting and will store the explosives on-site require a permit under the Explosives Act</li> </ul>
<ul style="list-style-type: none"> <li>Is likely to harmfully affect fish or fish habitat</li> </ul>	<i>Fisheries Act, s.s. 22(1), 22(2), 22(3), 32, 35(2) and 37(2)</i>	Fisheries and Oceans Canada	<ul style="list-style-type: none"> <li>applies to any work in or near water</li> <li>provision of sufficient water flow</li> <li>passage of fish around barriers</li> <li>screening of water intakes</li> <li>destruction of fish by means other than fishing (e.g., blasting)</li> <li>authorization is required to harmfully alter, disrupt or destroy fish habitat</li> </ul>

<sup>1</sup> This table is not inclusive, and proponents are encouraged to refer to the *Canadian Environmental Assessment Act* and associated regulations to identify all possible triggers for their project.

**Table 1 (Continued)  
Selected Potential CEAA triggers for Projects<sup>2</sup>**

Potential Project Trigger	Provisions of Act	Responsible Authority	Comments
<b>A CEAA SCREENING IS LIKELY TRIGGERED IF THE PROJECT:</b>			
<ul style="list-style-type: none"> <li>Is likely to substantially interfere with the public right to navigation</li> </ul>	<i>Navigable Waters Protection Act</i> , s.s. 5(1)(a), 6(4), 16 and 20	Transport Canada	<ul style="list-style-type: none"> <li>applies to any work in, on, over, under, through or across navigable water</li> <li>approval is required for a new bridge, boom, dam or causeway (incl. culverts)</li> <li>other works that cause changes to flows, water levels or navigation clearances may require approval</li> </ul>
<ul style="list-style-type: none"> <li>Is likely to take place in, involve dredge and fill operations, draw water from or discharge to a historic canal operated by Parks Canada</li> </ul>	I.A. and N.D. Canal Land Regulations Public Lands Licensing Order Heritage Canal Regulations	Heritage Canada – Parks Canada	<ul style="list-style-type: none"> <li>potentially triggered by projects crossing the Trent Severn Waterway and Rideau Canal. The Canal Land Regulations and Public Lands Licensing Order address drainage into a canal (e.g., stormwater drains) and the Heritage Canal Regulations address dredge and fill activities (e.g., construction of bridge piers)</li> </ul>
<ul style="list-style-type: none"> <li>Is likely to affect Indian reserve lands</li> </ul>	<i>Indian Act</i> , s.s. 28(2), 35(1), 35(2) and 39	Department of Indian Affairs and Northern Development	<ul style="list-style-type: none"> <li>would only apply to projects that are located on, or require access through, Indian reserves</li> </ul>

If a project does not involve any of the “triggers” to the CEAA, an EA could still be required. Where, in the opinion of the federal Minister of the Environment, a project may cause significant adverse environmental effects which cross a boundary, the Minister has the authority to refer the project to a mediator or a review panel for an assessment of its environmental effects. The word “boundary” in this case may refer to a provincial boundary, an international boundary, or the boundary of federal lands, including for example, reserve lands and national parks. This authority only exists for projects where there is no other trigger. Normally, the process of considering whether to make a referral based on the transboundary provisions is initiated when the Minister receives a petition or request from a person or a government with an interest in lands potentially affected by the project.

<sup>2</sup> This table is not inclusive, and proponents are encouraged to refer to the *Canadian Environmental Assessment Act* and associated regulations to identify all possible triggers for their project.

### **3.2 Coordination of CEAA with Provincial EA**

It is possible that a project undergoing a provincial EA may trigger an EA under the *Canadian Environmental Assessment Act (CEAA)*. The proponent is encouraged to work in a coordinated way with provincial and federal governments, both governments having formally agreed to coordinate their respective EA processes. Formal agreement on environmental assessment cooperation between the governments of Canada and Ontario has been approved.<sup>3</sup> The Canada-Ontario Agreement on Environmental Assessment Cooperation (Agreement) establishes administrative mechanisms and guide federal-provincial cooperation for the environmental assessment of projects subject to both the *Canadian Environmental Assessment Act* and the Ontario *Environmental Assessment Act*. The Agreement proposes a single point of contact for projects. It will also set up a more effective and consistent process in which each level of government can fulfill its environmental assessment responsibilities in a timely manner, while contributing to environmental protection.

A Federal Environmental Assessment Coordinator (FEAC) will be established for each environmental assessment conducted. The FEAC will be the principal point of contact for federal authorities during the assessment process. The FEAC will:

- Bring together all federal authorities that may need to be involved in the EA;
- When appropriate, consolidate federal information requirements for the assessment;
- Coordinate the actions of federal authorities with those of provincial governments in the case of joint assessments, and with other bodies (e.g., band councils) that may be conducting assessments under the CEAA, to prevent overlap and duplication
- Coordinate federal authorities' obligations for the Canadian Environmental Assessment Registry
- Establish and chair project committees that include representatives of all potential responsible authorities and interested federal authorities
- Establish timelines for environmental assessments, after consulting with potential responsible authorities and federal authorities
- Determine, in consultation with responsible authorities, the timing of any public participation required by the Act or proposed by a responsible authority

These measures are intended to reduce costly delays in project planning and improve the consistency of information requirements and timing of project decisions.

In the case of a provincial individual EA and federal screening, the Agency will act as the FEAC.

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<sup>3</sup> Please refer to the Agency web site for more detail  
[http://www.ceaa-acee.gc.ca/013/agreements\\_e.htm#1](http://www.ceaa-acee.gc.ca/013/agreements_e.htm#1)

For the Agency, coordination has four key goals:

- to identify how the proposal affects the interest of all relevant federal and provincial agencies and to ensure those are addressed;
- to identify, early in the planning process, all the tasks the proponent might be required to carry out in order to provide agencies with what they need to meet their requirements;
- to enable federal and provincial agencies to reach their EA conclusions within roughly the same time frame; and
- to aim towards information on environmental effects being contained within a single body of documentation.

The first of these goals identifies how the proposed undertaking may affect federal and provincial interests. The second contributes to the quality and efficiency of EAs. The third relates to the timeliness of carrying out the EAs and the fourth contributes to the accessibility of information to the public, proponent and agencies.

Draft coordination procedures are in use in Ontario for projects that trigger both the provincial and federal EA legislation. The purpose of the procedures is to outline general steps in a process whereby a single EA is done for the project. This proposed approach is designed to address the information requirements of both federal and provincial environmental assessment Acts. **Figure 1 outlines coordination procedures which are likely to be carried out in relation to this project and should be included as part of the supplemental information to the Terms of Reference.**

Federal authorities require information about the proposed project to determine whether they may or are likely to have a power, duty or function which would trigger the requirement for an EA under CEAA, pursuant to s.5(1). For example, the federal authorities need to know if federal funding or federal land is being sought to enable the project to proceed or if they have a regulatory duty in respect of the project. Furthermore the FAs will need to know at a conceptual level the proposed construction methods and the location of the works in order to determine whether they will need to exercise their regulatory responsibilities. Typically such information is not available at the Terms of Reference stage.

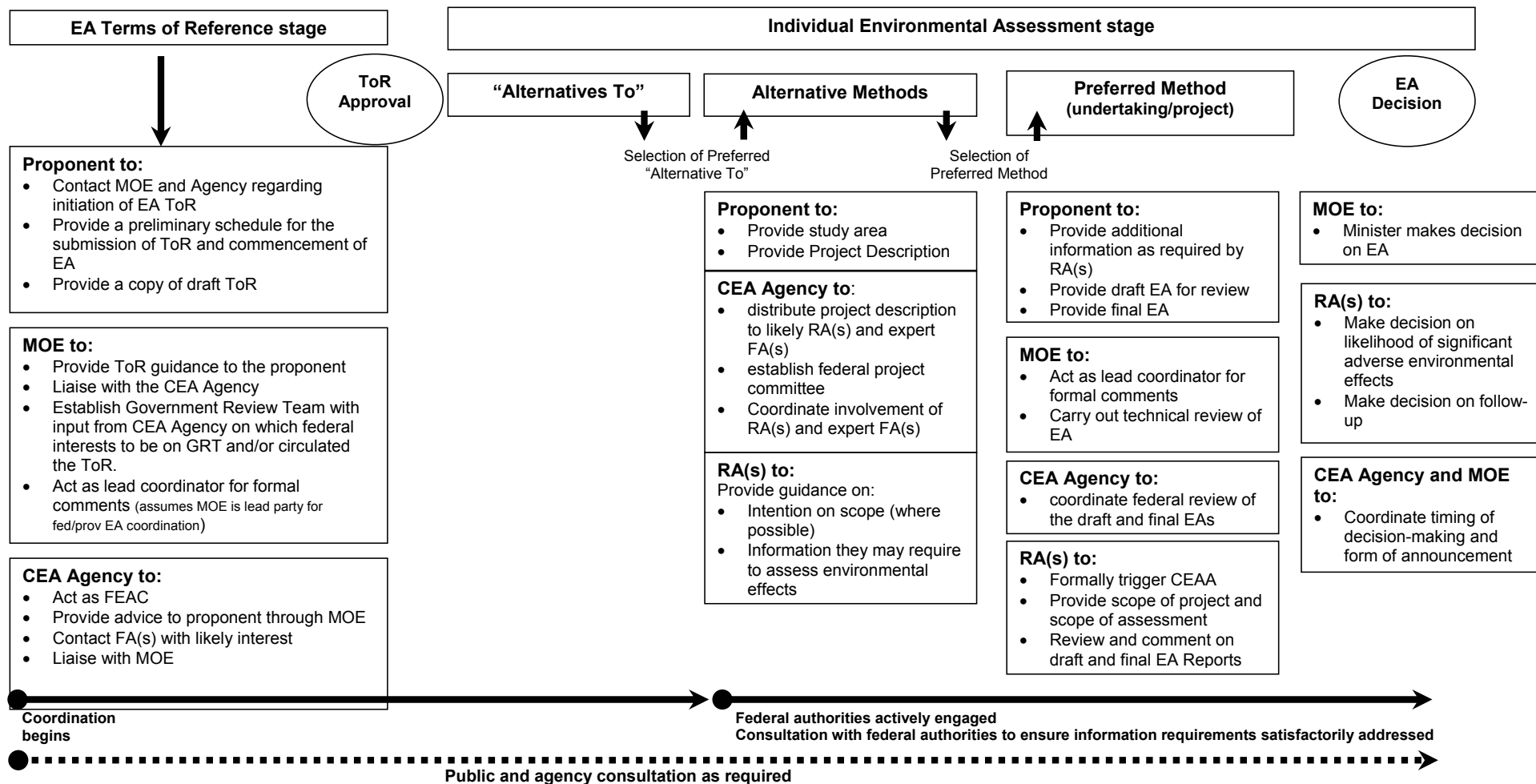
The submission of a project description<sup>4</sup> is an important first step in the initiation of a federal EA. The project description can be embedded in the Terms of Reference document or it can be provided separately. The provision of a project description by the proponent initiates a process whereby federal departments can evaluate their interests and potential participation in the project. Where the project information is at a very conceptual stage, the development of a federal project description may have to wait

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<sup>4</sup> refer to the Canadian Environmental Assessment Agency's Operational Policy Statement on Preparing Project Descriptions under the *Canadian Environmental Assessment Act* [http://www.ceaa-acee.gc.ca/013/0002/ops\\_ppd\\_e.htm](http://www.ceaa-acee.gc.ca/013/0002/ops_ppd_e.htm)

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**Figure 1: Federal/Provincial Coordination Process for Individual EAs/Screenings  
Key Steps For "Unfocused" ToR**



until later in the provincial EA process. As indicated in Figure 1, the proponent will be expected to submit a project description to the Agency as soon as more detail on the undertaking becomes available and in particular when enough information is available to select a preferred “alternative to” and a study area is known. The project description will then be circulated by the Agency to federal authorities who may potentially have a trigger under *CEAA* or provide expert advice.

Should a federal authority determine that it will have a trigger for the proposed project and a *CEAA* environmental assessment is required, formal commencement of the process will be signaled by an entry on the Canadian Environmental Assessment Registry at the appropriate time, and communicated to the proponent.

Federal authorities recognize the value of identifying information needs early in the environmental assessment process. However, the conceptual level of project information at the Terms of Reference stage limits their ability to do so. As such, the federal information requirements will be refined and further clarified as the EA process proceeds with the intent of producing a single EA body of documentation on environmental effects to meet all of the information needs of both the federal and provincial governments. To further reduce uncertainty, the Agency recommends that the proponent validate any assumptions being made about information needs on a regular basis through discussions with federal authorities as they become engaged in the process. The Agency would be pleased to facilitate such discussions.

Once an RA has determined it has a trigger under *CEAA*, the RAs, in consultation with the expert FAs, will determine the scope of the project, factors to be considered and the scope of those factors for the federal environmental assessment to meet requirements pursuant to sections 15 and 16 of *CEAA*.

In the case of a coordinated EA, these formal determinations will likely reiterate many of the information requirements already identified in the Terms of Reference.

The above information is intended to assist the proponent in understanding how a federal EA can be coordinated with the provincial EA. Not all this information need be included in the Terms of Reference. **Appendix “A” provides suggested wording on federal/provincial coordination to be included in the body of the Terms of Reference.**

### **3.3 *Environmental Assessment Requirements Under CEAA***

In the administration of the *CEAA*, federal authorities shall exercise their powers in a manner that protects the environment and human health and applies the precautionary principle. Under *CEAA*, the Responsible Authority is required to consider factors specified in section 16, keeping in mind the definitions of environment, environmental effect and project, prior to making a decision about whether to take action (e.g. provide funding, issue *Fisheries Act* authorization) in support of the project. Please refer to Appendix B for greater detail.

Normally, the information required will pertain to the preferred method<sup>5</sup> or the portions of it in relation to which FA(s) are triggering CEAA. Not all alternative methods will necessarily form part of the project under CEAA.

Once a preferred method has been determined, it may be necessary for the proponent to provide additional or more detailed information to enable RA(s) to make a judgment about the likelihood of significant adverse environmental effects after mitigation. The identification of factors to be considered and the scope of those factors to be considered for the preferred method (or portion thereof) will be determined by the RA(s). It may be that many of the factors and associated environmental effects were assessed during the evaluation of the alternative methods, however, additional information particular to the federal EA process may be required for the preferred method.

**The general information needs under CEAA to be provided in an environmental assessment can be found in Appendix “B” and should be included as part of the supplemental information to the Terms of Reference.**

#### **4.0 Federal Authority Interests**

A number of federal authorities may have an interest in the proposed undertaking. Their interests will become clearer as more is known about the preferred “alternative to”. A general listing of potential FA areas of expertise is provided in Table 2. A preliminary list of environmental components against which project effects may be assessed is provided in Table 3.

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<sup>5</sup> “Preferred method” refers to a phase in the EA process as required for an Individual EA under the provincial EA legislation.

**Table 2  
Identifying Expert Federal Authorities**

<b>ENVIRONMENTAL ISSUES</b>	<b>EXPERT FEDERAL AUTHORITY</b>
<b>Environmental Effects</b>	
<b>Changes in the environment:</b>	
general	Environment Canada
air	Environment Canada
land	Environment Canada Natural Resources Canada
wildlife	Environment Canada
fish and fish habitat	Fisheries and Oceans Canada
soil	Agriculture Canada
forest resources	Natural Resources Canada
humans	Health Canada
water	Environment Canada Fisheries and Oceans Canada Natural Resources Canada
<b>Related changes in:</b>	
sustainable use	Environment Canada
human health conditions	Health Canada
socio-economic conditions	Agriculture Canada Environment Canada Fisheries and Oceans Canada Health Canada Indian and Northern Affairs Canada Industry, Science and Technology Canada Natural Resources Canada
cultural resources	Canadian Heritage Indian and Northern Affairs Canada
aboriginal land and resource use	Indian and Northern Affairs Canada
historical, archaeological, paleontological and architectural resources	Canadian Heritage Natural Resources Canada Public Works and Government Services Canada
management of protected areas – national parks, national historic sites, historic rivers and heritage canals	Canadian Heritage
<b>CEAA Process and Procedures</b>	Canadian Environmental Assessment Agency Environment Canada
<b>International Environmental Issues</b>	Foreign Affairs Canada Canadian International Development Agency
<b>International Crossings and Projects</b>	Canada Border Services Agency Citizenship and Immigration Canada Foreign Affairs Canada

**Table 3**  
**Preliminary List of Valued Ecosystem Components**

<b>Components</b>	<b>Attributes</b>
Water	Groundwater groundwater quality groundwater quantity groundwater flow drinking water
	Surface water surface water quality surface water quantity surface water flow patterns sediment quality
Atmosphere	Air quality Noise Vibration
Land	Soil conditions, including contaminated areas Geology Geomorphology Landscape
Species and Populations	Terrestrial terrestrial vegetation wetlands ecologically important areas, (ANSI's, ESA's, PSW's) birds other terrestrial wildlife wildlife at risk (terrestrial) including species listed under the <i>Species at Risk Act</i>
	Aquatic aquatic vegetation & sediments fish (finfish, crustaceans, shellfish) invertebrates amphibians and reptiles wildlife at risk (aquatic) including species listed under the <i>Species at Risk Act</i>
Habitats and Communities	Terrestrial habitat Terrestrial communities Aquatic habitat Aquatic communities
Human Health & Safety	Health risks and effects on health Safety risks
Social & Economic	Existing and anticipated future land uses Local economy Transportation & navigation Quality of life Economical/commercial opportunities Employment Recreational opportunities or amenities
Physical and cultural heritage	Archaeological resources Paleontological resources Architectural resources Cultural resources Aesthetic Adjacent land uses
Aboriginal	Reserve lands Current use of land and resources for traditional purposes

## **5.0 Next Steps**

The information contained in this Advice to the Proponent will assist in the preparation of the Terms of Reference and in coordinating the provincial and potential federal EA.

It is expected that the Agency will review the Terms of Reference during the formal Ontario Ministry of the Environment review process to:

- see how federal interests have been reflected; and
- provide comments if appropriate.

As more detail on the undertaking becomes available and in particular when enough information is available to select a preferred “alternative to” and a study area is known, it should be possible to develop a project description that can be circulated by the Agency to federal authorities who may potentially have a trigger under *CEAA* or provide expert advice.

It is recognized that ongoing dialogue on the information requirements is needed throughout the EA process as more is learned about the specifics of the project. The federal information requirements will be refined and further clarified as the EA process proceeds. As soon as the RA(s) believe they are in a position to do so, *CEAA* will be triggered.

## APPENDIX “A”

### SUGGESTED WORDING FOR INCLUSION IN THE TERMS OF REFERENCE ON A COORDINATED FEDERAL/PROVINCIAL EA PROCESS

#### **Coordinated Federal/Provincial EA Process**

##### **Federal/Provincial EA Coordination**

The proponent’s undertaking is subject to the requirements of the *Ontario Environmental Assessment Act*. The requirements of the *Canadian Environmental Assessment Act* (CEAA) may also apply. The proponent intends to work in a coordinated way with provincial and federal governments, both governments having formally agreed to coordinate their respective EA processes established by the applicable environmental assessment legislation.

##### **Coordinated EA Process**

The proponent will be guided by the federal/provincial coordination process chart outlined in the supporting documentation of this terms of reference document. This proposed approach is designed to address the information requirements of both federal and provincial environmental assessment Acts.

##### **Application of the Coordinated EA Process to the Proposed Project**

It is recognized by both the Canadian Environmental Assessment Agency (on behalf of the federal authorities), and the proponent, that ongoing dialogue on the information requirements is required throughout the EA process as more is learned about the specifics of the undertaking. As such, it may be necessary for the proponent to provide additional or more detailed information as the EA process proceeds. The intent is to produce a single EA body of documentation on environmental effects to meet all of the information needs of both the federal and provincial governments. To the extent practical, federal/provincial information requirements regarding potential factors to be assessed in the context of this study have been integrated. General information requirements under CEAA can be found in the supporting documentation of this terms of reference document.

## APPENDIX “B”

### INFORMATION TO BE PROVIDED FOR AN ENVIRONMENTAL ASSESSMENT UNDER THE CANADIAN ENVIRONMENTAL ASSESSMENT ACT (CEAA)

Under *CEAA*, the following information needs to be provided in an environmental assessment conducted as a screening (paraphrasing):

- a description of the existing environment;
- any change the project may cause in the environment including: land, water, air, organic and inorganic matter, living organisms, and the interaction of natural systems;
- any effects that the project may cause to a listed wildlife species, its critical habitat or residences of individuals of that species, as those terms are defined in subsection 2(1) of the *Species at Risk Act*;
- the effects of a project-related environmental change on: health and socio-economic conditions; physical and cultural heritage; the current use of lands and resources for traditional purposes by aboriginal persons; and any structure, site or thing that is of historical, archeological, paleontological or architectural significance;
- any such project change or effect occurring both within or outside Canada;
- all environmental effects that may result from the various phases of the project (construction, operation, modification, abandonment and decommissioning);
- the environmental effects of accidents and malfunctions;
- the effects of the environment on the project (including effects due to climate change);
- the cumulative environmental effects of this project that are likely to result from the project in combination with other projects or activities that have been or will be carried out<sup>6</sup>;
- the likelihood of significant adverse environmental effects;
- the need for and requirements of a follow-up program;
- comments from the public obtained in accordance with *CEAA*;
- any measures to be taken that would mitigate identified environmental effects;
- any other matter that the responsible authority deems to be necessary including those required for a comprehensive study, mediation or panel.

Additional factors to be considered for a comprehensive study, mediation or panel include:

- the purpose of the project;
- alternatives means of carrying out the project;
- design of a follow up program;

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<sup>6</sup> For more information on cumulative effects assessment please refer to the Canadian Environmental Assessment Agency's operational policy statement on cumulative effects, [http://www.ceaa-acee.gc.ca/013/0002/cea\\_ops\\_e.htm](http://www.ceaa-acee.gc.ca/013/0002/cea_ops_e.htm)

- the capacity of renewable resources affected by the project to meet the needs of the present and those of the future.

If the decommissioning and abandonment phases are not currently part of the proposed project, the proponent may explain this in its EA document, and the responsible authority under *CEAA* may decide not to require further analysis on these phases of the project as part of the current assessment.

Nothing in this document will limit the prerogative of federal authorities to seek additional information as more is learned about the specifics of the projects and its potential effects. Responsible authorities will be making a judgment about the likelihood of significant adverse environmental effects after mitigation, and they have the discretion to determine what information they require before making such a judgment.



# **BACKGROUND DOCUMENT RECORD OF CONSULTATION**



## **SUMMARY OF CONSULTATION DURING DEVELOPMENT OF TERMS OF REFERENCE**

### **CONSULTATION APPROACH**

Section 6 (3) of Ontario's Environmental Assessment (EA) Act requires that each Terms of Reference (ToR) document submitted to MOE for approval, "must be accompanied by a description of the consultations by the proponent and the results of the consultations". The description summarizes the interested parties or stakeholders identified during the ToR consultation process, lists the significant issues and concerns raised during the consultation process and outlines the proponent's response to them. The purpose of this Record of Consultation is to summarize the results of consultation activities undertaken during the development of the ToR.

The consultation plan for the North Yonge Street Corridor was developed to reflect the consultation requirements outlined in the Ministry of Environment's Draft Guidelines for the Preparation of Terms of Reference. Other considerations that guided the consultation plan included:

- Conclusions from prior studies, including the Highway 7 Transitway EA, the Yonge Street Transitway EA, and the York Region Transportation Master Plan;
- The large study areas and diversity of land uses resulting in a range of potential issues;
- The desire to provide potentially interested stakeholders with the opportunity to be involved and provide input; and,
- The basic principles of effective consultation.

Due to the fact that the North Yonge Street EA Study is being conducted as part of a much larger public transit improvement program, there were significant opportunities to increase the public's awareness about the Region's overall transit strategy. The study organization considered both the administrative and technical needs of the study, in addition to the study's consultation programs, as they pertain to the key stakeholders. The remaining sections discuss the key stakeholders, how they were involved, and the outcomes of the consultations.

### **KEY STAKEHOLDERS**

#### ***York Region Council***

York Region Council has an integral role in the overall transit improvement program including the North Yonge Street Corridor Project. Council as a whole will retain an informational position throughout the study. In addition, individual members of council and senior staff members are more directly involved in the study as follows:

- **Rapid Transit Steering Committee:** Made up of senior staff members and oversees the Program
- **Joint Management Committee:** Made up of members of council and oversees the Rapid Transit Steering Committee and executive functions

#### ***Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury***

The Councils and relevant committees of the above mentioned towns will be informed of study progress and will provide comment and endorsement of study recommendations at key milestones.



***Technical Advisory Committee (TAC)***

Given the nature of the study, the location of the study area, the range of issues and the multi-jurisdictional aspects of the study area, the Technical Advisory Committee comprises of senior staff from the following organizations:

- Regional Municipality of York
- Town of Richmond Hill
- Town of Aurora
- Town of Newmarket
- Town of East Gwillimbury
- Toronto and Region Conservation Authority
- Lake Simcoe and Region Conservation Authority
- GO Transit
- Ministry of Natural Resources (MNR)
- Ministry of Transportation (MTO)
- Ministry of Culture
- Ministry of Environment (MOE)
- Canadian Environmental Assessment Agency (CEAA)

The first meeting was held with the TAC on May 25, 2004. The purpose of this meeting was to outline the Study Area for the North Yonge Street Corridor EA and the scope of the ToR, and to obtain from the TAC any information regarding short and long term plans or policies, and transportation or planning initiatives within the Study Area.

The TAC members were requested to comment on the materials prepared for the first PCC on June 8, 2004 via email and FTP site. There were no comments received regarding the materials.

On November 4, 2004, the draft ToR was circulated to the Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury for review and comments. Richmond Hill, Newmarket and East Gwillimbury provided comments which have been summarized and are listed in **Table 1**.



**Table 1  
Summarized Comments on the Draft ToR**

<b>Municipality</b>	<b>Summarized Comments</b>
Richmond Hill	<ul style="list-style-type: none"><li>▪ Section 5.4: under Transportation, the last bullet should be expanded to include “and existing traffic patterns”.</li><li>▪ Section 5.4: under Social Environment, the first bullet should be expanded to include “and in the vicinity of public transit infrastructure”.</li><li>▪ Section 5.5: under Planning Objectives, a new bullet is needed to include “effect on Municipal goals and objectives”.</li><li>▪ Section 5.8.3: The last sentence states that “The study findings may also need to be presented to the municipalities of the Town of Richmond Hill, ...”. Please change the word may to will.</li></ul>
Newmarket	<ul style="list-style-type: none"><li>▪ A representative from Public Works &amp; Environmental Services and Legal &amp; Development Services (Planning) be on the Municipal Liaison Team.</li><li>▪ To ensure that the widening of Yonge Street from Mulock Drive to Green Lane must be part of any rapid transit plan, and in any case be considered part of the Region’s 2005 10-year Capital Works Program.</li><li>▪ To ensure Town Council receives regular updates at the Committee of the Whole and Council regarding the status of the Environmental Assessment.</li></ul>
East Gwillimbury	<ul style="list-style-type: none"><li>▪ The Yonge Street Corridor rapid transit network, which is proposed to connect the Newmarket Regional Centre to the Yonge Subway within the 2021 planning horizon, should extend to the East Gwillimbury GO Station on Green Lane. Within this time frame, there is significant growth planned for the communities of Holland Landing, Sharon and Queensville. Furthermore, a rapid transit link to the East Gwillimbury GO Station would provide significant relief to the traffic congestion on the Yonge Street corridor north of Davis Drive through Newmarket that exists today, even without the significant growth expected in East Gwillimbury within the 2021 planning horizon.</li></ul>

A pre-submission meeting with the MOE and CEAA was held on March 8, 2005. The purpose of this meeting was to obtain initial comments from MOE regarding the draft ToR prior to the formal submission, and coordination with the Federal/Provincial EA requirements. MOE and CEAA comments were incorporated in the final ToR.

### **Technical Agencies**

Key technical agencies were requested to provide input through participation on the TAC. In addition to agencies participating on the TAC, a broader list of technical agencies were contacted and invited to supply technical input and comments during preparation of the ToR. The technical agencies contacted are shown in **Table 2**.



**North Yonge Street Corridor Public Transit Improvements  
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**Table 2  
Technical Agencies Contacted During Preparation of the ToR**

• Town of Richmond Hill*	• Regional Municipality of York*
• Town of Aurora*	• Canadian Environmental Assessment Agency
• Town of Newmarket*	- Ontario Region
• Town of East Gwillimbury*	• Ministry of Culture*
• Ontario Native Affairs Secretariat	• Toronto and Region Conservation Authority*
• Association of Iroquois and Allied Indians	• Lake Simcoe Region Conservation Authority*
• Indian and Northern Affairs Canada	• GO Transit*
- Comprehensive Claims Branch	• Ministry of Transportation*
- Specific Claims Branch	- Urban Planning Office
- Litigation Management and Resolution Branch	• Ministry of Natural Resources
• Ministry of the Environment*	- Aurora District*
- Environmental Assessment & Approvals Branch	

Notes: \* Members of the TAC.

### **First Nations Consultation**

Ontario Native Affairs Secretariat (ONAS) was consulted on the North Yonge Street Corridor prior to the submission of the ToR to the Ministry of the Environment. This review allowed ONAS to comment on any First Nations that may be affected or have interest in the study. Ontario Native Affairs Secretariat suggested that the study may impact or be of interest to the Mississaugas of the New Credit First Nation, and also suggested that two organizations be contacted which represent a number of First Nations to see if there are any who may be interested in the study and wish to provide comments. The Association of Iroquois and Allied Indians, and the Union of Ontario Indians were contacted for their comment. The Association of Iroquois and Allied Indians suggested that the Six Nations of the Grand River may have an interest in the study. The Union of Ontario Indians have not provided comments at this stage of the study.

Indian and Northern Affairs Canada (INAC) was also listed by ONAS as possible contacts since the Government of Canada sometimes receives claims that Ontario does not. Two different branches of INAC were contacted, which are the Comprehensive Claims Branch and Specific Claims Branch for review and comments on any First Nations that may have an interest in the study. The Litigation Management and Resolution Branch of INAC was also contacted following consultation with the Comprehensive Claims Branch.

The Comprehensive Claims Branch of INAC noted that there are currently no comprehensive claims within the Study Area.

The Specific Claims Branch of INAC noted that the Study Area is located within the area delineated by the Toronto Purchase specific claim which involves the Mississaugas of the New Credit First Nation.

The Litigation Management and Resolution Branch of INAC noted a case involving the 1923 Williams Treaties which is currently in litigation. The First Nations which are involved as part of these Treaties and may have an interest in the EA are the following: Alderville First Nation, Beausoleil First Nation, Chippewas of Georgina Island First Nations, Mississauga's of Scugog Island First Nation, Chippewas of Mnjikaning First Nation, Hiawatha First Nation and Curve Lake First Nation.

The above noted First Nations may have an interest in the EA and the Proponent is committed to contacting these First Nations to determine their interest and involvement.



## **PUBLIC CONSULTATION PROGRAM**

Meaningful engagement of the general public, local communities, interest groups and property owners was seen as an important and integral part of the study. The public consultation program was developed with the following objectives:

- ensure the public is made aware of the investigation including its purpose, timing and methods to obtain further information;
- provide an opportunity for interested parties to interact with Regional staff and the consultants undertaking the investigation at key points in the investigation, to obtain further information and register their comments and concerns regarding the study;
- generate information related to the critical public issues and concerns to develop a representative Terms of Reference for the follow-up Individual EA, including a consultation program;
- meet MOE requirements for the preparation of the Individual EA.

The key elements of the public consultation program were as follows:

### **Initial Public Notice and Notice of Study Commencement (ToR Phase)**

A notice of study commencement was initially advertised to the public in June 2004 through the use of newspaper advertisements, and postings on the York Region website.

The purpose of the notice was to introduce the public to the study and provide contact details for follow-up inquiries. The initial notice also served as a notice of the first public meeting.

The initial public notice was advertised in the following 2 local papers including:

- Era Banner, Sunday June 6 and Thursday June 10, 2004
- Richmond Hill Liberal, Sunday June 6 and Thursday June 10, 2004

### **Public Consultation Centre**

One Public Consultation Centre (PCC) was held during the preparation of the Terms of Reference at two locations on June 12, 2004 and June 15, 2004.

#### **Public Consultation Centre #1 (ToR Phase)**

The purpose of the first Public Consultation Centre (PCC) was to introduce the public to the EA study, provide background, describe the process for preparation of the study ToR, and obtain input regarding the proposed study scope. During the PCC, the public was invited to review study displays, ask questions of team members and provide written or verbal comments.

This set of PCC's was held in two locations:

<b>Where</b>	<b>When</b>
Upper Canada Mall, Town of Newmarket	Saturday June 12, 2004 (9:30 am to 6:00 pm)
Oak Ridges Moraine Library, Town of Richmond Hill	Tuesday June 15, 2004 (6:00 pm to 8:00 pm)



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The material on display consisted of presentation boards, YRTP information banners, and a project-specific fact sheet. Upon arrival, attendees were asked to sign a visitor “sign-in” sheet.

A total of forty-four (44) people signed in at the June 12<sup>th</sup> PCC. The PCC, in fact, attracted several more visitors than recorded but it was more difficult to control the signing process in the open environment of a shopping mall. Only eight (8) people signed in at the June 15<sup>th</sup> PCC. However, those who came were all interested in learning more about the project and voicing their opinion regarding public transit.

A “Comment Sheet” was available at both venues for participants to submit their comments on the project and presentation material. In addition to numerous verbal comments, four (4) written comment sheets were completed and submitted. The overall response to the material presented at the PCC appeared to be very supportive of the initiative to improve public transit in the Corridor.

Comments/concerns expressed by the participants can be summarized as:

- Provide park and ride at transit stations;
- Improve GO transit service;
- Provide transit along Highway 404 instead of Yonge Street;
- Concentrate job opportunities in the Corridor supported by a better transit system; and
- Offer affordable transit fares.

***Website***

York Region’s main website, specifically the Public Notices section of the Transportation and Works department website was used for advertising public consultation events.