

APPENDIX C

Draft Environmental Assessment Coordination Process For Proponents

APPENDIX C DRAFT ENVIRONMENTAL ASSESSMENT COORDINATION PROCESS FOR PROPOSERS

The following notes provide an overview explanation of each of the steps in the accompanying flow chart. The boxes in the flow chart are labeled for convenience - the planning process is not intended to be sequential, but rather iterative in nature. This process applies to projects that require an individual Environmental Assessment (EA) under the Ontario *Environmental Assessment Act* and a screening or a comprehensive study under the *Canadian Environmental Assessment Act*. The process embodies the concept of "one project – one assessment" and results in a single Terms of Reference / Scoping Document and a single EA document that meet both federal and provincial requirements.

Meetings with appropriate provincial and federal departments should occur, as required, throughout the planning process, as should opportunities for effective public consultation.

Key Regulated Provincial Timelines

There are two key regulated Provincial Timelines, as per the requirements of the Ontario *Environmental Assessment Act*. Once the Terms of Reference (TOR) is submitted to the Ministry of the Environment (MOE), there is a 12 week period for public and agency review and a decision by the Minister of the Environment. Likewise, when an EA is submitted to MOE, there is a 30 week period for public and agency review and a decision by the Minister.

Key Requirements (steps to be followed by proponent)

PROJECT START UP PHASE

A1. Contact MOE-EAAB and CEAA to Discuss EA Requirements

At the outset of project planning, the proponent should contact the MOE-EAAB and the CEAA to discuss environmental assessment requirements.

A2. Receive and Review Federal and Provincial Information Packages

Subsequent to the initial contact by the proponent, the MOE-EAAB and the CEAA will provide the proponent with packages, outlining information needs and process-related materials. These packages contain information on: federal and provincial EA processes; potential triggers to the *Canadian Environmental Assessment Act*; how to initiate the EA process; key department contacts; and information required from the proponent to continue in the process. The proponent will be provided with advice on how to prepare a preliminary project description, a critical initial information requirement.

A3. Provide Preliminary Project Description

Based on the advice received, the proponent should submit a preliminary project description to the MOE-EAAB and the CEAA, providing as much detailed information on the project as possible. The project description is critical to the initiation of the federal process and will be used to determine which federal departments have an interest in the project. The CEAA will circulate the project description to federal

departments and will receive feedback from federal departments regarding their potential role in the assessment.

A4. Meet with MOE-EAAB and CEAA (as required)

During the Project Start Up phase, the proponent should hold an initial meeting with the MOE-EAAB and the CEAA. The purpose of the meeting would be to discuss: the preliminary project description (if available); requirements for the draft TOR / Scoping Document: potential involvement of provincial and federal departments; time frames; and next steps. Following this meeting, the proponent should submit a final project description.

The timing for this first meeting may vary by project. Some proponents may choose to meet prior to preparing a preliminary project description, while others may be more advanced in their project details and may choose to meet once they have prepared the preliminary project description. Whatever the case, early contact with the MOE-EAAB and the CEAA is essential. Additional meetings may be held during the Project Start Up phase, as required.

TERMS OF REFERENCE / SCOPING PHASE

B1. Prepare Draft TOR / Scoping Document

The proponent prepares a draft TOR / Scoping Document, which meets the regulated requirements of the Ontario *Environmental Assessment Act* and which documents the confirmed federal scope of project and scope of assessment. A coordinated public and agency consultation program, as required by provincial regulation, and as appropriate to meet the needs of the federal process, would be undertaken.

B2. Meet with Relevant Provincial and Federal Departments and Undertake Consultation (as required)

During the preparation of the draft TOR / Scoping Document, the proponent should hold meetings with the MOE-EAAB, the CEAA and federal and provincial departments, as required to obtain input to and comment on the draft TOR / Scoping Document. An appropriate level of agency and public consultation should be undertaken during the preparation of the draft TOR / Scoping Document and would likely include circulation of the document to relevant departments.

B3. Submit Final Terms of Reference / Scoping Document for Review and Approval

The final Terms of Reference / Scoping Document would be submitted to MOE and the Responsible Authority. The TOR / Scoping Document is posted on the MOE web site and there is a 12 week provincial timeframe for the review of the TOR / Scoping Document and a decision by the Minister of the Environment. There is also a federal endorsement of the TOR / Scoping Document.

Note: Under the *Canadian Environmental Assessment Act*, a Responsible Authority is a federal department (e.g., Department of Fisheries and Oceans) with responsibility for ensuring that an environmental assessment of the project is prepared. The Responsible Authority would be identified as early in the planning process as possible. For some projects, there may be more than one Responsible Authority.

B4. Approval for TOR / Scoping Document

This involves approval from the provincial Minister of the Environment and endorsement by the federal Responsible Authority. Under the Ontario *Environmental Assessment Act*, the TOR become legally binding.

ENVIRONMENTAL ASSESSMENT PHASE

C1. Prepare EA

The proponent prepares the coordinated environmental assessment (i.e., one document that meets both provincial and federal EA requirements) and undertakes public and agency consultation, as appropriate.

C2. Meet with Relevant Provincial and Federal Departments and Undertake Consultation (as required)

Meetings would be held at the proponent's initiative, and as required. The purpose of the meetings is to obtain federal and provincial department input to the EA and to review and resolve specific issues.

C3. Submit EA for Review and Approval

The EA would be submitted to the MOE and to the Responsible Authority for a screening or to the Canadian Environmental Assessment Agency Headquarters for a comprehensive study. There is a 30-week regulated provincial timeline for the government and public review of the EA, with the Minister's decision following this review. The MOE-EAAB coordinates the provincial review of the EA, while the Responsible Authority coordinates the federal review for a screening. The federal review for a comprehensive study is coordinated by the Canadian Environmental Assessment Agency.

C4. Provincial EA Approval and RA Decision on Screening or Federal Minister's Decision on Comprehensive Study

The Minister of the Environment makes a decision on the EA – this is then subject to Cabinet approval. Federally, the Responsible Authority makes a decision on a screening and the federal Minister of the Environment makes a decision on a comprehensive study.

POST ASSESSMENT PHASE

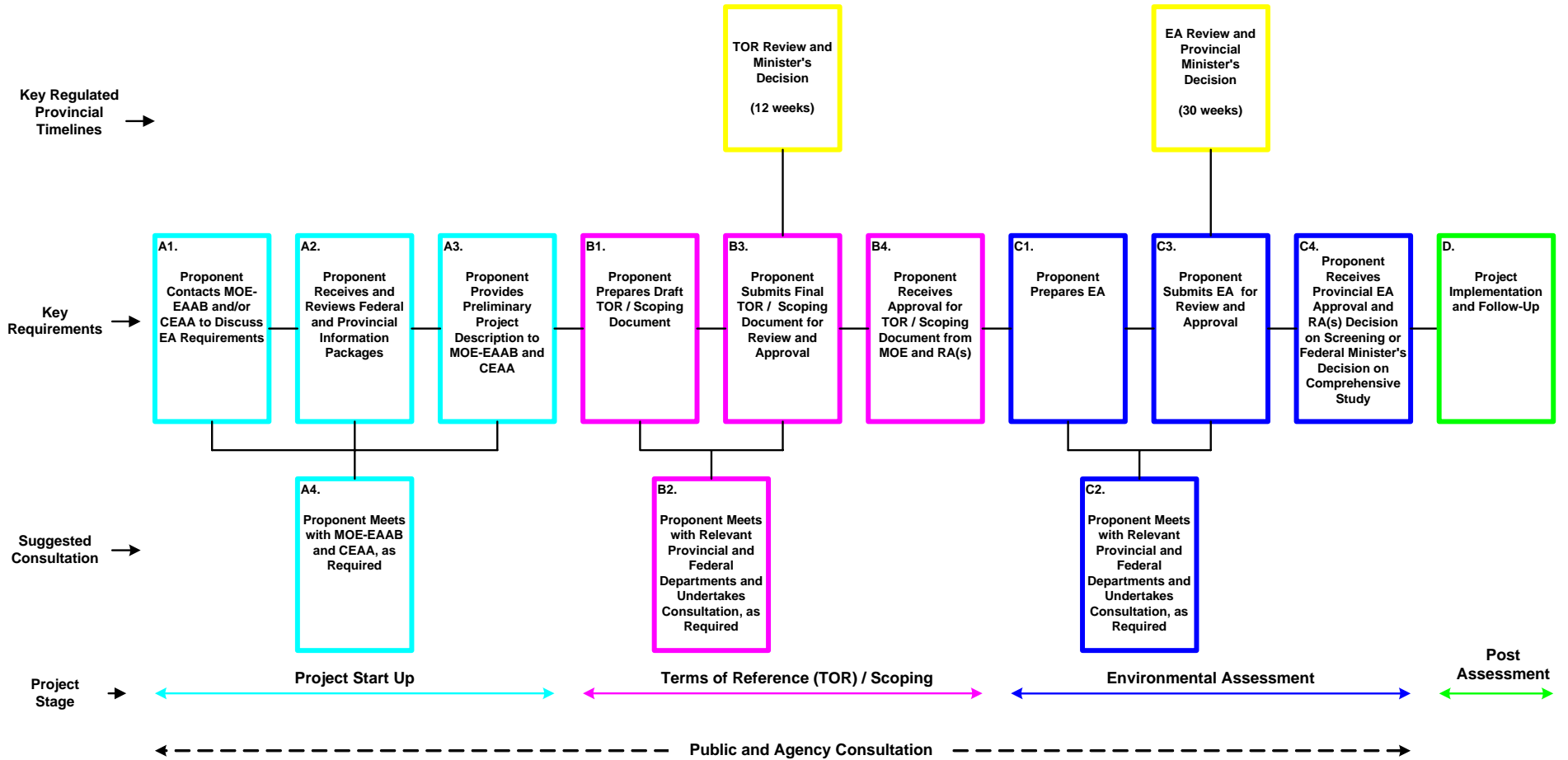
D. Project Implementation and Follow-Up

During this phase, the project is implemented and all required follow-up and monitoring programs are undertaken.

Suggested Consultation

Public and agency consultation should occur throughout the planning process, as appropriate to the nature and magnitude of the project. Meetings with the MOE – EAAB and the CEAA, as well as with relevant provincial and federal departments, should be held as required in each of the project phases, as illustrated by Boxes A4, B2 and C2. Since the planning process is iterative in nature, the public and agency consultation program may also need to be iterative. For example, a proponent may undertake public and agency consultation prior to the submission of the TOR / Scoping Document. During the review of the TOR / Scoping Document, a Time Out may be taken in order to address outstanding public and agency issues. During this Time Out, additional public and agency consultation may be required.

Figure 1: Draft Environmental Assessment Coordination Process for Proponents



Note: The boxes in the flow chart are labelled for convenience. The planning process is not intended to be sequential, but rather iterative in nature.

CEAA = Ontario Region Office - Canadian Environmental Assessment Agency
 MOE - EAAB = Ontario Ministry of the Environment Environmental Assessment and Approvals Branch

June 12, 2001



BACKGROUND DOCUMENT

RESULTS OF PRE-SUBMISSION PUBLIC AND AGENCY 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 Consultation Record is to summarize the results of consultation activities undertaken during the development of the ToR.

The consultation plan for the Markham North-South link 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, the York Region Transportation Master Plan, and work related to the development of Markham Centre;
- 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 Markham North-South Link EA study is being conducted as part of a the much larger York Rapid Transit Plan program, there were significant opportunities to increase the public's awareness about the Region's overall transit strategy. At the same time, because the public was generally aware of the overall YRTP program, they were also more knowledgeable about the Markham North South Link EA.

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 YRTP project as well as the Markham North-South Link Corridor Project. Council as a whole retained an informational position throughout the study. In addition, individual members of council and senior staff members were more directly involved in the study as follows:

- Rapid Transit Steering Committee: Made up of senior staff members and oversees YRTP project
- Joint Management Committee: Made up of members of council and oversees Rapid Transit Steering Committee and executive functions



Key dates with respect to council input and approval were as follows:

- July 27, 2002 – York Region Council Approved Public-Private partnership and representing the commencement of the YRTP project;
- February 19, 2003 – Draft Terms of Reference for the Markham North-South Link Corridor tabled with Regional Council to receive authorization to circulate to the Area Municipalities for comment and to submit to the Ministry of the Environment for review in accordance with the Ontario EA Act.

Town of Markham Council

Town of Markham Council was briefed prior to each of the twp public open houses to ensure that council members were aware of the study progress.

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 was comprised of senior staff from the following organizations:

- York Region
- Town of Markham
- City of Toronto
- Toronto and Region Conservation Authority
- GO Transit
- TTC
- Ministry of Natural Resources (MNR)
- Ministry of Transportation (MTO)
- Ministry of Culture
- IBI Group
- Delcan Corporation

The following meetings were held with the TAC:

Date	Purpose
October 16, 2002	This was the first meeting of the Technical Advisory Committee (TAC) for the York Rapid Transit Plan (YRTP). The purpose of the meeting was to provide the TAC with an overview of the YRTP exercise as well as to present the draft material for the October 25 th , 2002 open house for the Markham North-South link corridor.
December 3, 2002	The purpose of this meeting was to review and discuss material being developed as part of the Terms of Reference for the Markham North-South Link and to specifically discuss preliminary potential alternatives.
December 19, 2002	The purpose of this meeting was to discuss the travel demand analysis of development of potential alternative strategies, and discuss the draft boards for the January 9 th public open house.
February 5, 2002	The purpose of this meeting was to review the Draft Terms of Reference

The Environmental Assessment and Approvals Branch (EEAB) of the Ministry of the Environment did not participate directly on the TAC, but were briefed at various points during the study. An initial meeting was held on October 8th, 2002 to provide an overview of the YRTP project and the four corridors. A subsequent meeting was held on January 21, 2003 to obtain advice on specific issues related to the overall YRTP project.



Technical Agencies

Key technical agencies were asked to provide input through participation on the TAC. A letter to key stakeholders inviting participation on the TAC was sent out in October, 2002. In addition to agencies participating on the TAC, a broader list of technical agencies were contacted and requested to supply technical input and comments on the Draft Terms of Reference.

The technical agencies that were requested to provide comments on the Draft Terms of Reference Included:

- Ministry of Natural Resources
- Ontario Realty Corporation
- Ministry of Municipal Affairs and Housing
- Canadian National Railway
- Ministry of Agriculture (Resources Management Branch Agricultural Land Use Branch)
- Ministry of Culture (Heritage Operations Unit, Heritage and Libraries Branch)
- Ministry of the Environment (Environmental Assessment and Approvals Branch, Central Region Technical Support Section and Air and Noise Unit)
- GO Transit
- Ministry of Transportation (Planning and Environmental Office)
- City of Toronto
- Canadian Environmental Assessment Agency
- Toronto and Region Conservation Authority



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

A notice of commencement was initially advertised to the public in October 2002 through the use of newspaper advertisements, postings on the York Region website and Town of Markham website. Notices were also placed in YRT buses with routes passing through the study area, as well as at the Finch subway Station. 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 5 local papers including:

Markham Economist and Sun	Thursday Oct. 17th and Sunday October 20th, 2002
Richmond Hill and Thornhill Liberal	Thursday Oct. 17th and Sunday October 20th, 2002
Scarborough Mirror	Friday Oct. 18th and Sunday October 20th, 2002
North York Mirror	Friday Oct. 18th and Sunday October 20th, 2002

Public Consultation Centres

Two public consultation centres were held during the preparation of the Terms of Reference. The first PCC was held on October 16, 2002 and the second was held on January 9, 2003. Details of these events are provide in the next section.

Website

The YRTP website provided information on the overall project and the individual components. York Region's main website, specifically the Public Notices section of the Transportation and Works department website was used for advertising public consultation events.



**Summary of Public Consultation Centre #1
October 25th, 2002**



PUBLIC CONSULTATION CENTRE #1

The purpose of the first public consultation centre was to obtain input from the public and interested parties regarding the Markham North-South Link Corridor Study. The PCC was held on October 16, 2002. It was advertised in the 5 local papers on the dates listed above for the initial public notice.

The PCC was held in Markville Mall from 2 PM to 9 PM and followed an open house/drop-in format. Markville Mall was chosen as the preferred location for the PCC as it presented the most potential for attracting the most number of individuals who may be interested in the study. Display panels were used to present the study process and initial findings on the Markham North-South Link Study. An additional set of display panels provided details on the YRTP study for context. Images of the study corridor and the features of alternative transit technologies were displayed on a continuous slide show.

Meeting participants were provided with a Fact Sheet on the Markham North-South Link as well as a separate sheet on the YRTP program. Additionally, meeting attendees were asked to complete a comment form and were given the choice of completing it on-site or submitting it at a later date.

A total of 45 people recorded their names on the sign-in sheet. An additional 20-30 individuals visited the displays and asked questions, but were not willing to submit their names for the public record.

Most people who visited the open house displays were 'passers-by' although a few individuals indicated that they had seen the notices in the newspaper and made a specific trip because they were interested in the project.

Most people were aware of the YRTP project, but very few people had been informed on the specific routes being considered or even the concept of rapid-transit in general.

The following is a summary of the major comments received at the open house:

- Almost all individuals indicated that better and faster transit is required and further, that it is needed NOW, as opposed to 5-10 years from now.
- A few individuals indicated that they did not have access to cars and found it very difficult to travel in the corridor.
- The owner of a factory near Woodbine and Highway 407 indicated that many of his employees live in north Scarborough and do not own or have access to cars. In order to attract employees, the factory owner pays the extra transit fare that is required to cross Steeles Avenue into York Region.
- Several people stressed the importance of providing good feeder bus services, particularly from the area north of Highway 7 to new transit services. It was indicated that current services are not adequate in terms of frequencies or hours of operation.
- Several individuals complained about having to pay the extra fare when crossing into Toronto and asked if this would be the case for the new transit services.
- People indicated they did not like sitting in buses stuck in traffic
- One individual was concerned about the noise that might be generated by new transit services.
- One individual asked if extra R.O.W would be required on Highway 7 east of Kennedy where it narrows to four lanes.
- It was suggested that the Stouffville GO Rail corridor might be a good place to locate enhanced transit services.

A total of two comment sheets were completed, each indicating strong support for improved transit. A subsequent e-mail was also received indicating support for improved transit.



**Summary of Public Consultation Centre #2
January 9th, 2003**



PUBLIC CONSULTATION CENTRE #2

The second PCC followed a similar format as the first utilizing display panels and an open house format. It was held on January 9th, 2003 at Markville Mall, from 3 PM to 9 PM. The purpose of the centre was to obtain input from the public on the Markham North-South Link study and to provide the public with a chance to comment on the study findings, proposed strategies for providing public transportation in the corridor, potential routing alternatives and technology options. Attendees were encouraged to take home Fact Sheets and also to complete a questionnaire/comment form.

A total of 45 people officially signed in and it was estimated that the total number of visitors was in excess of 100 people.

In general, it was apparent at this second meeting that more people were aware of the YRTP project in general was significantly greater than the October meeting. Despite this, many people still were not familiar with the north south link. Only a few people were able to comment in detail on routing options. Specific comments were as follows:

- Almost everyone was in favour of improved transit.
- Several people indicated a strong preference for LRT over BRT citing that people would be more inclined to use LRT.
- The main question was "when is it going to happen?"
- One individual was concerned about the implication of improved transit on taxes.
- One individual was concerned that transit will promote intensification and in turn the perceived problems associated with higher density development.



**Summary of Agency Comments on Previous
Draft Terms of Reference**



Exhibit C.1 Summary of Agency Comments on Draft Terms of Reference

	Comment	Response
Ministry of Natural Resources	No comments provided on Draft ToR.	n/a
Ontario Realty Corporation	No comments on ToR. Requested to be kept informed during EA Study.	n/a
Ministry of Municipal Affairs and Housing	No comments provided on Draft ToR.	n/a
Canadian National Railway	Noted that any changes to existing crossings must be reviewed and approved by CN. Proposals for new crossings must also be submitted to CN for review and approval.	n/a
Ministry of Agriculture <i>Resources Management Branch Agricultural Land Use Branch</i>	Satisfied with ToR. Indicated that no further comments and additional correspondence needs to be circulated to this Ministry.	n/a
Ministry of Culture <i>Heritage Operations Unit Heritage and Libraries Branch</i>	<ul style="list-style-type: none"> a. Built heritage and cultural heritage landscapes should be listed as a potential environmental effect b. Municipal heritage planners, local architectural conservation advisory committees and municipal planning depts should be involved in EA c. Experts in built heritage and cultural landscapes should be involved in the EA d. Various statements in Issues table regarding archaeological resources to be modified. e. Correction to Ministry of Culture naming convention f. Ministry of Tourism and Recreation to be consulted g. Seasonal factors may affect ability to undertake archaeological assessment h. Construction monitoring will be necessary to mitigate impacts to environment 	<ul style="list-style-type: none"> a. ToR has been revised b. Comment added to Exhibit A.1 of ToR and Section 5.8.2 c. Comment noted in Section 5.8.2 d. Table A.1 of ToR has been revised. e. Table in Section 5.8.2 has been revised f. Ministry of Tourism and Recreation added to stakeholder list in Section 5.8.2 g. comment noted h. Mitigation is identified in Section 5.6.3
Ministry of the Environment <i>Environmental Assessment and Approvals Branch</i>	<ul style="list-style-type: none"> a. June 4 letter from EAAB provides comments on ToR (February 19th, 2003 Draft) b. February 16, 2004 letter from EAAB on December 2003 Draft ToR 	<ul style="list-style-type: none"> a. Comments have been incorporated into ToR b. Comments have been incorporated into ToR.
Ministry of the Environment <i>Central Region Technical Support Section</i>	<ul style="list-style-type: none"> a. Recommended independent air quality monitoring program and modelling exercise. b. Study to address CO, NOx, TSP, and PM2.5 with data collected to be compared to MOE Reg. 346 (CO, NOx, 	<ul style="list-style-type: none"> a. Appendix B revised to re-enforce air quality monitoring b. List of pollutants and standards added to Appendix B.



	<p>TSP) and Canada Wide Standard (PM2.5)</p> <p>c. Study should include consideration of potential odour emissions</p> <p>d. Environmental Assessment should consider storm water management</p> <p>e. Clarification required on relationship between project activities and environmental factors and potential environmental affects; typical mitigation measures should be identified.</p> <p>f. Water quality and quantity monitoring to be added to scope of environmental assessment.</p> <p>g. EA Study should provide detailed monitoring strategy</p> <p>h. Description of existing conditions and natural environment should map and identify all ecosystem units and features.</p> <p>i. Socio-economic effects and proposed mitigation measures to include information on potential conflicts over incompatible land uses, etc.</p> <p>j. Information on existing study area land use and economic activity and potential effects to be included in EA</p> <p>k. Dust and noise control measures to be addressed in EA</p> <p>l. Further direction is required in the ToR on the “length, level of detail, scope and type of information to be provided in the environmental assessment.”</p> <p>m. Little reference to cumulative effects</p> <p>n. ToR and EA need provide clear distinction between alternatives to the undertaking and alternative methods of carrying out the undertaking.</p> <p>o. Separate section outlining the requirement to address potential environmental effects of the undertaking and its alternatives is recommended.</p> <p>p. EA should recognize vision for environmental quality and sustainability.</p> <p>q. Provide screening matrix to illustrate the cause and effect of relationships between project activities and environmental effects that are possible.</p> <p>r. ToR to identify information gaps/need for detailed field studies.</p> <p>s. Mitigation section to include reference to MOE technical</p>	<p>c. Odour emissions added to Appendix B</p> <p>d. Discussion of Water Quality and Quantity added to Appendix B</p> <p>e. Comment no longer applicable for unfocused terms of reference, as advised by EAAB</p> <p>f. Discussion of Water Quality and Quantity added to Appendix B</p> <p>g. Section 8 has been revised</p> <p>h. Section 4.2 of ToR has been revised to include the recommended updates to current mapping.</p> <p>i. Included in Table 5.2</p> <p>j. Added to EA Work Plan (Section 5.5.2)</p> <p>k. Exhibit A.1 has been revised to include dust</p> <p>l. Section 5 has been restructured to help clarify extent of information to be provided in EA</p> <p>m. Discussion on Cumulative Effects assessment added to Section 7.1 of ToR Overview of CEEA requirements included as background report.</p> <p>n. Chapter 5 provides clarification of alternatives to be studied in EA.</p> <p>o. Section 5.5 and Section 5.6 outline requirements for EA</p> <p>p. Comment noted.</p> <p>q. Comment no longer applicable for unfocused terms of reference, as advised by EAAB</p> <p>r. Section 5.6.2 clarifies approach for assessment effects</p> <p>s. Reference included.</p> <p>t. Profile of existing conditions has been revised, Section 5.4 sets out approach</p> <p>u. Cumulative effects is discussed generically in Section 7.1.1</p> <p>v. Approach for description of environmental effects was expanded (Section 5.4 and</p>
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	<p>guidelines.</p> <p>t. Profile of Existing Conditions – should be limited to include all existing environmental conditions.</p> <p>u. Air quality assessment to include consideration of cumulative effects.</p> <p>v. ToR requires further information on how EA will describe existing environmental conditions. Potential effects on groundwater, hydrological, vegetation, ecosystem and habitat relationships should be included. Mapping and description of appropriate ecological land classification units to be included.</p> <p>x. EA study should provide further information implementation of mitigation measures and environmental commitments.</p>	<p>5.6.2)</p> <p>x. Section 9 has been expanded.</p>
<p>Ministry of Environment <i>Air and Noise Unit</i></p>	<p>a. Section 1 should provide more detailed description of the scope of the EA.</p> <p>b. Various additional statements regarding noise assessment/monitoring suggested.</p> <p>c. Various additional statements regarding vibration assessment/monitoring suggested.</p>	<p>a. The scope of the EA, including alternatives to be examined, will be further refined in the EA</p> <p>b. Appendix B has been revised.</p> <p>c. Appendix B has been revised.</p>
<p>GO Transit</p>	<p>a. Suggested need to implement short to medium term measures.</p> <p>b. Suggest that rapid transit may not be the best way of addressing overall transportation problem.</p> <p>c. Mechanism or methodology to ensure coordination with City of Toronto's Don Valley Corridor Study is required.</p> <p>d. Demand for rapid transit is not substantiated in short-medium term.</p> <p>e. Clarification required on how enhanced transit addresses internally generated trips.</p> <p>f. Role of inter-regional BRT to be referenced. Need to coordinate with inter-regional BRT planning should be recognized.</p>	<p>a. A staging strategy for the preferred undertaking will be developed in the EA (identified in Appendix B – technical requirements)</p> <p>b. The EA will include an analysis and evaluation of alternatives to the undertaking.</p> <p>c. Provisions for coordination has been added to EA Work Plan (Section 5.9)</p> <p>d. The EA will fully examine transit demand as part of the evaluation of alternatives</p> <p>e. The EA will fully examine how various alternatives address internal demand</p> <p>f. Need for coordination added to Section 5.9</p>
<p>Ministry of Transportation <i>Planning and Environmental Office</i></p>	<p>a. Proposed Highway 407 Transitway should be labelled on all exhibits.</p> <p>b. Highway 407 Property Protection Study should be considered and planning/design work for Hwy 407</p>	<p>a. Exhibit 4.1 and 5.2 have been revised.</p> <p>b. Section 4.1 revised</p> <p>c. Recognition of need for service integration has been strengthened in Section 5.9 of</p>



	<p>Transitway should be referenced</p> <p>c. EA should provide further information on integration of potential N-S Transitway with other transit services including 407 Transitway.</p> <p>h. Need to identify coordination with MTO's study of transit on 400-series highways.</p> <p>i. ToR needs to indicate how EA will address impacts on Highway 404 and Highway 407</p>	<p>ToR.</p> <p>h. Coordination requirement identified in Appendix B – Technical Requirements.</p> <p>i. Further details on proposed process added to Appendix B.</p>
City of Toronto	<p>February 19th, 2003 letter from Rod McPhail to Mary-Frances Turner</p> <p>a. Comments relate to the Need and Justification for rapid Transit. Letter recommends that the Terms of Reference recognize the need to consider alternatives beyond rapid transit, including transit priority and reserved bus lanes.</p> <p>March 13th letter from Rod McPhail to Paul May</p> <p>b. Section on existing characteristics should explain "Avenues" concept.</p> <p>c. Evaluation of alternative strategies should consider an investigation of conventional transit supported by other options such as transit priority and HOV/TDM measures.</p>	<p>a. EA Work Plan presented in ToR reflects the requirement to assess and evaluate alternatives to the undertaking (Section 5.7.2) and alternative methods of carrying out the undertaking (5.7.3).</p> <p>b. Clarification provided in 4.1</p> <p>c. These strategies will be evaluated in the EA as outlined in Section 5.7.2 and 5.7.3</p>
Canadian Environmental Assessment Agency (Consolidated comments from Fisheries and Oceans, Transport Canada and Environment Canada.	<p>a. ToR should clarify if Class EAs will follow individual EA process.</p> <p>b. Red-side dace may be in study area.</p> <p>c. ToR should identify need for assessment of cumulative effects.</p> <p>d. ToR should clarify if detailed assessment of environmental effects of construction and maintenance is required for all alternatives or the preferred option. ToR should also refer to resulting residual effects significance. Commitment to cumulative effects of preferred alignment should be added.</p> <p>e. ToR needs to clarify other environmental studies, in addition to noise, vibration and air quality assessments.</p> <p>f. Spatial and temporal boundaries should be flexible depending on environmental factor.</p> <p>g. Description of the Evaluation approach and process should be clarified.</p>	<p>a. Class EAs will not follow individual EA. Section 7.1 has been revised to provide clarification.</p> <p>b. Table A.1 has been revised to recognize presence of Red-side dace.</p> <p>c. Addressed in Section 7.1.1.</p> <p>d. Section 5.7 outlines general requirements.</p> <p>e. Additional studies/areas have been added to Appendix B</p> <p>f. Need for flexible EA study boundaries noted in Section 5.4.1.</p> <p>g. ToR has been restructured for greater clarification of evaluation process.</p> <p>h. Clarification made in Appendix B</p> <p>i. Section 5 now includes which alternatives will be evaluated and at what stage.</p> <p>j. ToR has been revised.</p>



	<ul style="list-style-type: none"> h. Clarification on wording on migratory birds provided. i. Clarification required on evaluation of concept design. j. Navigation should be listed as an evaluation factor. k. Recommended compliance with Federal Guidelines to be added to factor for surface water resources. l. Clearer linkages between evaluation approach in different sections of Section 6 required. m. Significance effects after mitigation may need to be undertaken for preferred undertaking. n. Discussion of Section 16 factors under CEAA should be incorporated into discussion of other components of EA work rather than being separated out. o. Various comments on CEAA applicability (Section 7) provided. 	<ul style="list-style-type: none"> k. Table A.1 has been revised. l. Section 5 has been restructured for greater clarification of evaluation process. m. Section 7.1.1 indicates cumulative effects assessment may be undertaken for preferred alternative. n. Factors are retained for clarity, but also incorporated into EA Work Plan o. Comments acknowledged and incorporated into ToR where appropriate.
<p>Toronto and Region Conservation Authority</p>	<ul style="list-style-type: none"> a. Clarifications suggested on mapping b. Potential technologies should be better defined/described c. Assessment of hydrogeological conditions not required by TRCA d. Noted that Stormwater Management may not be until Detailed Design Stage e. Navigation to be added to Issues Table f. TRCA discourages fill placement in stream corridors 	<ul style="list-style-type: none"> a. Maps modified b. Descriptions and photos c. Groundwater Resources reference deleted from Table A.1 d. Clarification provided in Table A.1 and Appendix B. e. Table A.1 modified f. Comment noted