NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)

From 19thAvenue (Richmond Hill) northerly 18.6km
to beyond Green Lane (East Gwillimbury)

PUBLIC OPEN HOUSE #1

Welcome !

The purpose today is to:

- **introduce thestudy**
- **describe the process for preparation ofthestudy Terms of Reference, and**
- **obtain your input to the proposed study scope**

Pleasereview the informationdisplayed anddiscussany aspects of the EAwith the Study Team members i n attendance.

You are encouraged to comment and provideinput. Comment forms are provided for your convenience and may be completed here or returned to the Study Team (preferably by June 30, 2004)

BarryDarch,P.Eng.,PMP
StudyManager
Phone: (416)441-4111
Fax: (416)441-4131
Email: b.darch@delcan.com

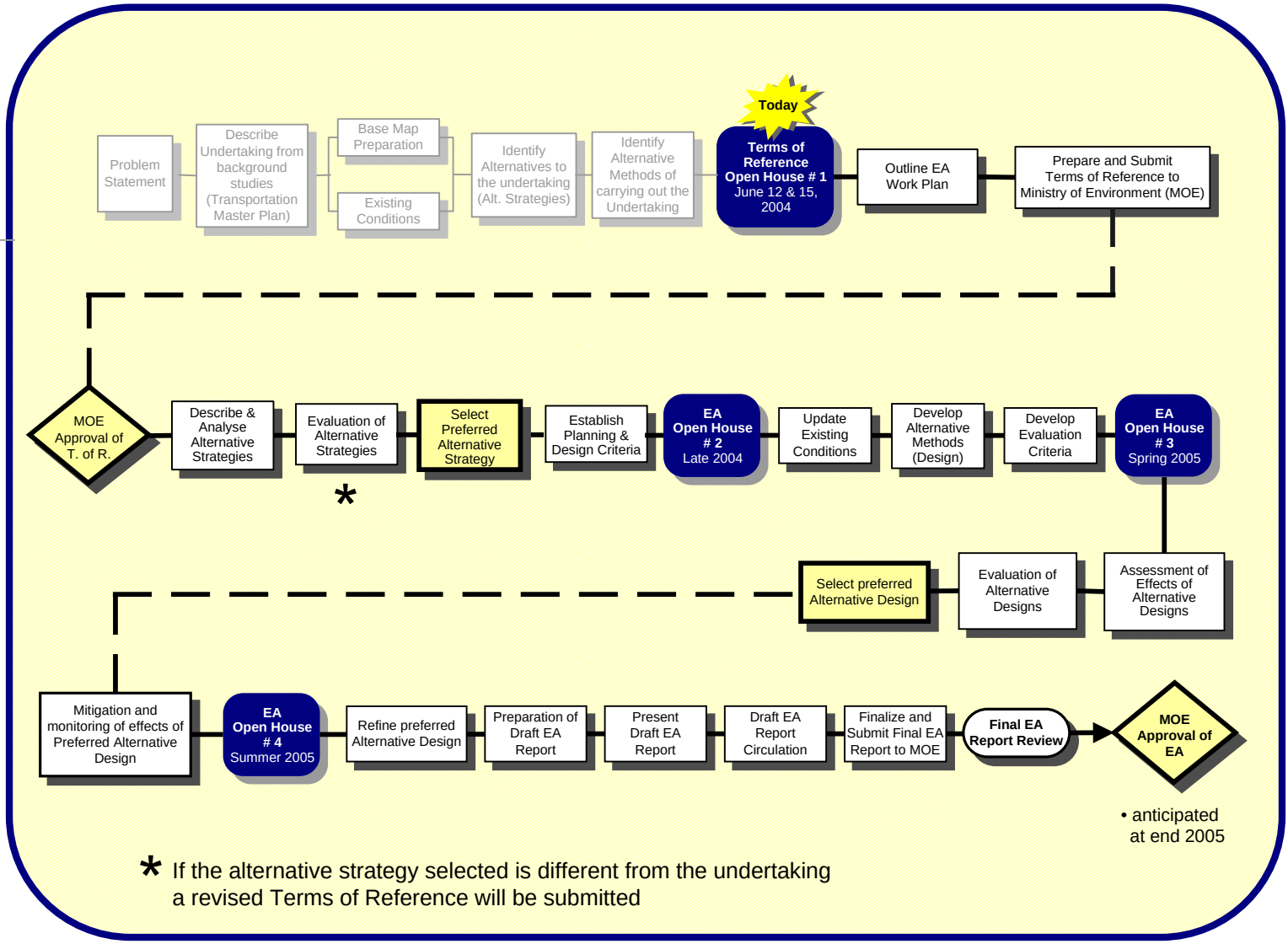
SteveMota,
ProgramCoordinator-EA
Phone: 1-877-464-9675ext.5056
Fax: (905)895-0191
Email: steve.mota@region.york.on.ca

O-04-001520-YRTP
June2004

YRTP
YORK REGION RAPID TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

ENVIRONMENTAL ASSESSMENT PROCESS:
WHERE WE ARE



Completed Activity

On-going or Future Activity

0-04-001520-YRTP
June 2004

YRTP
YORK RAPID TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

Background:

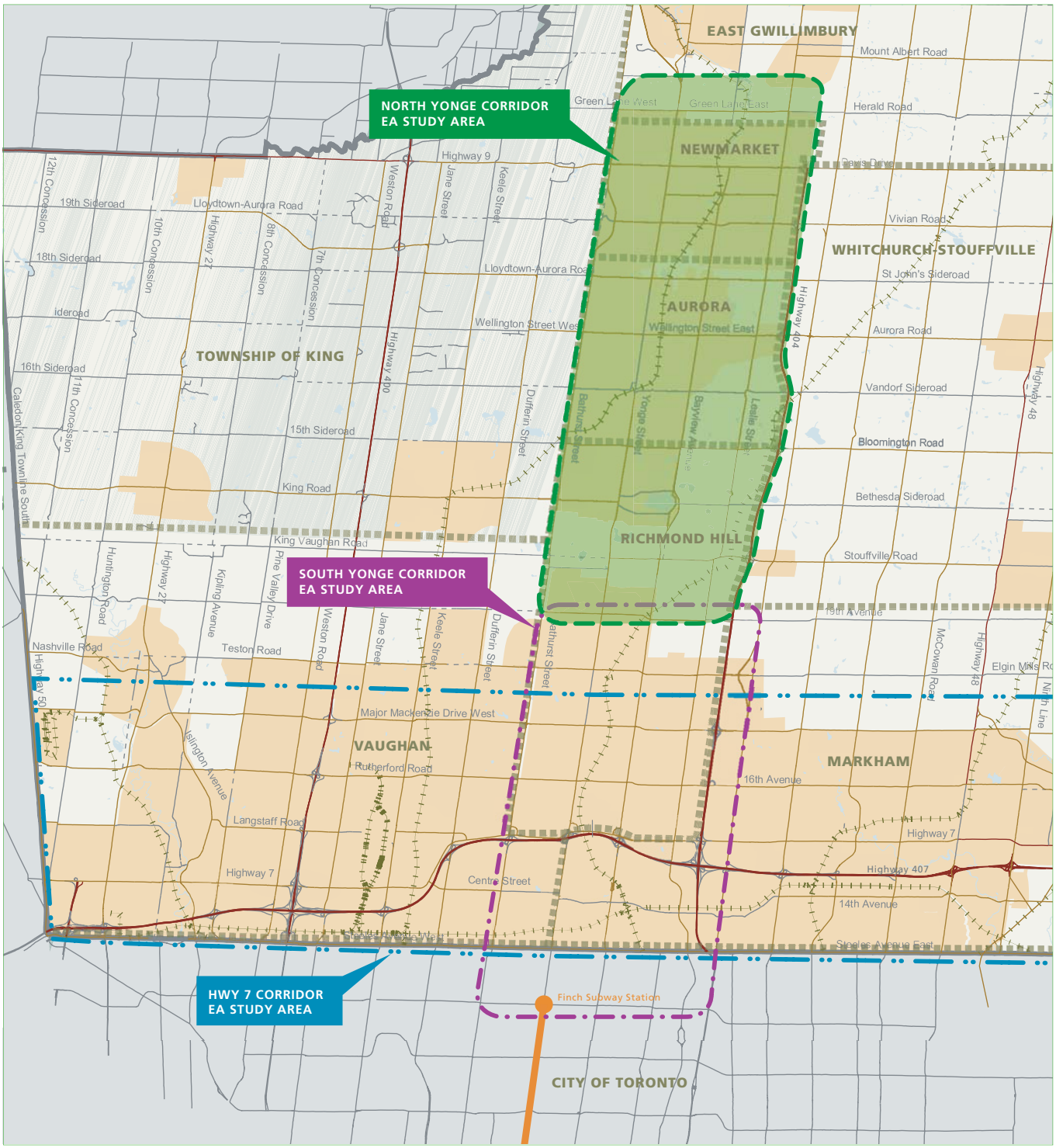
- **Proponent - Regional Municipality of York**
- **Purpose - to conduct anIndividual EAStudy of public transit improvements in the North Yonge Street Corridor**
- **To outline what will be studied in the EA, the Study Team must prepare a Terms of Reference (ToR) as per therequirements of the Ontario Environmental Assessment Act (EAA) - Sections 6.1(2) and 6.(2)(3) and, if required, the Canadian EnvironmentalAssessment Act (CEAA)**
- **The ToR must be submitted to the Provincial Ministry ofthe Environment (MOE) for review and ultimately approval by the Minister**

O-04-001520-YRTP
June2004

YRTP
YORK REGION TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)

Proposed EA Study Area



O-04-001520-YRTP June 2004

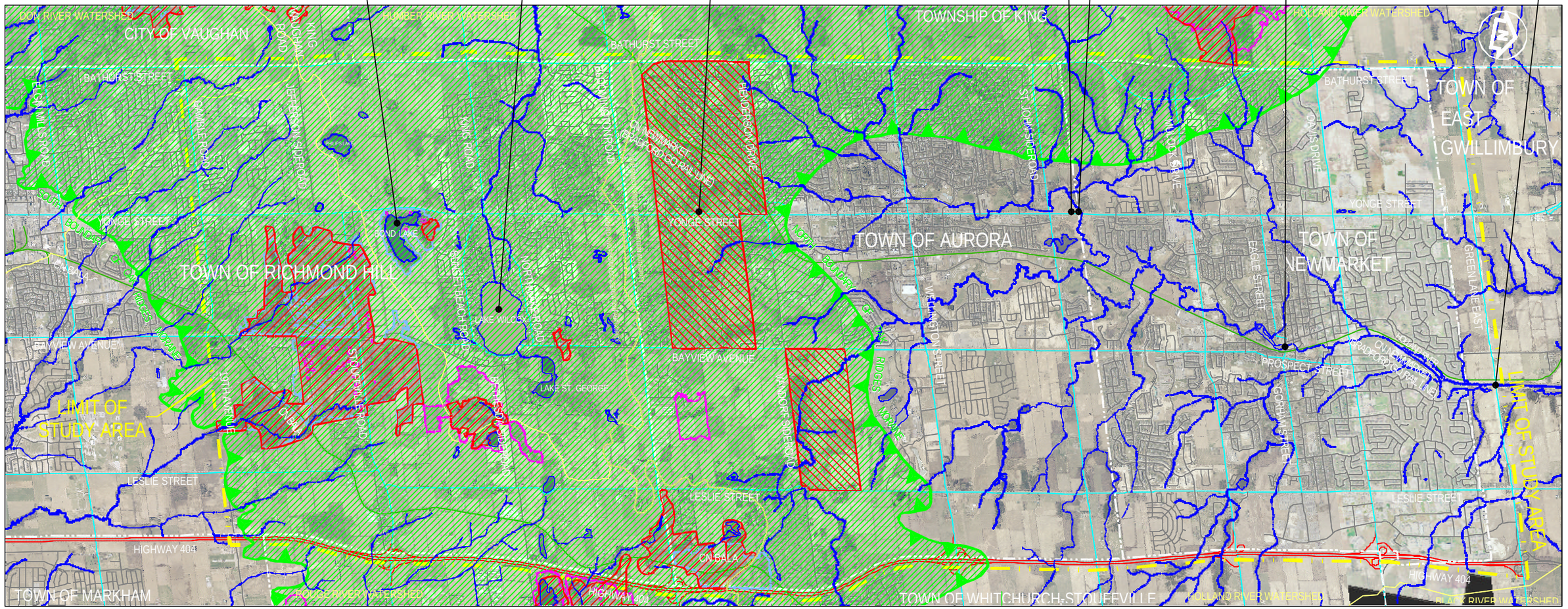
YRTP
YORK RAPID TRANSIT PLAN
Making the Right Connections!

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









YRTP

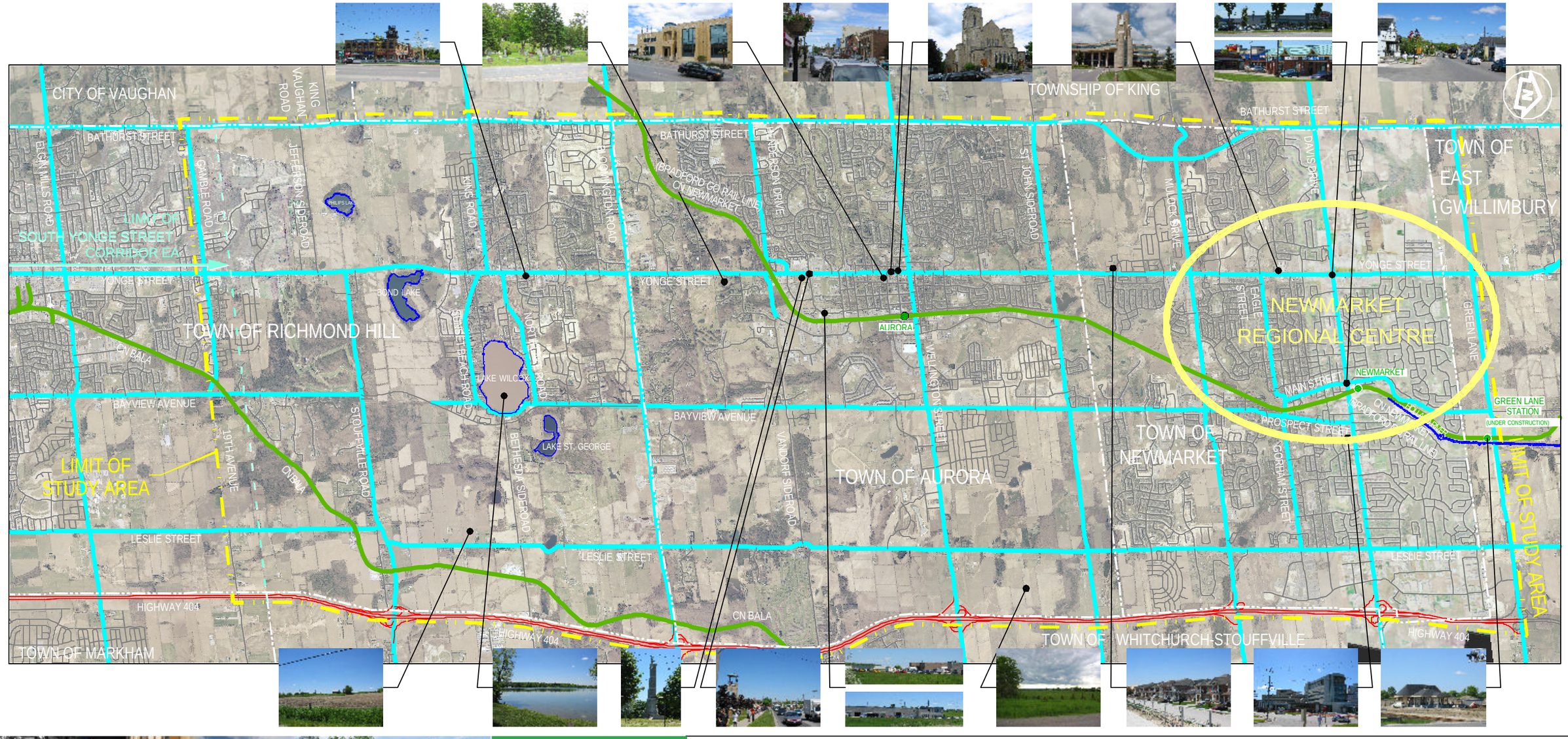
EXISTING NATURAL ENVIRONMENT

LEGEND

- EXISTING ARTERIALS
- EXISTING HIGHWAY
- EXISTING LOCAL ROADS
- EXISTING CN RAILS
- MUNICIPAL BOUNDARIES
- LIFE SCIENCE AREAS OF NATURAL & SCIENTIFIC INTEREST
- EARTH SCIENCE AREAS OF NATURAL & SCIENTIFIC INTEREST
- BIOLOGICAL ENVIRONMENTALLY SIGNIFICANT AREA
- HYDROGEOLOGICAL ENVIRO-NMENTALLY SIGNIFICANT AREA
- WATERCOURSES
- WATERBODIES
- WATERSHED BOUNDARY
- CONSERVATION AUTHORITY BOUNDARY

SCALE

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



YRTP

EXISTING SOCIAL AND CULTURAL ENVIRONMENT

LEGEND

- EXISTING ARTERIALS
- EXISTING HIGHWAY
- EXISTING LOCAL ROADS
- EXISTING CN RAILS
- MUNICIPAL BOUNDARIES
- GO STATIONS

SCALES

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

Public Transportation Issues

- **York Region is forecast t o have significant growth :**

  Population - Current 0.8M 2026 - 1.3M

  Employment - Current 385,000 jobs 2026 - near 700,000jobs

- **The growth will generate a proportionateincrease in travel demand**

- **Reliance on the private automobile will overload already badly congested roads**

- **York Region's Official Plan(OP) andthe 2002 Transportation Master Plan emphasized the importance of an improved public transit system to:**
  - Sustain the natural environment
  - Foster economic vitality
  - Ensure healthy communities
  - Improve quality of life

O-04-001520-YRTP
June2004

YRTP
YORK REGION TRANSIT PLAN
Making the Right Connections!

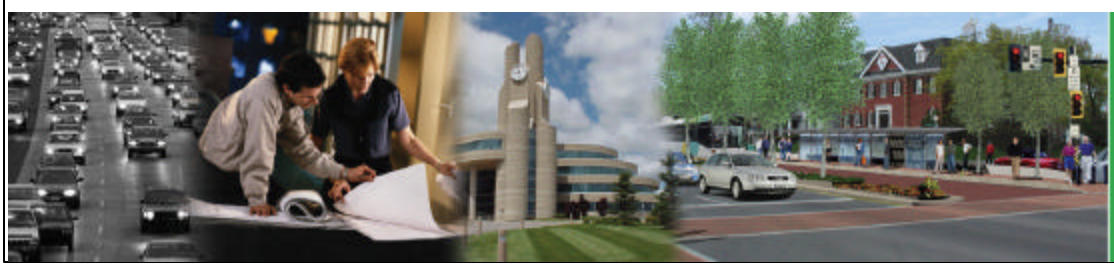
NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

The Purpose of the Undertaking is to:

- **Provide improved public transitinfrastructure and services in the northern section of the network's primary north-south corridor (Yonge Street) capable of:**
  - reducing road congestion through greater transit ridership within the Region and across Regional Boundaries (*e.g.* into Toronto)
  - achievingintegrated transit connections with other corridors *e.g.* Highways 404/7, GO Transit Services (trains/buses) & TTC

- **Integrateimproved public transit in a manner that enriches streetscapes, supports mixed-use development along the corridor and connects Regional Centres (Newmarket, Richmond Hill Centre and Markham Centre)**

O-04-001520-YRTP
June2004



YRTP
YORK RAPID TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

The EA Act stipulates that the Study assess and evaluate Alternatives to the Undertaking

These will include:

- **ADoNothing Strategy**
  - includingonly approved/committed road improvements andminorimprovementsto existing YRT local transit services

- **ARoad Expansion Strategy**
  - all of the Do Nothing Strategy and
  - any further increase inroad capacity required to meet demand

- **Priority Transit with Transportation Demand Management**
  - enhance existing bus travel times & capacity
  - reducepeak period vehiculartrips through Travel Demand Management (TDM) and measures including High-occupancy Vehicle (HOV) lanes on north-south roads

O-04-001520-YRTP
June2004

YRTP
YORK REGION TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

The EA Act stipulates that the Study assess and evaluate Alternatives to the Undertaking (cont.)

- **Enhanced GO Train/Bus Service**
  - improved GO Train Service on the CN Bradford Subdivision, including higher off-peak frequency
  - improved GO Transit bus service, including integration with YRT local bus services

- **Rapid Transit Corridor Initiatives to be assessed as an extension of the network planned in the southern municipalities and based on :**
  - Rapid Transit service in exclusive curb, median or segregated right-of-way, or in mixed traffic with enhancements such as priority at signals, lane and station improvements

O-04-001520-YRTP
June2004

YRTP
YORK REGION TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

Assessment/Evaluation of Technology Alternatives

- **Conventional Buses**
  - in mixed traffic
  - integral part of enhanced transit system *e.g.* Feeder to other transit systems

- **Bus Rapid Transit (BRT)**
  - Combines transit stations, vehicles, services, runningways (rights-of-way) and Intelligent Transportation Systems (ITS) intoanintegrated system

- **Light Rail Rapid Transit(LRT)**
  - LRT is an intermediate capacity form of rail technology able to operate in streets or separate rights-of-way
  - Usually obtains electric powerfrom overhead wires

O-04-001520-YRTP
June2004

YRTP
YORK RAPID TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

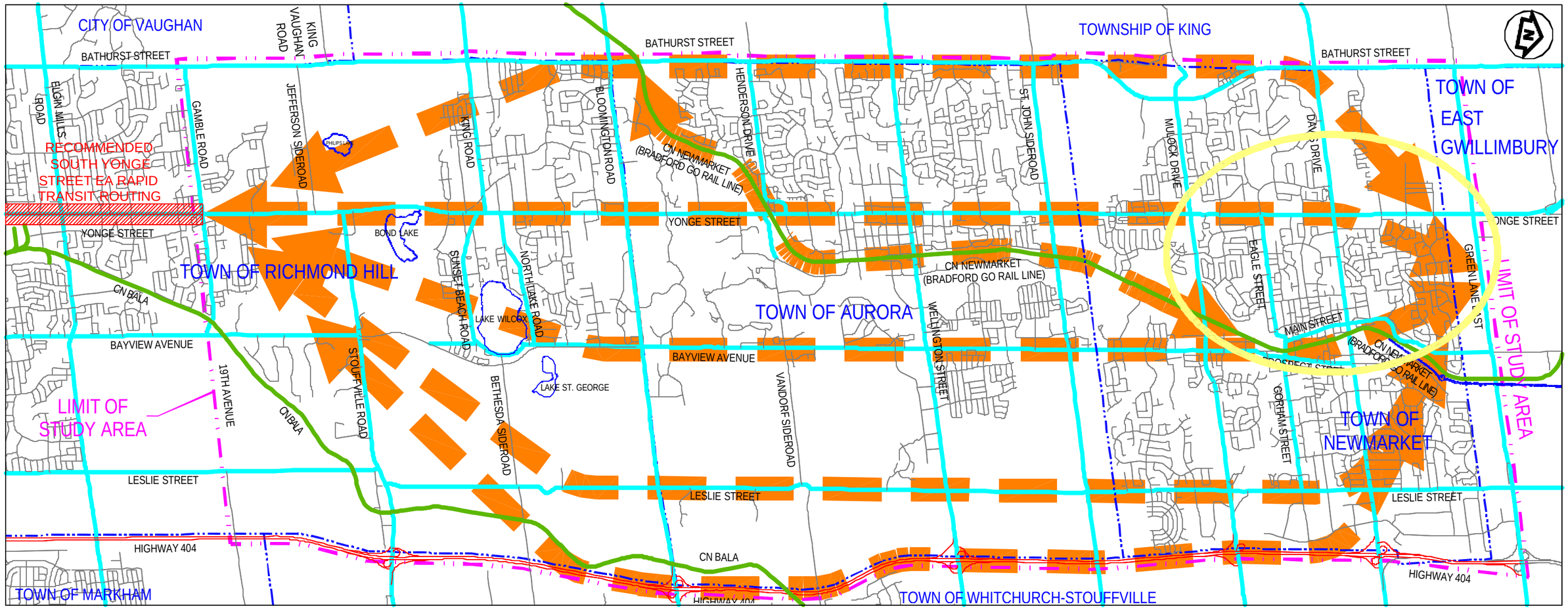
Assessment/Evaluation of Technology Alternatives

- **Diesel Multiple Units (DMU's)**
  - diesel powered rail car operating onconventional tracks
  - self-propelledvehiclesratherthan pushed or pulled by a heavy diesel locomotive

- **Automated Guideway Transit (AGT)**
  - fully automated driverless trains
  - intermediate to high capacity
  - grade-separated operations *e.g.* onanelevated guideway

O-04-001520-YRTP
June2004

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



YRTP

ALTERNATIVE METHODS OF CARRYING OUT PUBLIC TRANSIT IMPROVEMENTS
POTENTIAL ROUTING ALTERNATIVES

LEGEND

- EXISTING ARTERIALS
- EXISTING HIGHWAY
- EXISTING LOCAL ROADS
- EXISTING CN RAILS
- MUNICIPAL BOUNDARIES
- ROUTING ALTERNATIVES

NOTE

THE FINAL ROUTING MAY BE A COMBINATION OF PORTIONS OF THE ALTERATIVES.

SCALE

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

Assessment/Evaluation Process

Step #1 - Establish the Factors to be Considered

- Transportation Service and integration with other Transportation/Transit Services across Municipal Boundaries
- Natural Environmental Issues
- Social and Cultural Environmental Issues
- Implementation - Construction/Operations/Staging
- Costs - Capital Operating and Maintenance

Step #2 - Establish Viable Alternatives

-Alternatives to the Undertaking (other Transportation Strategies)

-Alternative methods of carrying out the Undertaking (*e.g*. designs)

O-04-001520-YRTP
June2004

YRTP
YORK REGION TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

Assessment/Evaluation Process (cont.)

Step #3 - Assessment/Evaluation

- How well each Alternative satisfies the Regional goals and each factor by quantative and/or qualitative assessments

Step #4 - Selection of Preferred Alternative(s)

a) Thepreferred transportation strategy

b) Thepreferred method(infrastructure designs). The selection may involvestaging alternatives overthe planning period

e.g. Integration and coordination withthepreferred transportation systems in thesouthern part of the Yonge Street Corridor

O-04-001520-YRTP
June2004

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

Potential Environmental Factors

FACTOR	ISSUES/CONCERNS	ACTION
A.General		
1. Compliance	•MeetMOEapprovalrequirements	CommitmentsmadeduringtheEAwillbeimplemented *e.g.* Requirementsimposedoncontracts/sub-trades Environmentalremedialmeasures
B.NaturalEnvironment		
1. Fisheries& AcquaticHabitat	•Nature/extentofanyacquatic habitatthatmaybedisrupted •Destruction offishhabitat	• Acquatichabitatwillbeinventoried •Mitigatingmeasureswillbedevelopedforimplementation
2. WildlifeHabitat	•Constructioncan removewildlife habitat •Linearfacilitiescan fragment wildlifehabitat	•Potentialimpactsonwildlifehabitatwillbedetermined •Objective-tomaximizeprotection&minimizedisruption
3. Vegetation&Wetlands	•Effectsonvegetation&wetlands incl.dewatering •Forestcover,erosioncontrol measures	•Potentialimpactofconstructiononvegetationandwetland areaswillbedetermined •Environmental protectionandmitigationwillbe implemented
4.GroundwaterResources	•Potentialinterferencewith recharge areas&releaseof contaminantscanadverselyaffects groundwater	•Groundwaterrechargeanddischargezoneswillbemapped •Groundwaterqualitywillbeconsideredandmitigating measuresidentified
5. SurfaceWater Resources	• Potentialadverseeffectson surfacewaterfromstormdrainage, releaseofcontaminants,etc.	• Watercourseswillbeidentifiedandmapped • Featureswillbeassessedonbasisofapplicablewater protection standards
6. EcosystemsPlanning	•Importanceofconsideringthe inter-relationshipsofindividual factors	• Featureswillbeidentified&mapped -OakRidgesMoraine,WetlandsConservationAreas,etc. •Mitigatingmeasureswillbeidentified
7.AirQuality&Energy	•Adverseeffectsonairquality *e.g.* burningoffossilfuels	• Air quality effects andemissionswillbeconsidered intheEA •Mitigatingmeasureswillbeidentified
8.ContaminatedSoils	•Contaminatedsoilsmaybe uncovered *e.g.* Hydrocarbons,etc.	•Potentialcontaminatedsiteswillbeidentified •Acontingencyplanwillbedevelopedfordealingwith contaminated sites

O-04-001520-YRTP
June2004

YRTP
YORK REGION TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

Potential Environmental Factors (Cont.)

FACTOR	ISSUES/CONCERNS	ACTION
C.SocialEnvironment		
1. TrafficCirculation	• Neighbourhoodstrafficinfiltration •Accesstobusiness/residences	•Potentialfortrafficinfiltration willbeassessed •Mitigatingmeasureswillbeidentified
2. Effectsonresidences	• Dislocationcanbecreatedby property acquisition	•Minimizeacquisitionanddeveloppossiblemitigation throughcompensationandrelocationprograms
3.Noise&Vibration	•Potentialforincreased noiseand vibrationduring constructionand operations	•Theambient(current)noiselevelswillbemeasuredand thefuturenoiselevelsprojected •Noise/vibrationeffectswillbeassessed,including definingappropriatemitigation/monitoringplans
4. Safety	•Protectpublicfrominjuryduring theconstruction/operations oftransportation facilities	•Safetyandemergencyaccesswillbeaddressedin theEA •Safetyandemergencyaccessplanswillbeincluded inthe transportationdesigns/constructionmethods
D.Economic Environment		
1. EffectsonBusiness& OtherLandUses	• Publictransportation improvementscanhavepositive ornegativeeffectsonbusiness and adjacentlanduses	•Businessandpropertyownerswillbeinvolvedintheplanning oftheUndertaking •Minimizepropertyimpacts/maximizebenefitstobusiness andthecommunity
2. LevelofAccessability	• Newconstr. canpotentiallycreate discontinuity inlocalpedestrian/ trafficpatterns	•Thecurrentcirculationpatternswillbeestablished •Possiblemitigatingmeasureswillbeidentified
3. GoodsMovement	• Constructionmayrestrictaccess and/orreduceroadcapacity	•Assessment will inventorymajortruckroutes, manufacturingoperations,etc.
4. SupportofApproved UrbanStructure	• Transportationimprovements shouldsupportdevelopment byimprovingaccessibility	•Assessment basedondetailedcorridorlanduseinventory willbedevelopedwithregional/localplanningagencies
E.CulturalEnvironment		
1. Archaeological Resources	• Riverbanksandheightsofland representhigh potentialfor archaeologicalresources	•Allavailablearchaeologicalinformation willbe collected/reviewedintheEA •Phase1archaeologicalreviewswillbecarriedout. Wherewarranted,thereviewswillbeexpandedtoPhase2
2.HeritageResources/ CulturalLandscapes	• Numerousbuilt heritagefeatures and cultural landscapesmustbe consideredinplanning/design/ construction phases	•Preliminaryidentification of BuiltHeritageFeatures, HeritageConservationDistricts,CulturedLandscapes willbereviewedintheEA •Mitigatingmeasureswillbedefinedfordesign/ construction

O-04-001520-YRTP
June2004

YRTP
YORK REGION TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENTAL ASSESSMENT (EA)
Terms of Reference

What Happens Next ?

- **FollowingthisOpen House, the Study Team will address all commentsreceived. Input received will be considered during the preparation oftheToR**

- **Once the ToR has beenfinalized it will be submitted to the MOE who will circulate ittoGovernment Review Agencies and make it availableforthe30daypublicreviewperiod.**

- **After MOE approval of the ToR, the EA Study will be carriedout with completion expected by the end of 2005**

Weencourage you to provide comments so that yourideas and concerns can be considered at each stage of the development of this important project.

YRTP
YORK RAPID TRANSIT PLAN
Making the Right Connections!

NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT IMPROVEMENTS
ENVIRONMENT ASSESSMENT (EA)
TERMS OF REFERENCE

PUBLIC OPEN HOUSE #1

(May 12 & 15, 2004)

COMMENT SHEET

In your opinion, will the Terms of Reference for the Environment Assessment as presented address concerns you may have with the scope of the study area and the potential effects of the undertaking?

If not, what modifications or additions do you suggest should be made to the scope of the EA?

Other comments

Please mail comments to this address: 1 West Pearce Street, 6th Floor, Richmond Hill, Ont. L4B 3K3
If you need more information on the North Yonge Street Corridor Public Transit Improvements EA, please contact:

Barry Darch, P.Eng., PMP
Study Manager
Phone: (416) 441-4111
Fax: (416) 441-4131
Email: b.darch@delcan.com

Steve Mota
Program Coordinator - EA
Phone: 1-877-464-9675 ext.5056
Fax: (905) 895-0191
Email: steve.mota@region.york.on.ca

http://www.yorkinmotion.com/

York Rapid Transit Plan
North Yonge Street Corridor Public Transit Improvements
Environmental Assessment
Terms of Reference

Public Consultation Centre #1
June 12 & 15, 2004

Comments

Ref. #	**Questions**		
	1. In your opinion, will the Terms of Reference for the Environment Assessment as presented address concerns you may have with the scope of the study area and the potential effects of the undertaking?	*2. If not, what modifications or additions do you suggest should be made to the scope of the EA?*	*4. Other comments*
1	-	-	Provide good parking at stations.
2	-	-	More GO train service during the day please!
3	-	-	I have talked with many people at seminars etc. in this area and most agree they would rather not work than go downtown. What we need is good paying jobs here!! Whatever you – it must be cost effective. It cannot cost more to ride than we earn.
4	My concern is that we are not looking far enough ahead.	See below.	Has sufficient study been given to increasing the frequency and length of the GO-trains and to add Saturday and Sunday service? This as an interim measure, whilst a study is carried out to assess the suitability of a rapid (above ground) transit system which would run alongside the 404 hwy. Surely this would involve less disruption than using the highly developed Yonge Street corridor.