Record of Consultation

Record	Agency	Consultation and Comments	Result of Consultation
1	Aurora Cemetery Corporation	Meeting with Aurora Cemetery Board of Directors on Thursday, July 17, 2008. The Directors were receptive to preserving the Keeper's House, the signalized intersection at Ridge Road and that the cross-section would be urbanized which will improve drainage. They will also work with the team during detailed design to minimize the extent of retaining walls by incorporating grading.	Alignment is shifted approximately 4 m to the west at the location of the cemetery in order to match the most eastern back of sidewalk with the cemetery property limits. This will result in no property requirements from the cemetery. Also, the east boulevard immediately adjacent to the Keeper's House was minimized to avoid any impact. Where required retaining walls may be required at the back of the sidewalk. Provision for a signalized intersection at Ridge Road and access to the cemetery is shown on Plates 21 and 22. This will provide visitors with a signalized intersection to make a left turns both into and out of the cemetery.
2	Southlake Regional Health Centre	Meetings with Southlake Regional Centre The Hospital retained a planning firm to undertaking a planning study to review their future plans. The Hospital is keen on having an integrated transit facility on their property to provide direct access. The Hospital is to undergo significant expansion in the near future which includes completion of the Cancer Clinic and expansion of the Hospital building to the east of the existing.	Plate 10-86 indicates that the transit terminal facilities within the Hospital site as an alternative to a median station will be conducted with the Hospital Master Plan process.
3	Town of Newmarket	Newmarket requested that additional analysis be performed regarding the re-alignments of George St/Wilstead Dr and Longford Dr and Parkside Dr. Newmarket asked the project team to	Detailed traffic assessment was undertaken for the stretch of Davis Dr from George St to east of Longford Ave. The results showed that the re-alignment of Parkside Dr to align with Longford Ave is warranted immediately upon implementation of the rapidway. The re-alignment of Wilstead Dr with George St could be phased to coincide with adjacent re-development and intensification. The alignment shows a median station at the

Record	Agency	Consultation and Comments	Result of Consultation
		protect for a station at the Hospital in the Davis Dr right-of-way.	current entrance to the South Lake Regional Health Centre, which would become a signalized intersection.
4	Town of East Gwillimbury	The Town wanted the ESR to include dedicated rapidway on Green Lane. Memo dated May 2, 2008 from Loy Cheah (York Region) to Wayne Hunt (Town of East Gwillimbury)	The ultimate condition of Green Lane is for median rapidway, however this is not required until such time as development occurs in the corridor. The interim stage has transit vehicles operating in mixed traffic with no alteration to the existing Green Lane required. The alignment along Green Lane will include a multi-use trail on both sides, following the cross-section details from York Region's Towards Great Regional Streets document.
5	Town of Richmond Hill	Intersections at Tower Hill Rd and Coon's Rd. Future development including a high school and new public library will be occurring at the northwest corner of Yonge Street and Regatta Avenue. The team received indication from the town that due to development a station would be better served at Jefferson Sideroad than Stouffville Road. This is also due to the land use at Stouffville Road being protected green space and will not be developed.	Richmond Hill has approved a development on the west side of Yonge Street at Tower Hill Rd, of which the plan has a signalized intersection. This intersection is incorporated into the final alignment. An intersection at Coon's Rd has been incorporated as per Richmond Hill's request. It is also required from the spacing perspective of intersections along Yonge St to permit u-turns. Station location at Regatta Ave. Station location at Jefferson Sideroad.
6	Town of Aurora	The Town was concerned with the impact to commercial properties between Edward St and Golf Links Dr (approximate distance of 400 m) and requested that the limit of median	The median dedicated rapidway transitions to mixed traffic at Edward Street. This reduction in median rapidway is approximately 400 metres since mixed traffic is required through the Aurora downtown area from Golf Links Dr to Aurora

Record	Agency	Consultation and Comments	Result of Consultation
		rapidway be reduced to eliminate these impacts.	Heights Dr.
7	Humphries Planning Group Inc., representing Mr. Baker (212 Davis Dr and 175 Deerfield Rd)	Does the preferred option and its associated design geometrics meet current Region design standards? Have any other intersection design options for this area been contemplated and reviewed with the public prior to preparation of the preferred options as provided at the open house? If this is the case we request that such information be made available for review?	The geometric design for the realignment of Parkside Dr will be developed in accordance with applicable technical guidelines (Transportation Association of Canada, Geometric Design Guide for Canadian Roads). The proposed realignment of Parkside Dr will result in the consolidation of two existing signalized intersections along Davis Dr to create a single intersection with the northern leg being Longford Dr. This will eliminate the very close spacing of the existing Parkside Dr and Longford Dr intersections, will improve traffic operations along this section of Davis Dr and will allow traffic to make all turning movements conveniently at one signalized intersection. There were four alternatives considered and a detailed evaluation matrix established which was provided.
8	Jones Consulting Group, representing Lawton Brothers (Realties) Ltd. (69 Davis Dr)	A significant portion of the active front yard at 69 Davis Dr would be lost due to the widening and associated engineering works as part of the proposed alignment of the transit corridor. The client is concerned that the loss of usable front yard commercial space will negatively impact the viability of the property for the current and historic uses of this site. The client feels that the proposed transportation improvements would preclude the property from ever being viably used as an automotive sales and leasing establishment. They have reviewed the extent of the Davis Dr improvements and note that the widening and improvements could be	The Davis Dr rapidway adjacent to the property follows a tangent alignment in the median of the existing roadway from Yonge St easterly and includes property requirements on both sides of the Davis Dr right-of-way. The alignment does require land from 69 Davis Dr along the Davis Dr frontage as well as a daylighting triangle at the George St intersection. There is impact to the existing site parking. A shift in the rapidway to the south to reduce land requirements at 69 Davis Dr has been look at and will result in additional adverse impact along the south side of Davis Dr for a distance of approximately 300 metres. This is due to geometric standards for design of horizontal alignment. A realignment to the south would still impact site parking along Davis Dr at this property.

Record	Agency	Consultation and Comments	Result of Consultation
		accommodated on the south side of Davis Dr with far less negative impact on the existing businesses. The explanation they received at the Open House was that the grade differential on the south side of Davis Dr precluded shifting the road works. At a minimum, the client requests that efforts be made to shift the improvements southward as much as possible.	

ative Affairs
iat
Street
or
nto, ON M5G 2K1
t: (416) 326-4740
ax: (416) 326-4017

Secrétariat des affaires autochtones de l'Ontario
720, rue Bay
4 étage
Toronto, ON M5G 2K1
Tél. (416) 326-4740
Fax: (416) 326-4017

websites: www.nativeaffairs.jus.gov.on.ca
www.aboriginalbusiness.on.ca

Ontario

Date: JUN 15 2005

Memorandum to: Mr. Dave Bell
Project Officer
Environmental Assessment Project Coordination Section
Environmental Assessment & Approvals Branch
Ministry of the Environment
2 St. Clair Avenue West, Floor 12A
Toronto, ON M4V 1L5

Subject: YORK REGION'S NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT IMPROVEMENTS EA-20-06-04 - ENVIRONMENTAL ASSESSMENT TERMS OF REFERENCE

Thank you for your meorandum dated April 13, 2005, regarding the above noted project, in which you inquire whether the mandated responsibilities of the Ontario Native Affairs Secretariat (ONAS) would be addressed if the Environmental Assessment (EA) was completed as proposed in the Terms of Reference.

The mandated responsibilities of ONAS include conducting land claim negotiations and finalizing and implementing land claim settlement agreements on behave of the Province. In light of this mandate, ONAS has reviewed the materials and notes that there does not appear to be any land claims in the vicinity of the project which could impact on this project.

For your information, ONAS also noted in correspondence to the proponent dated March 24, 2005 that the proposed project could impact or be of interest to Aboriginal people and recommended contacting the Mississaugas of the New Credit, Anishinabek Nation/Union of Ontario Indians (AN/UOI), and the Association of Iroquois & Allied Indians (AIAI). On page 5 of the Record of Consultation attached to the Terms of Reference, the proponent indicates that the AN/UOI, and the AIAI have been contacted to determine which First Nations may be interested in the project and should be contacted. The proponent notes that the AIAI responded to their inquiries by suggesting that the Six Nations of the Grand River be contacted. The AN/UOI has yet to respond to the proponent.

The proponent also notes Indian and Northern Affairs Canada (INAC) was contacted and suggested that in addition to the Mississaugas of the New Credit First Nation, seven other First Nations, currently in litigation involving the 1923 Williams Treaties, may have an interest in the Environmental Assessment. ONAS notes that the seven First Nations identified by INAC are either members of the AN/UOI or AIAI, which ONAS has already recommended be contacted to determine which First Nations may be interested in the project.

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tion 5.8.2 of the Terms of Reference further notes that the proponent is committed to contacting First ation Groups early on in the EA process to determine interest and involvement. ONAS recommends inquiring as to which First Nations have been contacted and what, if any, comments they have received. Have any concerns been raised by First Nations about the proposed projects? ONAS recommends that follow-up contact be made with all the identified First Nations and organizations and that they be provided with a copy of the Terms of Reference for their comment.

As you are aware, the Crown has a duty to consult with Aboriginal communities where its actions may adversely affect established or asserted Aboriginal or treaty rights. We recommend that you consult your legal branch for advice on whether the Crown has any constitutional or other legal obligations to consult Aboriginal peoples in these circumstances.

Please contact David Pickles Senior Policy Advisor, ONAS, at 416-326-4757 if you have any further inquiries.

Thank you for this opportunity to comment.

Richard Saunders

Richard Saunders
Director
Corporate Aboriginal Policy & Management Branch

c: David Pickles (ONAS)
Alan Kary (ONAS)

MNJIKANING
FIRST NATION

Office of the Chief and Council

June 10, 2008

Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1

Attention: Steve Mota, P. Eng.

Re: North Yonge Street Corridor Public Transit and Associated Road Improvements

Dear Mr. Mota:

As a member of the Williams Treaties First Nations, Rama Mnjikaning First Nation acknowledges receipt of your letter of June 1, 2008 which was received on June 1, 2008.

A copy of your letter has been forwarded to Karry Sandy, Barrister & Solicitor, Coordinator for Williams Treaties First Nations for further review and response directly to you. Ms. Sandy's address is 8 Creswick Court, Barrie, ON L4M 2J7 and her telephone number is (705) 792-5087.

We appreciate your taking the time to share this important information with us.

Sincerely,

Chief Sharon Stinson Henry

c: Council, Rama Mnjikaning First Nation
Jeff Hewitt, General Counsel
Karry Sandy, Barrister & Solicitor
Chief Rodney Monague Jr., Portfolio Chief for Williams Treaty Nations

SSH/sw

MNJIKANING
FIRST NATION

Office of the Chief and Council

June 22, 2007

Regional Municipality of York
17250 Yonge Street
Newmarket, ON
L3Y 6Z1

Attention: Steve Mota, P. Eng.

Re: Notice of Public Consultation Centre
Individual Environmental Assessment
North Yonge Street Corridor Public Transit and Associated Road Improvements

Dear Mr. Mota:

As a member of the Williams Treaties First Nations, Rama Mnjikaning First Nation acknowledges receipt of your letter of June 18, 2007, which was received on June 20, 2007.

A copy of your letter has been forwarded to Karry Sandy, Barrister & Solicitor, Coordinator for Williams Treaties First Nations for further review and response directly to you. Ms. Sandy's address is 8 Creswick Court, Barrie, ON L4M 2J7 and her telephone number is (705) 792-5087.

We appreciate your taking the time to share this important information with us.

Sincerely,

Chief Sharon Stinson Henry

c: Council, Rama Mnjikaning First Nation
Jeff Hewitt, General Counsel
Karry Sandy, Barrister & Solicitor
Chief Rodney Monague Jr., Portfolio Chief for Williams Treaty Nations

SSH/sw

SIX NATIONS COUNCIL

www.sixnations.ca

Administration
519-445-2201
(f) 519-445-4208

Economic Development
(519) 753-1950
(f) 758-0768

Health Services
445-2418
(f) 445-0368

Housing
445-2235
(f) 445-2778

Human Resources
445-2223
(f) 445-2266

Lands/Membership
445-4613
(f) 445-2778

Lands & Resources
519-753-0665
(f) 519-753-3449

Parks & Recreation
445-4311
(f) 445-4401

Public Works
445-4242
(f) 445-4763

Social Services
445-0232
(f) 445-1783

Welfare
445-2084
(f) 445-0133

June 17, 2005

Attn: Dave Bell, Project Officer
Environmental Assessment Project Coordination Section **FAXED**
Environmental Assessment & Approvals Branch
2 St. Clair Avenue West, Floor 12A
Toronto, ON M4V 1L5

Dear Mr. Bell:

Re: North Yonge Street Corridor Public Transit Improvements
EA-02-06-04

Six Nations Lands and Resources Technical staff reviewed the Environmental Assessment North Yonge Street Corridor Public Transit Improvements Terms of Reference ("ToR").

There is only one specific comment related to the ToR. In Table A1 – "Outline of Potential Environmental Factors (cont'd)" under Archaeological Resources no First Nations are listed.

Six Nations has interests in the study area from an environmental and archaeological concern. Further, we request any archaeological reports generated from this project.

As the project is in Six Nations Treaty territory, we would like to be kept updated on the progress of the project and ensure Six Nations is on the mailing lists. To that end, please add Paul General, Wildlife Officer/Eco-Centre Manager, Six Nations Eco-Centre, as a contact for Six Nations. He may be reached by telephone at (519) 445-0330.

Your attention to our comment and requests is appreciated.

Sincerely,

Jo-Ann E.C. Greene, Director
SIX NATIONS OF THE GRAND RIVER

Indian and Northern Affairs Canada
www.inac.gc.ca

Affaires indiennes et du Nord Canada
www.ainc.gc.ca

FAXED 04.06.05
(416) 391-7590

. APR 0 6 2005

Your file - Votre référence

Our file - Notre référence

B8260-12

PPM Division
RECEIVED
APR 0 6 2005
Project #: PM1452PMA
File: 5-2-8

Ms. Candace Bastedo
York Consortium
1 West Pearce Street
6th floor
RICHMOND HILL ON L4B 3K3

Dear Ms. Bastedo:

Re: North Yonge Street Corridor Public Transit Improvements Environmental Assessment

I am replying to your facsimile of March 30, 2005, regarding the notice of study commencement for the above mentioned project.

We have conducted a search of our records and have determined that your project is located within the area delineated by the Toronto Purchase specific claim. This claim was submitted by the Mississauga Tribal Claims Council (MTCC) and alleged that the Toronto Purchase of 1787 and 1805 was illegal. Through the 1805 purchase, the Mississaugas surrendered much of what is now metropolitan Toronto. Canada accepted the Mississaugas of the New Credit First Nation's claim for negotiation under the Specific Claims Policy on July 23, 2002. Negotiators for the parties are trying to reach agreement on what constitutes fair cash compensation for the losses to the First Nation as a result of the 1805 Toronto Purchase. The current ownership of the lands is not in question and is not at issue in this claim. If you have any questions please feel free to contact Ms. Bev Lajoie, Portfolio Manager, Ontario South, Negotiations Directorate, Specific Claims Branch, Indian and Northern Affairs Canada, Ottawa, Ontario K1A 0H4. Ms. Lajoie can also be reached by telephone at (819) 953-4622; her e-mail address is: lajoieb@inac.gc.ca.

.../2

Canada

Specific Claims has developed a status report on all claims which have been submitted to date. This information is available to the public on the Indian and Northern Affairs Canada website. I am pleased to provide you with the following map to guide you to our site. The official website is www.INAC.gc.ca and once there select Publications and Research and choose Agreements, scroll down to Links and click on Specific Claims. An alternative route would be to choose Claims, scroll down to Branches and click on Specific Claims and then scroll down to Useful Links and hit Public Information and under Status Report you will be able to view the report.

I hope this information will assist you in any further queries. I do not require further updates on this project. Should you have any further questions, please do not hesitate to contact me at (819) 953-1940.

Yours sincerely,

Maryanne Pearce

Maryanne Pearce
A/Senior Claims Analyst
Ontario Research Team
Specific Claims Branch

Ontario Native Affairs Secretariat

720 Bay Street
4th Floor
Toronto, ON M5G 2K1

Tel: (416) 326-4740
Fax: (416) 326-4017

Secrétariat des affaires autochtones de l'Ontario

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websites: www.nativeaffairs.jus.gov.on.ca
www.aboriginalbusiness.on.ca

Ontario

MAR 24 2005

Candace Bastedo
Delcan Corporation
133 Wynford Drive
Toronto, ON M3C 1K1

Dear Ms. Bastedo:

Re: North Yonge Street Corridor Public Transit Improvements – Environmental Assessment

Thank you for your fax to Mr. David Pickles dated March 16, 2005 regarding the above noted project. Please be advised that I am the Ontario Native Affairs Secretariat (ONAS) contact for environmental assessments and future materials should be directed to my attention.

ONAS conducts land claim negotiations and finalizes and implements land claim settlement agreements on behave of the Province. ONAS is not aware of any First Nation's land claims that will have an impact on this project.

The proposed project may impact or be of interest to Aboriginal peoples. We suggest contacting the following First Nation:

Mississaugas of the New Credit First Nation
2789 Mississauga Road, R.R. #6
Hagersville, ON N0A 1H0
Tel: (905) 768-1133
Fax: (905) 768-1225

In addition, we suggest contacting the following organizations that represent a number of First Nations to ask whether there are other First Nations who may be interested in the project and wish to provide comments.

Association of Iroquois and Allied Indians
387 Princess Avenue
London, ON N6B2A7
Tel: 519-434-2761
Fax: 519-679-1653

Anishinabek Nation / Union of Ontario Indians
Nipissing First Nation
PO Box 711
North Bay, ON P1B 8J8

As well, the Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. For information about possible claims in the area, we suggest you call or write the following federal contact:

Nadia Bartolini
A/Research Manager
Specific Claims Branch
Indian and Northern Affairs Canada
10 Wellington Street, Room 1610
Gatineau, QC K1A 0H4
Tel: 819-953-2228
Fax: 819-953-4224

Louise Trepanier
Director
Claims East of Manitoba
Comprehensive Claims Branch
Indian and Northern Affairs Canada
10 Wellington Street, 8th Floor
Gatineau, QC K1A 0H4
~~Tel: 416-994-1121~~ 819-994-1211
~~Fax: 416-953-3109~~ 819-953-3109

Please contact David Pickles, Senior Policy Advisor, ONAS at 416-326-4757 if you have any further inquires.

Thank you for this opportunity to comment.

Yours truly,

Richard Saunders
Director
Corporate Aboriginal Policy and Management Branch

c: David Pickles
Dave Bell (MOE)

Ministry of the Environment

Office of the Minister

135 St. Clair Ave. West
12th Floor
Toronto ON M4V 1P5
Tel (416) 314-6790
Fax (416) 314-6748

Ministère de l'Environnement

Bureau du ministre

135, avenue St. Clair ouest
12e étage
Toronto ON M4V 1P5
Tél (416) 314-6790
Téléc (416) 314-6748

Ontario

ENV1283MC-2005-2950

AUG 0 8 2005

Mr. Steve Mota, P. Eng.
Infrastructure Planning Branch
Transportation and Works Department
The Regional Municipality of York
17250 Yonge Street
Newmarket ON L3Y 6Z1

Dear Mr. Mota:

Thank you for submitting your Terms of Reference for the North Yonge Street Corridor Public Transit Improvements on April 15, 2005. The ministry has completed its review and I wish to inform you that I have approved your ToR for the preparation of an environmental assessment.

As required by subsection 6.1(1) of the *Environmental Assessment Act*, your Environmental Assessment must now be prepared in accordance with the approved Terms of Reference. While the approval of your Terms of Reference provides additional certainty to your Environmental Assessment decision-making process, it does not secure approval of an undertaking. The Regional Municipality of York is responsible for fulfilling the commitments outlined in the Terms of Reference and providing the appropriate level of quality about the future work to be completed.

Should you wish to vary significantly from your approved Terms of Reference, in preparing your Environmental Assessment you will need to submit a new Terms of Reference for my approval. In the event of any uncertainty, you should consult with the Ministry's Environmental Assessment and Approvals Branch. Should you require further assistance please contact Hayley Berlin, Project Officer of the Environmental Assessment and Approvals Branch, at 416-314-8214 or by e-mail at hayley.berlin@ene.gov.on.ca.

Yours truly,

Laurel Broten

Laurel C. Broten
Minister of the Environment

Attachment

TERMS OF REFERENCE - NOTICE OF APPROVAL

ENVIRONMENTAL ASSESSMENT ACT

SECTION 6.(4)

APPROVAL OF TERMS OF REFERENCE

FOR

THE PREPARATION OF AN ENVIRONMENTAL ASSESSMENT

RE: Proponent: The Regional Municipality of York

Undertaking: North Yonge Street Corridor Public Transit Improvements

EA File No.: EA 02-06-05

As provided for by section 6.(4) of the *Environmental Assessment Act*, Terms of Reference, as submitted for approval to the Ministry of the Environment on April 15, 2005, to govern the preparation of an environmental assessment for the above-noted undertaking, is hereby approved.

Pursuant to subsection 6.1(1) of the *Environmental Assessment Act*, any environmental assessment for the above-noted undertaking, submitted to the Ministry of the Environment pursuant to subsection 6.2(1) of the *Environmental Assessment Act*, must be prepared in accordance with the Terms of Reference as hereby approved.

Dated the 8th day of August, 2005 at TORONTO.

Minister of the Environment
135 St. Clair Avenue West, 12th Floor
Toronto, Ontario
M4V 1P5

York Region

Canada's Top 100 Employers 2007

Planning and Development Services Department

Infrastructure Planning Branch
Fax No. 905-895-0191

August 30, 2007

Ms. Hayley Berlin
Project Officer
Environmental Assessment and Approvals Branch
Ministry of the Environment
2 St. Clair Avenue West, Floor 12A
Toronto, ON M4V 1L5

Dear Ms. Berlin:

Re: North Yonge Street Corridor
Public Transit and Associated Road Improvements
Individual Environmental Assessment

Further to our telephone conversation last week, I would like to advise you of a recently proposed change to York Region's North Yonge Street Corridor Public Transit and Associated Road Improvements Individual Environmental Assessment (North Yonge Street Corridor IEA).

In May 2006, York Region initiated a Schedule 'C' Municipal Class EA for Davis Drive from Yonge Street to Highway 404 to identify the need for operational and safety improvements within this corridor. In June 2006, the first public consultation centre (PCC) was held to present the study purpose, constraints and opportunities, and alternatives to the undertaking. A copy of the notice of study commencement, PCC #1 notice and PCC #1 report is attached as background information.

In late 2006, we recognized the potential for cross-project influence between the two EA's and began coordinating the projects early in the process. In addition, any final decisions in the Davis Drive Class EA were deferred until the extent of recommended rapid transit infrastructure in this corridor was known.

In June 2007, the second of three rounds of PCC's was held for the North Yonge Street Corridor IEA (a copy of the PCC notice is also attached). The purpose of the PCC was to present the evaluation of rapid transit route alternatives and the recommended route (shown on the PCC notice), to present the evaluation of road capacity improvement alternatives along Yonge Street between Mulock Drive and Green Lane, and to introduce rapid transit and associated road improvement alternatives for Davis Drive.

The assessment work leading up to the June 2007 round of PCC's and the information presented to the public confirmed that both the North Yonge Street Corridor IEA and Davis Drive Class EA were recommending physical improvements within the same corridor. In consultation with the Town of Newmarket, we have concluded that the work being conducted through the Davis Drive Class EA should be fully integrated into the North Yonge Street Corridor IEA. Our rationale for this decision is as follows:

1. The Davis Drive Class EA study area falls within the North Yonge Street Corridor IEA study area.

2. Rapid Transit service along Davis Drive has been confirmed as an element of the recommended route and coincides with the segment of Davis Drive being investigated for operational and safety improvements.

3. Much of the associated road and intersection improvements required for transitway integration within the Davis Drive Corridor coincides with proposed operational and safety improvements.

4. All Davis Drive residents and businesses as well as those on the Davis Drive Class EA mailing list were provided notification of the June 2007 PCC for the North Yonge Street Corridor IEA.

5. An integrated corridor solution for Davis Drive will facilitate a streamlined public and stakeholder consultation process.

6. An integrated corridor solution for Davis Drive will provide for identification and assessment of total net effects and avoid the perception of "piece-mealing".

7. The Terms of Reference for the North Yonge Street Corridor IEA provides for the assessment of associated road improvements and therefore the Davis Drive project can be integrated within the framework of the existing ToR.

A final Davis Drive Class EA public notice will be advertised in the Newmarket local newspaper as well as mailed to Davis Drive residents and to those on the project mailing list. The notice will advise that the Class EA process will be terminated and that the assessment of Davis Drive operational and safety improvements will be incorporated into the North Yonge Street Corridor IEA.

We trust that the integration of the Davis Drive project with the North Yonge Street Corridor IEA is consistent with EA process and acceptable to MOE and we would appreciate your confirmation prior to our issuance of the public notice noted above.

If you have any questions or comments, please contact me at your earliest convenience.

Sincerely,

S. Mota.

Steve Mota, P.Eng.
Program Manager, Transportation Engineering

SCM/gr

Attachments - 4

Copy to: Salim Alibhai, Roads Department
Lynton Erskine, Delcan
Dave Wilson, NCE Valve Engineers Inc.

T01\SM-YRTP North Yonge Transitway\correspondence\2007\letter to MOE Aug 30 07

York Region

Canada's Top 100 Employers 2007

Planning and Development Services Department
Infrastructure Planning Branch
Fax No. 905-895-0191

October 24, 2007

Ms. Agatha Garcia-Wright
Acting Director, Environmental Assessment and Approvals Branch
Ministry of the Environment
2 St. Clair Avenue West, Floor 12A
Toronto, ON M4V 1L5

Dear Ms. Garcia-Wright:

Re: North Yonge Street Corridor
Public Transit and Associated Road Improvements
Individual Environmental Assessment Transition to Class EA

The Regional Municipality of York has been a strong supporter of streamlining the EA process to facilitate timely and cost effective delivery of critical infrastructure to service our growing population and employment base. We were, therefore, pleased to receive notice of the Minister of Environment's recent approval (September 6, 2007) of the Municipal Engineers Association (MEA) Class EA amendments, including a new chapter for municipal transit projects.

We have reviewed the recent changes to the MEA Class EA to determine if this process would benefit our North Yonge Street Corridor EA project which is currently ongoing. The results of our review indicate that there would be a potentially significant advantage to the project schedule if we were to utilize the Transition Provision described in the MEA Class EA, Part D – Municipal Transit Projects.

Specifically, Section D.1.1.1 provides that for Individual EA studies underway upon the coming into effect of Part D of the Class EA, the following Transition Provisions apply (summarized):

- For projects where the Terms of Reference have been submitted before the date of approval of the Transit Amendment, the proponent may elect to proceed in accordance with the requirements of the Municipal Class EA rather than continuing with their application under Part II of the Ontario EA Act. In order to do so, the proponent must give written notice to the Director of the Ministry's Environmental Assessment and Approvals Branch within 60 days from approval of the Transit Amendment.

Hence, we are hereby providing notification of our intention to proceed with the North Yonge Street Corridor Public Transit and Associated Road Improvements EA under the MEA Municipal Class EA process. Our rationale for this decision is as follows:

- The MEA Class EA provides an effective planning process to deliver municipal infrastructure and servicing in a more efficient manner.

- As noted by the Minister in her decision to approve the MEA Class EA, "The Class EA process has proven to be a successful and efficient process for municipalities to conduct the environmental assessment of other municipal infrastructure projects. The Class EA process is familiar to the Ministry, Government Review Team, municipalities and members of the public."

- The assessment to date following the approved EA Terms of Reference is generally consistent with the MEA Class EA, Schedule 'C' process and our efforts are fully salvageable as we complete the project under the Class EA process.

- The MEA Class EA provides for all aspects of the undertaking recommended to the public in June 2007 and currently undergoing functional design development and detailed affects assessment, to be presented to the public at the final round of PCC's in late 2007 or early 2008.

As we noted in our correspondence of August 30, 2007 to Ms. Hayley Berlin, we intend to issue a public notice advising that the Davis Drive Class EA is being incorporated into the North Yonge Street Corridor EA, but we have not issued the notification as yet. We will take this opportunity to also advise the public, affected agencies and other interested stakeholders of our decision to utilize the recently amended MEA Class EA for this project. The notice will be published in the local newspaper in Richmond Hill, Aurora, Newmarket and East Gwillimbury as well as mailed to all landowners adjacent the affected corridor and mailed to all those on the project mailing list (including agencies).

We trust that the completion of the North Yonge Street Corridor Public Transit and Associated Road Improvements EA under the MEA Class EA is acceptable to MOE and we would appreciate your confirmation prior to our issuance of the public notice noted above.

If you have any questions or comments, please contact me at your earliest opportunity.

Sincerely,

S. Mota.

Steve Mota, P.Eng.
Program Manager, Transportation Engineering

SCM/gr

Copy to: Gemma Connolly, MOE – EAA Branch
Salim Alibhai, Roads Department
Lynton Erskine, Delcan Corporation
Dave Wilson, NCE Value Engineering Inc.
Technical Advisory Committee Members

T01\SM- YRTP North Yonge Transitway\Correspondence\2007

Ministry of Environment and Energy
2 St. Clair Avenue West
Toronto ON M4V 1L5

Ministère de l'Environnement et de l'Énergie
2, avenue St. Clair ouest
Toronto ON M4V 1L5

Ontario

ENV1283MC-2007-3847

October 31, 2007

Mr. Steve Mota, P.Eng.
Program Manager
Transportation Engineering
The Regional Municipality of York
17250 Yonge Street
Newmarket ON L3Y 6Z1

Dear Mr. Mota:

Thank you for your letter dated October 24, 2007 about the Minister of the Environment's recent approval of amendments to the Municipal Engineers Association's (MEA) Municipal Class Environmental Assessment (Class EA).

I understand that the Regional Municipality of York will be completing its North York Street Corridor Environmental Assessment (EA) under the provisions of the MEA's Class EA. The ministry is of the opinion that the undertaking is consistent with the description of a new transit system, categorized as a Schedule C activity in the Transit Chapter. Thank you for informing the ministry of your decision to complete your study under the Municipal Class EA.

Should you have further questions please contact Ms. Gemma Connolly, of the Environmental Assessment and Approvals Branch, at 416-314-7213 or by email at gemma.connolly@ontario.ca.

Yours sincerely,

Agatha Garcia-Wright
A/Director
Environmental Assessment and Approvals Branch

TOWN OF NEWMARKET

Anita Moore, AMCT
Town Clerk
amoore@town.newmarket.on.ca
905-895-5193 Ext 237

December 14, 2004

DOC. CTRL. # : U4-UU6550

Mr. Lynton Erskine
York Region Transit Plan
1 West Pearce Street 6th floor
Richmond Hill, ON L4B 3K3

Dear Mr. Erskine:

RE: Public Works Report 2004-91
Draft Terms of Reference for the Environmental Assessment of the North Yonge Street Corridor Public Transit Improvements

---

I am writing to advise you that the above referenced report was considered at the Committee of the Whole meeting held on Monday, December 6, 2004.

At the regular meeting held on Monday. December 13. 2004. the Town of Newmarket Council adopted the following recommendations:

1. **THAT the Draft Terms of Reference for the Environmental Assessment of the North Yonge Street Corridor Public Transit Improvements be received;**

2. **AND THAT a representative from Public Works and Environmental Services and Legal and Development Services (Planning) be on the Municipal Liaison Team;**

3. **AND THAT the following be sent to the representative of the YRTP as formal comments from the Town in regards to the Draft Terms of Reference:**

   i. **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;**

   ii. **To ensure Town Council receives regular updates at the Committee of the Whole and Council regarding the status of the Environmental Assessment;**

4. **AND THAT a copy of this report and Council extract be sent to the representative of YRTP immediately upon adoption by Council, Mr. Lynton Erskine, at the YRTP offices at 1 West Pearce Street, 6th Floor, Richmond Hill, Ontario L4B 3K3.**

I trust this is satisfactory.

Should you have any questions or concerns, please contact the Director of Planning directly.

Sincerely,

Anita Moore
Town Clerk

AM:am

enclosures (1)

copy: Mr. R. Nethery, Director of Planning

395 Mulock Drive, P.O. Box 328, STN MAIN NEWMARKET, ON L3Y 4X7
Direct Dial: (905)953-5322 Tel: (905)895-5193 Fax: (905)953-5100

VISIT OUR WEB SITE AT: **www.newmarket.ca**

13.1

TOWN OF NEWMARKET

Public Works and Environmental Services Department
publicworks@town.newmarket.on.ca

CORPORATE SERVICES		
INCOMING MAIL	REFD TO	COPY TO
NOV 25 2004		

November 17, 2004

DOC. CTRL. # 04-002330

PUBLIC WORKS REPORT 2004-91

TO: Committee of the Whole

SUBJECT: Draft Terms of Reference for the Environmental Assessment of the North Yonge Street Corridor Public Transit Improvements
File No.: T.30

ORIGIN: J.G. Koutroubis, B. Eng., P. Eng.,
Director of Public Works & Environmental Services

RECOMMENDATIONS

THAT Public Works Report 2004-91, dated November 17, 2004, regarding Draft Terms of Reference for the Environmental Assessment of the North Yonge Street Corridor Public Transit Improvements, be received and the following recommendation(s) be adopted:

1. **THAT the Draft Terms of Reference for the Environmental Assessment of the North Yonge Street Corridor Public Transit Improvements be received.**

2. **AND THAT a representative from Public Works and Environmental Services and Legal and Development Services (Planning) be on the Municipal Liaison Team.**

3. **AND THAT the following be sent to the representative of the YRTP as formal comments from the Town in regards to the Draft Terms of Reference:**

   a) **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;**
   b) **To ensure Town Council receives regular updates at the Committee of the Whole and Council regarding the status of the Environmental Assessment.**

4. **AND THAT a copy of this report an Council extract be sent to the representative of YRTP immediately upon adoption by Council, Mr. Lynton Erskine, at the YRTP offices at 1 West Pearce Street, 6th Floor, Richmond Hill, Ontario L4B 3K3.**

COMMENTS

The Public Works Department received a copy of the Draft Terms of Reference for the Environmental Assessment on November 4, 2004. The YRTP office requested comments on or before November 18, 2004. Public Works staff deemed it very important that Council be given the opportunity to comment on the Draft Terms of Reference. Once the Terms of Reference are finalized, then the Terms of Reference provide a framework to conduct the Environmental Assessment.

The Public Works Department has forwarded correspondence to the YRTP representatives noting that Town Council will formally comment on the Draft Terms of Reference soon after the regular meeting of Council on December 13, 2004.

PUBLIC CONSULTATION

The Draft Terms of Reference have been submitted to the Town for review. The public will have the opportunity to comment on the Draft Terms of Reference.

IMPACT ON PUBLIC HEALTH AND SAFETY

There are no health and safety concerns with the adoption of the recommendations.

IMPACT ON BUDGET

There are no budgetary concerns with the adoption of the recommendations. Staff time will be required to attend necessary meetings.

J.G. Koutroubis, B. Eng., P. Eng.
Director of Public Works & Environmental Services

___:mk

Candace Bastedo

From: Candace Bastedo [c.bastedo@delcan.com]
Sent: Wednesday, June 20, 2007 11:25 AM
To: 'mlanteigne@richmondhill.ca'; 'Lynton Erskine '; 'steve.mota@york.ca'
Subject: RE: Notice of PCC - North Yonge St EA - Yonge and Coons Road new Traffic Signal required

Hi Marcel,

We are currently showing an intersection at Coon's Road on the plan, which we realized was required subsequent to the May 29 TAC meeting. This then provides full access onto Coon's Road from Yonge Street.

As you are aware I received from Sherry Harrison addresses along Yonge Street (including those backing onto Yonge St) to which notices were mailed. The mailing list also included those members of the public who had attended previous PCC's, Richmond Hill mayor and councillors, various government agencies, First Nations, and numerous other stakeholders.

Hopefully the above has addressed your questions. If not please let me know.

Regards,
Candace

-----Original Message-----
From: mlanteigne@richmondhill.ca [mailto:mlanteigne@richmondhill.ca]
Sent: Wednesday, June 20, 2007 11:03 AM
To: Candace Bastedo; Lynton Erskine ; steve.mota@york.ca
Cc: ezawadowsky@richmondhill.ca; ibrutto@richmondhill.ca
Subject: Notice of PCC - North Yonge St EA - Yonge and Coons Road new Traffic Signal required

Hi everybody,

I just realized that the rapid transit right-of-way plan does not show a traffic signal on Yonge at Coons Road. A traffic signal is required at this intersection for the following reasons:

> The lands east of Yonge Street are to be developed for residential and because of the land formation, the only location for traffic to access these lands is through a traffic signal at Coons and Yonge. Please revise the plan to show the opening in the transitway at Coons Road. In addition, there is no other way for traffic from the Coons Road area to make a left turn onto Yonge. The option to use Bloomfield Trail to access Bloomington Road is not acceptable.

Question:::

Have all the property owners along Yonge Street been notified through direct mailing??

Marcel Lanteigne
Manager, Transportation and Site Plans
Transportation, Environmental and Development Engineering Division Engineering and Public Works Department

Phone 905-771-8830 ext. 2456
Automated Line 905-771-5448 ext. 2456
Fax 905-771-2405

MINUTES

TO: Notes to File **DATE:** May 28, 2008

FROM: C.Bastedo

SUBJECT: **North Yonge Street Corridor Environmental Assessment – LSRCA Meeting**

ATTENDEES: Lake Simcoe Region Conservation Authority – Bev Booth, Tom Hogenbirk
York Consortium (YC) – Candace Bastedo, Paul Collins (PC), Lynton Erskine, Grant Kauffman, Greg Neill
York Region (YR) – Steve Mota

DISTRIBUTION: Attendees, Salim Alibhai, YC DMC

Item Discussed	Action By
1. INTRODUCTION AND OVERALL PROJECT UPDATE	
YC and YR provided background information to LSRCA about the overall Viva system and that this project is the last piece of the rapid transit network. YR commenced a Class EA on Davis Drive, however the study has been integrated into this EA. As well, this EA began as an Individual EA but is now a Municipal Class EA in light of the new Transit Class EA.	
The rapidway will consist of dedicated median lanes, including a landscaped median and wide boulevard throughout most of the corridor. There is a section of mixed traffic through the Aurora downtown core from Golf Links Drive to Aurora Heights Drive. Also, from Davis Drive to Green Lane the roadway will be widened to six lanes with rapid transit operation taking place in curbside HOV lanes. On Davis Drive there will be dedicated median rapidway from Yonge Street to Roxborough and mixed traffic eastwards to Highway 404.	
2. RECOMMENDED DESIGN ALTERNATIVE - AURORA	
Widening to all culverts of Tannery Creek required at Orchard Heights. The hydraulic analysis shows very little change to the existing conditions with respect to rise in flood level. PC will obtain the mapping from LSRCA at Orchard Heights.	PC
North of St. John's Sideroad the culvert will have to be widened on both sides. The model only shows one culvert at this location, however there is in fact two. The hydraulic analysis shows no change to the levels.	
3. RECOMMENDED DESIGN ALTERNATIVE - NEWMARKET	
Western Creek (Yonge Street north of Eagle Street) – Retaining walls will be recommended at this	

	Action By
location to minimize impact on the culvert. URS is doing a study for the Region at this location looking at how the performance of the culvert can be improved to reduce the upstream effect on the floodplain.	
Green Lane – PC will undertake modelling at the two watercourse crossings.	PC
Western Creek (Davis Drive west of Main Street) – Is a open footed box culvert but is modelled as a bridge. Approximately 7.5 metres of widening required on either side of Davis Drive. The issue of making the structure larger (replacing) has not been brought up by Newmarket, or for an other culvert for that matter within the Town. There is no increase in the flood levels.	
East Holland River (GO Newmarket Station) – Preferred alignment is to replace the current structure. The hydraulic analysis shows that flood levels rise slightly downstream by Charles Street. LSRCA noted that no increase would be allowed unless the rise was confined within the channel/green belt. YC noted that during detailed design the levels would have to be watched closely at this area. The ramp from Davis Drive to the pedestrian path adjacent to the River would need to be replaced.	
Eastern Creek (at Southlake Regional Health Centre) – An integrated solution is being worked on between YC and the Hospital to locate the rapidway station/terminal on Hospital grounds. This will be coordinated with the Hospital's master plan that is currently under development. Future discussion will take place with LSRCA regarding this Creek as the Hospital study evolves.	
4. NEXT STEPS	
YC to provide LSRCA with the draft natural sciences and stormwater management reports once they are ready for review and comment.	YC

YRTP

PM 1452/5-2-6

Town of East Gwillimbury

B. W. Hunt, P.Eng.
Town Engineer
Engineering & Transportation Services
905-478-4282
engineering@eastgwillimbury.ca

VIA FACSIMILE & MAIL

January 12, 2005

Mr. Lynton Erskine
York Consortium EA Manager
Regional Municipality of York
1 West Pearce Street, 6th Floor
Richmond Hill, Ontario
L4B 3K3

Dear Mr. Erskine:

Re: Environmental Assessment - North Yonge Street Corridor
Public Transit Improvements - Our File # 6.c

Thank you for your letter of November 4, 2004 and the Draft Terms of Reference for the subject study.

Please note that we believe that 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.

Thank you for our consideration.

Sincerely,

B. W. Hunt, P.Eng.
Town Engineer

BWH/sd

Cc Mayor & Members of Council
J. Rogers, CAO
D. Stone, Director of Planning

O:\Engineering\Council\2005 Engineering Correspondence\Region of York - Miscellaneous\Environmental Assessment Public Transit Yonge St Corridor.doc

Tuesday, October 24, 2006

Ken Armstrong
GO Transit
20 Bay Street, Suite 600
Toronto, ON
M5J 2W3

Dear Ken:

Re: North Yonge Street Corridor Environmental Assessment Public Consultation Centre #2 Presentation Material

York Consortium would like to thank you for your comments on the Public Consultation Centre (PCC) #2 material for the North Yonge Street Corridor Environmental Assessment (EA).

We offer the following responses to questions/comments in your letter dated August 30, 2006:

1. Transportation Master Plan: We note that the rail extensions identified in the 2031 Network Recommendation are not part of the GO 10-year plan and hence will be identified in the EA as "potential" extensions as suggested.

2. The existing and 2031 ridership figures that you provided have been noted and will be addressed when finalizing the data for the EA Report Chapter 3 which will be circulated to the TAC for review and comment.

3. The screenline analysis does not show an actual loss in GO Rail ridership but rather a sharing of future ridership growth between downtown Toronto-destined trips and those for which a rapid transit service provides a viable alternative to other destinations. The difference in GO ridership projections results from comparing an enhanced GO service scenario without York Rapid Transit with a scenario where both are available. We would also note that GO riders are also faced with the double fare when transferring to the subway.

4. The route alternative shown adjacent to the GO Bradford rail right-of-way assumes that a new rapid transit right-of-way would have to be developed outside of the GO right-of-way.

5. The model forecasts are based on in-service speeds assigned to various links in the network. The effect of operation in mixed traffic on certain links is reflected in the speed assigned to those particular links.

Please forward any further comments or questions that may arise throughout the EA process to any member of the study team.

Sincerely,

Candace Bastedo
Study Manager, York Consortium

cc: Steve Mota, Project Manager, Infrastructure Planning Branch, York Region

Salim Alibhai, Project Manager, Roads Branch-Capital Delivery, York Region

Lynton Erskine, EA Manager York Consortium

J:\TOR\PM1452\5 General\5-02 Gen. Correspondence\5-2-05 To_From TAC\2006-10-24 GO Transit.doc

Ministry of Public Infrastructure Renewal
Ontario Growth Secretariat
777 Bay St, 4th Floor, Suite 425
Toronto ON M5G 2E5
Telephone Toll Free: 1-866-479-9781
Fax Number: (416) 325-7403

Ministère du Renouvellement de l'infrastructure publique
Secrétariat des initiatives de croissance de l'Ontario
777, rue Bay 4e étage,
Toronto ON M5G 2E5
Téléphone (sans frais): 1-866-479-9781
Télécopieur: (416) 325-7403

Ontario

Memo to: Steve Mota, Program Manager, Environmental Assessments, Regional Municipality of York

From: Trevor Bingler, Manager, Growth Policy, Ontario Growth Secretariat

Subject: York Region – North Yonge Street Corridor Environmental Assessment (EA)

Date: July 12, 2007

Thank you for the opportunity to review and provide comments on York Region's North Yonge Street Corridor EA – assessment of alternative routes and designs. Overall, it is positive that York Region has undertaken a proactive, comprehensive approach to coordinate transit infrastructure planning and design with transit-supportive land use planning.

OVERALL COMMENTS:

- The route evaluation objectives reflect general support for the provincial Growth Plan for the Greater Golden Horseshoe (GGH) and transit-oriented development. A suggestion is that the evaluation objectives could be strengthened and more explicit about supporting intensification; promoting complete communities; increasing the modal share of transit, cycling and walking; and supporting pedestrian-friendly environments.

- Alternative 4, the technically preferred alternative, provides the greatest positive impacts in terms of shaping growth and providing a good balance of transportation choices – including transit as a priority, cycling, and walking – in support of regional and provincial policies. In addition, Alternative 4 enables higher transit service speed (dedicated transit right-of-way), which will attract higher transit ridership. This will help reduce single occupant vehicle traffic growth as well as greenhouse gas emissions, smog precursors, and non-renewable energy consumption.

- We suggest selecting Alternative 4 for both segments: 1) between Mulock Drive and Davis Drive, and 2) between Davis drive and Green Lane. The rationale for selecting Alternative 3 appears weak, because it prioritizes car traffic (six lanes) and is similar to the corridor width of Alternative 4. Alternative 3 may negate the benefits of implementing Alternative 4 for the southern segment, as transit vehicles on the Yonge route will need to travel in mixed traffic in the HOV lane. It is also unclear as to how the transit vehicles will travel across the lanes into the HOV lane (outer lane) from the right-of-way (inner lane) which may increase transit trip times and possibly risk of accidents. Requiring the transit vehicles to cross from the inner right-of-way to the outer HOV lane may also disrupt traffic flow and increase congestion.

- Alternative 3 is weaker in supporting transit-oriented development in the Newmarket centre (urban growth centre) and will not likely provide the same smart growth (land use development) and social environmental benefits as Alternative 4. Alternative 3 will also likely have negative impacts on transit service quality, ridership, and transit-oriented development compared with Alternative 4.

Ontario

- We are supportive of Route A2 for Aurora as this will support transit-oriented development and higher transit ridership. A question is why Route A2 will have transit in mixed traffic, as this will reduce the potential for attracting transit-oriented development and transit ridership. Route A2 should have transit as a priority (preferably a dedicated right-of-way), as well as support other mode choices such as cycling and walking.

- We are supportive of the combination of Route NE2 and NE7, given that this combination will serve the development of the Newmarket centre (urban growth centre/regional centre) including redevelopment along Yonge Street and Davis Drive, as well as connect Health Centre nodes and link East Gwillimbury to these centres/nodes.

Overall, it is positive that the Rapid Transit Options along Yonge Street and Davis Drive are being evaluated according to criteria that includes transit-oriented development, access to major activity nodes (i.e., health centres), and use of other modes such as cycling and walking.

Should you have any questions, please contact Janet Lo, Senior Associate at 416-325-1574 or email janet.lo@ontario.ca. Thank you again for the opportunity to provide input. We look forward to the next stages of the Region's EA.

Yours truly,

Trevor Bingler
Manager, Growth Policy cc: Candace Bastedo, Delcan, c.bastedo@delcan.com

Ontario Realty Corporation
Société immobilière de l'Ontario

Ferguson Block
Queen's Park
Toronto, Ontario
M7A 2G3

Edifice Ferguson
Queen's Park
Toronto, Ontario
M7A 2G3

October 29, 2008

To Whom It May Concern,

RE: ORC Initial Comments on North Yonge Street Corridor Public Transit and Associated Road Improvements

Thank you for circulating Ontario Realty Corporation (ORC) on your Individual Environmental Assessment. The ORC is the strategic manager of the government's real property with a mandate of maintaining and optimizing value of the portfolio, while ensuring real estate decisions reflect public policy objectives of the government.

Our preliminary review of your notice and supporting information indicates that ORC-managed properties are in the study area. As a result, your proposal may have the potential to impact these properties and/or the activities of tenants present on ORC-managed lands. Attached please find a map that identifies these properties to assist you in identifying and avoiding potential impacts.

Potential Negative Impacts to ORC Tenants and Lands

General Impacts

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, and impacts to natural heritage features/habitat and functions, should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices and MNR and MOE standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of ORC managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative these should be appropriately mapped and quantified within EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. ORC requests circulation of the draft EA report prior to finalization if potential impacts to ORC managed lands are present as part of this study.

Cultural Heritage Issues
If proposed alternatives may impact cultural heritage features on ORC managed lands, we would request that the examination of cultural heritage features be enhanced to include issues such as cultural landscapes, archaeology and places of sacred and secular value.

Potential Triggers Related to ORC's Class EA

The ORC Class Environmental Assessment (ORC Class EA) applies to a range of realty and planning activities including leasing or letting, planning approvals, selling, demolition and property maintenance/repair. For details on the ORC Class EA please visit the Environment and Heritage page of our website found at http://www.orc.on.ca/Page133.aspx. If the ORC Class EA is triggered, consideration should be given to explicitly referring to the ORC's undertaking in your EA study.

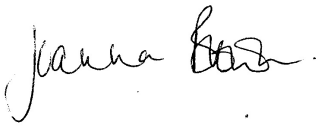
The purchase of ORC lands or disposal of rights and responsibilities (e.g. easement) for ORC lands triggers the ORC's Class EA. If any of these are being proposed as part of any alternative, please contact the Sales and Marketing Group through ORC's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672) at your earliest convenience to discuss next steps.

The undertaking of physical work on ORC lands also triggers the ORC Class EA. If any work is proposed on ORC lands, please contact the undersigned at your earliest convenience to discuss next steps.

Concluding Comments

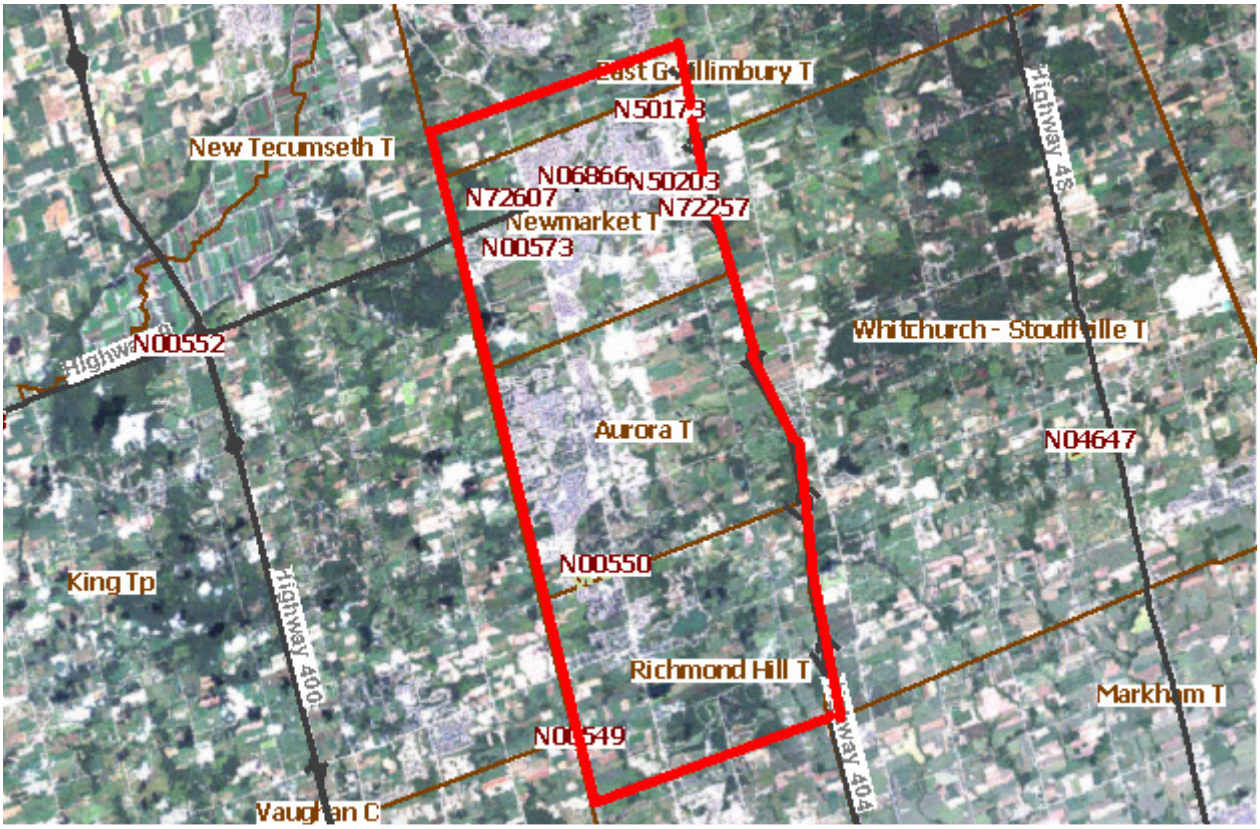
Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions on the above I can be reached at 613-530-4512 or by email at joanna.brown@orc.gov.on.ca.

Sincerely,



Joanna Brown, BScH, MES
Environmental Assessment Facilitator
Portfolio Strategy and Asset Management Department
Ontario Realty Corporation

Appendix 1: Location of Properties



Candace Bastedo

From: mlanteigne@richmondhill.ca
Sent: Friday, November 19, 2004 12:08 PM
To: c.bastedo@delcan.com
Cc: bmacgregor@richmondhill.ca; steve.mota@region.york.on.ca
Subject: Comments on - Draft Term of Reference for the Environmental Assessment of the North Yonge Street Corridor Public Transit Improvements

pic05447.jpg (13 KB)

Please find below my comments on the noted draft document:

Figure 3, what is the hatch green area??
Figure 3, I believe the Bradford rail line is under GO Transit ownership and not CN. Please confirm.
5.4, under Transportation, the last bullet should be expanded to include 'and existing traffic patterns'.
5.4, under Social Environment, the first bullet should be expanded to include ' and in the vicinity of public transit infrastructure'.
5.5, under Planning Objectives, a new bullet is needed to include ' effect on Municipal goals and objectives'.
5.7.2, under Analysis and Evaluation of Alternatives to the Undertaking, second bullet, it is said that this project is "Consistent with the overall vision of the Region and the City of Toronto;" Why does this project have to be consistent with the vision of the City of Toronto? What happened to the Town's vision?? There are no comments about the Town's vision.
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.
6.0, page 31, under "Consultation During Preparation of Terms of Reference", please be advised that I (Town of Richmond Hill) was not conferred with regarding the preparation of this document.

Marcel Lanteigne
Manager, Transportation and Site Plans
Engineering and Public Works
905-771-5448 ext. 2456

(Embedded image moved to file: pic05447.jpg)

MINUTES

TO: Notes to File **DATE:** January 18, 2007

FROM: Candace Bastedo

SUBJECT: ***Meeting with Southlake Regional Health Centre***

PRESENT: York Consortium (YC): Lynton Erskine, Candace Bastedo
York Region (YR): Steve Mota, Salim Alibhai (SA)
Southalke Regional Health Centre (SRHC): Marcel Moniz (MM)

DISTRIBUTION: All

Item Discussed	Action
➢ New parking garage at Prospect St. and Davis Dr. for 472 vehicles that is due to open any time. To the south of the parking garage will be the new Regional Cancer Centre, which is expected to begin construction in March 2007.	
➢ There are a number of lots for employee parking, including one on Charles St. the other east of Charles on Davis Dr. There is a shuttle bus that the Hospital runs from these lots to the main entrance throughout the day.	
➢ Grace Street, just east of Prospect St., will be relocated to the south in order to go around the Cancer Centre, and still provide access from Prospect Street and to Queen's Lane. MM will check the drawings to see the exact design of new Grace Street and provide details to YR.	MM
➢ Construction of the pool has just finished and is set for reopening. There is a substantial number of people who come to the SRHC on a daily basis to use the pool.	
➢ MM encourages Viva/YRT to set up an information booth for Hospital employees, patients and visitors. At this time individuals could be questioned as to their origin to get an idea of potential ridership routes/locations.	
➢ Possible long term plans include the construction of an east Hospital win on the existing east parking lot, which would be a image of the main Hospital "butterfly", and parking garage at Davis Dr. and Roxborough Rd.	
➢ Next step is for YC to develop design scenarios and present them to the Hospital at a second meeting. MM noted that it is important that two scenarios be considered, 1) without the second butterfly, and 2) with second butterfly. These design scenarios will include options to integrate transit service with the Hospital.	YC
➢ SA will provide YC with the development approvals (drawings) for the Grace Street area.	SA

JONES
CONSULTING GROUP LTD.
PLANNERS, ENGINEERS, SURVEYORS

August 27, 2008

BY COURIER & EMAIL

Mr. David Clark, Chief Architect
VIVA - York Region Rapid
Transit Corporation
1 West Pearce Street – 6th Floor
Richmond Hill, ON L4B 3K3

Dear Mr. Clark:

Re: Lawton Brothers (Realties) Ltd. Comments on Environmental Assessment Process
Proposed Davis Drive/Yonge Street Newmarket Improvements
Our File: Law-99152

We represent Lawton Brothers (Realties) Ltd., the owners of lands situated at 69 Davis Drive in Newmarket who will be impacted by the proposed road improvements identified at the August 11th Open House.

On behalf of our clients, we are writing to express concerns relating to the Environmental Assessment process that is underway as part of the proposal to establish a Bus Rapid Transit service within the Yonge/Davis corridor; an area identified by the Region of York as having Regional transportation significance.

At a recent Open House held at the Town of Newmarket municipal offices on August 11, 2008, we were pleased to hear the progress of the EA and to view the plans to create a vibrant and sustainable community transportation infrastructure, which will no doubt benefit the Town and Region at large.

However, upon viewing closer detail of the proposed alignment of the transit corridor along Davis Drive, a significant portion of the active front yard of 69 Davis Drive would be lost for widening and associated Engineering works.

69 Davis Drive contains several businesses. Historically, this property has been used as an automobile sales and leasing establishment. Current tenants who require a lot of parking at peak times include The Piano Store Inc., Equinoxx Home Furnishings and Accessories and Hewmac Mortgage Services Inc. Our Client is concerned that the loss of usable front yard commercial space will negatively impact the viability of the property for the current and historic uses of this site. Put simply, our Client feels that the proposed transportation improvements would preclude the property from ever being viably used as an automotive sales and leasing establishment.

We have reviewed the extent of the Davis Drive improvements, and we note that the widening and improvements could be accommodated on the south side of Davis Drive with far less negative impact on the existing businesses. The explanation that I was provided at the Open House was that the grade differential on the south side of Davis Drive preclude shifting the road works. We request a copy of the detailed design work that resulted in precluding this option as we believe this option is more in keeping with the balancing of issues required under the Environmental Assessment process. At a minimum, our Client requests that efforts be made to shift the improvements southward as much as possible.

In summary, Lawton Brothers (Realties) Ltd., requests the following:

- Prospects for the re-evaluation of the proposed alignment and the encroachment of the future sidewalk on their lands. This option may include the shifting of the alignment to the south, where there appears to be significant lands available that are not directly impacting on scarce parking resources and where the restrictions on land are not nearly as acute.

- Maintaining communication with landowners in this area directly to mitigate uncertainty in the coming phases of this project

We welcome your cooperation in this matter, and look forward to further communications regarding the Environmental Assessment process and future plans for these lands.

Yours truly,

THE JONES CONSULTING GROUP LTD.

Gordon Dickson, MEDes.
Planner/Project Manager

c: Mr. Steve Mota, Program Coordinator, Environmental Assessment, Planning & Development Services, York Region
Ms. Jennifer Hughson, Senior Appraiser Negotiator, York Region
Mr. Eric Lawton, Managing Partner, Lawton Brothers (Realties) Ltd.

York Region

Canada's Top 100 Employers 2008

Planning and Development Services Department
Infrastructure Planning
Fax No. 905-895-0161

October 28, 2008

Mr. Gordon Dickson
The Jones Consulting Group Ltd.
300 Lakeshore Drive, Suite 100
Barrie, ON L9Y 3K6

Dear Mr. Dickson:

Re: Yonge Street Corridor Public Transit Improvements EA
Rapidway alignment on Davis Drive near George Street

Thank you for your correspondence of August 27, 2008 and for attending our recent public consultation centre on August 11, 2008. We acknowledge that you represent Lawton Brothers (Realties) Ltd., the owners of 69 Davis Drive in the northeast quadrant of the Davis Drive and George Street intersection.

Attached is a copy of the proposed rapidway alignment near the subject property as presented to the public on August 11, 2008. You will note that the proposed rapidway follows a tangent alignment in the median of the existing roadway from Yonge Street easterly and includes property requirements for widening of the Davis Drive right-of-way on both sides of the road.

As you noted in your correspondence and as shown on the attached drawing, the project includes land requirements at 69 Davis Drive along the Davis Drive frontage as well as a daylighting triangle at the George Street intersection and will also impact the existing site parking. In your correspondence, you have suggested that a rapidway alignment shifted to the south could be accommodated with less negative impact on existing businesses.

We have considered your input and concluded that a shift of the rapidway to the south to reduce land requirements at 69 Davis Drive will result in additional adverse impact along the south side of Davis Drive for a distance of 300 metres due to geometric standards for design of the horizontal alignment. In addition, due to the close proximity of the existing parking at 69 Davis Drive to the existing curb, a realignment to the south would still impact the site parking along Davis Drive, providing little net benefit to the subject site while at the same time increasing adverse effects along the south side of Davis Drive. Please note that we will work with affected businesses during the detailed design of the rapidway to address parking needs along this corridor.

In addition to implementation of a rapidway along Davis Drive, we are also investigating opportunities to address existing traffic operational issues along the corridor. One of the operational issues results from the close proximity (approximately 50 metres) between the George Street and Wilstead Drive intersections and the resulting conflict for left turns to and from Wilstead Drive.

The EA has considered a number of alternatives to address this issue. The alternatives considered include:

- the realignment of George Street to the east to line up with Wilstead Drive (which would result in a significant impact to the existing building at 69 Davis Drive);
- realignment of Wilstead Drive to the west to line up with George Street; or
- maintain the existing alignment of George Street and Wilstead Drive (in this option, direct left turns at Wilstead Drive would be restricted and replaced with U-turns at adjacent intersections as shown on Attachment 2).

The draft evaluation of these alternatives is provided in Attachment 3. You will note from the evaluation that the alternative to realign Wilstead Drive to the west to line up with George Street has been selected as the preliminary preferred option; therefore, direct impact to the existing building at 69 Davis Drive is not anticipated. The realignment of Wilstead Drive is anticipated to be implemented through adjacent land redevelopment to coincide with intensification in this area.

If you have any questions, please do not hesitate to contact me at steve.mota@york.ca or 905-830-4444, ext. 5056.

Sincerely,

Steve Mota

Steve Mota, P.Eng.
Program Manager, Transportation Engineering

SCM/gr

Attachments
- Typical U-turn configuration
- Drawing D-01 and D-02
- George Street / Wilstead Drive Evaluation

Copy to: Dale Albers, York Rapid Transit Corporation
David Clark, York Rapid Transit Corporation
Candace Bastedo, Delcan Corporation
Jennifer Hughson, Realty Services

MINUTES

TO: Notes to File **DATE:** Septemeber 14, 2007

FROM: Candace Bastedo

SUBJECT: ***Meeting with Southlake Regional Health Centre***

PRESENT: York Consortium (YC): Lynton Erskine, Candace Bastedo
York Region (YR): Steve Mota, Salim Alibhai (SA)
Southlake Regional Health Centre (SRHC): Paul Clarry, Marcel Moniz (MM)

DISTRIBUTION: All

Item Discussed	Action
➢ New parking garage at Prospect St. and Davis Dr. for 472 vehicles that is due to open any time. To the south of the parking garage will be the new Regional Cancer Centre, which is expected to begin construction in March 2007.	
➢ There are a number of lots for employee parking, including one on Charles St. the other east of Charles on Davis Dr. There is a shuttle bus that the Hospital runs from these lots to the main entrance throughout the day.	
➢ Grace Street, just east of Prospect St., will be relocated to the south in order to go around the Cancer Centre, and still provide access from Prospect Street and to Queen's Lane. MM will check the drawings to see the exact design of new Grace Street and provide details to YR.	MM
➢ Construction of the pool has just finished and is set for reopening. There is a substantial number of people who come to the SRHC on a daily basis to use the pool.	
➢ MM encourages Viva/YRT to set up an information booth for Hospital employees, patients and visitors. At this time individuals could be questioned as to their origin to get an idea of potential ridership routes/locations.	
➢ Possible long term plans include the construction of an east Hospital win on the existing east parking lot, which would be a image of the main Hospital "butterfly", and parking garage at Davis Dr. and Roxborough Rd.	
➢ Next step is for YC to develop design scenarios and present them to the Hospital at a second meeting. MM noted that it is important that two scenarios be considered, 1) without the second butterfly, and 2) with second butterfly. These design scenarios will include options to integrate transit service with the Hospital.	YC
➢ SRHC will ensure that the architect awarded the master plan work meets with YC/YR early on in their work.	SA

HBR PLANNING CENTRE

CONSULTANTS IN URBAN PLANNING AND DEVELOPMENT

66 Prospect Street, Unit A
Newmarket, Ontario L3Y 3S9

Telephone (905) 853-1841
Fax (905) 830-1451

July 24, 2008

Mr. Steve Mota, P. Eng.
Program Manager – EA
The Regional Municipality of York
York Administrative Centre
17250 Yonge Street, Box 147
Newmarket, Ontario
L3Y 6Z1

Dear Mr. Mota:

RE: MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT
AND ASSOCIATED ROAD IMPROVEMENTS
1344459 ONTARIO LIMITED
191 DAVIS DRIVE
TOWN OF NEWMARKET

We are the planning consultants for the owner of the above-noted property. Our client has participated in and attended most of the public consultation sessions regarding the Environmental Assessment for the North Yonge Street Corridor Public Transit and associated road improvements. Most recently our client attended the June 11, 2008 Public Consultation Session, and examined the proposed new plans for the area in the vicinity of 191 Davis Drive. A copy of the plan in the vicinity of our client's property is attached for your information.

Upon thorough review of the proposed revisions to the plan, our client advises that they are in support of the preferred design for the transit and road improvement infrastructure in the vicinity of their property. My client understands that the next stage of the proposal will involve detailed design and consultation with individual landowners to refine the plans as they may affect their properties. Our client looks forward to seeing the details of the preferred scheme and is prepared to work with you in order to refine the details of the design. Of specific interest to my client is the design of the retaining wall adjacent to their property, including such matters as the type of materials and colour scheme to be used to ensure its integration with both your plans and the existing development at 191 Davis Drive. As well, maintenance of a right-in entrance on Davis Drive is an important consideration. We look forward to reviewing the detailed designs as they evolve, and to work with you to implement them. You may contact this office when the designs are nearing completion for our review.

...2

If you any questions, please do not hesitate to call.

Yours very truly,

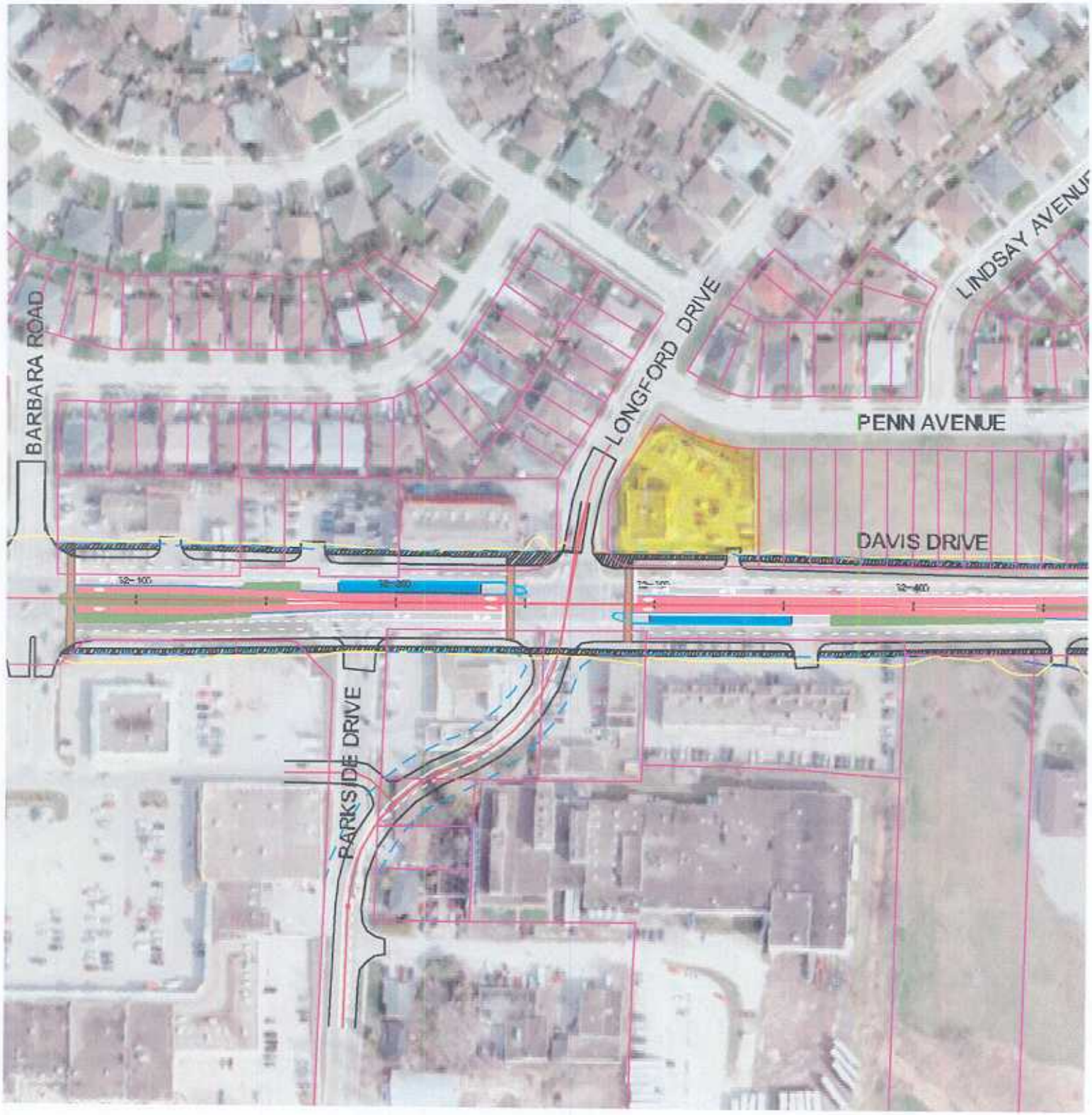
HBR PLANNING CENTRE

Howard Friedman, M.C.I.P., R.P.P.
Director of Planning

HF:jl

cc: Jirair Vartanian, 1344459 Ontario Limited
cc: Robert A. Leck, Stiver Vale

Encl.


BARBARA ROAD
LONGFORD DRIVE
LINDSAY AVENUE
PENN AVENUE
DAVIS DRIVE
PARKSIDE DRIVE

November 25, 2002 CFN 31640

Mr. Brian Wolf, Project Manager
The Regional Municipality of York
17250 Yonge Street, P.O. Box 147
Newmarket, Ontario
L3Y 6Z1

Dear Mr. Wolf:

Re: Yonge Street Corridor
(From Steeles Avenue to Bloomington Sideroad,
Bathurst Street to Highway 404)
Region of York

Attached is a print of the Draft Natural Features Map at a scale of 1:25,000 which shows the locations of the Fill Regulation Lines, Fill Extension Lines, Watercourses, Watershed Boundaries, Oak Ridges Moraine, Environmentally Significant Areas, Areas of Natural and Scientific Interest, Provincially Significant Wetlands, and the property owned by the Toronto and Region Conservation Authority (TRCA). Please ensure that TRCA's concern areas are reflected in the displays which will be shown at the Public Information Centres. We are also sending a hard copy to K. El-Dalati at Delcan.

Should you have any questions please contact the undersigned at ext 5304.

Yours truly,

June Murphy, Plans Analyst-EAS
Development Services Section

Encl. TRCA Natural Features Map Yonge Street Transitway

cc: Carolyn Woodland, Manager, DSS
Sandra Malcic, Senior Planner-York
K. El-Dalati, Delcan (for pick up at front desk)

December 3, 2002 CFN 31640

Mr. Steve Mota
The Regional Municipality of York
17250 Yonge Street, P.O. Box 147
Newmarket, Ontario
L3Y 6Z1

Dear Mr. Mota:

Re: Yonge Street Transitway
Environmental Assessment-Terms of Reference, July 2002
(From Steeles Avenue northward to 19th Avenue/Gamble Sideroad)
Regional Municipality of York

The staff at the Toronto and Region Conservation Authority (TRCA) has had the opportunity to review the Yonge Street Transitway-Environmental Assessment-Terms of Reference, (TOR) dated July 2002, received November 20, 2002 and would like to provide the following comments. We understand that the Ministry of Environment provided the Region of York with a required list to circulate the TOR, however, the Conservation Authorities were not on the circulation list, therefore, TRCA was circulated the July 2002 document in November 2002.

General Comments

We understand that the study area comprises two components. From Steeles Avenue to Highway 7, ultimately there is a vision to have an extension of the Toronto Transit Commission (TTC) Yonge Subway. Prior to the extension, an interim median bus Transitway within the existing Yonge Street right-of- way (ROW) is proposed. As you are aware, some of the broad design parameters to be considered in the TTC extension relate to the tie in level at Finch Avenue, the distance required between the invert of the Don River and the tributaries to the top of the subway tunnel, the gradient of the slope of the subway and the tie-in connection at Highway 7. Geotechnical reports will be required to substantiate the tunneling exercise.

From Highway 7 to the 19th Avenue/Gamble Sideroad the Undertaking consists of a separate Transitway for the exclusive use of transit vehicles, where the Bus Rapid Transit (BRT) is the preferred option.

Specific Comments

Page 1
Remove the word “accompanying” before Needs and Justification.
The most recent copy on file regarding the Needs and Justification Report is an October 2001 document.

Page 6
Top paragraph.
After the sentence starting with “The Brisbane Transitway” add one more sentence or phrase to help with the flow from Brisbane to York Region in 2021.

Page 6
It would be helpful to label what the Brisbane pictures are representing. (ie Brisbane Transitway-Right of Way (ROW) designed to compatible rail standards)

Page 6 notes that the final alignment/configuration of the Undertaking has not been finalized.
TRCA’s preference is to utilize existing road ROW in order to sustain the existing natural environment.

.../2

Page 8
Road Construction
Change the title of "Road Construction" to "Road Construction Impacts"

Under Base Case and RT Expansion it may help to add the following:
Limited to Significant Impacts depending on existing roadway right of way availability.
Moderate to Significant Impacts depending on right of way availability.

Page 8
Traffic Congestion
Are you measuring lane shortfalls as "very poor" and "poor?"
If you are measuring shortfalls, wouldn't the shortfall be graded as "very extensive" and "extensive?"
If you are measuring Traffic Congestion, wouldn't it be graded as "very congested" and "congested?"

Page 9
Level of Mobility
Add the word "mobility" after "poor" and "good" in the chart.

Page 9
Costs
Add the word "costs" after "high" and "higher" costs.

Page 10
Natural Features
Change the "Natural Features" subtitle to "Natural Feature Impacts"

Page 10
Air Quality and Energy Consumption
Change "Air Quality and Energy Consumption" subtitle to "Air Quality and Energy Consumption Impacts"

Add the word "Impacts" after Negative and Positive.

If possible, add a glossary for acronyms/terms
(eg, LRT, BRT, HOV, pphpd, O.P., ANSI, ESAs, SOER, MOE, MNR, DFO, TRCA, LSRCA, DOE, EC , TTC, EEAB, TAC, CMHC, FTA, ISO, CO, Nox, TSP, PM10, AAQC, EPA, EPPS, ROW, TOR)

Page 13
Change the wording of the Yonge Street alignment to an "or" statement. For example, "alignment is assumed to be located adjacent to the CN Richmond Hill from the Yonge/Highway 7 regional center to just north of Crosby Avenue whether it swings west into the Yonge Street Right-of-Way **OR** along Yonge Street, the Transitway would be located within the roadway median."

As previously noted on Page 6 of the TOR, the final alignment/configuration of the Undertaking has not been finalized and will evolve from the detailed impact assessment analysis of the short-listed alternatives.

Page 15
Social Environment Impacts
Neighbourhood Impacts
Change the words in the chart to
"better positive effect", "good positive effect", "best positive effect"

.../3

Page 15

Disruption of Present Development
Change the wording in the chart to
"moderate disruption", "most disruption", "least disruption".

Page 16
Economic Environmental Impacts
Rationale and Interpretation
Note: There was no rating under Rational and Interpretation under Social Environment.
Change the wording in the chart to read
"better attraction", "good attraction", "best attraction"

Page 16
Add the subtitle "Capital Costs"
Is this relative capital cost index in millions of dollars?

Page 16
Add the subtitle "Operating Costs"
Is the relative operating cost index in millions of dollars?

Page 16
Add the subtitle
Conformity to the Official Plan (O.P.) Objectives
Change the wording to "acceptable conformity", "poor conformity", "good conformity"

Page 17
Table 2
Rationale and Interpretation
Add the following sentence regarding the Oak Ridges Moraine after "comments from the reviewing agencies.." Note the approximate southern boundary of the Oak Ridges Moraine (ORM) for the three representative alignments. For the Richmond Hill/Highway 404 alignment the southern boundary of the ORM begins at approximately 19th Avenue. For the Yonge Street alignment the southern boundary of the Oak Ridges Moraine approximately begins at Elgin Mills Road.

Page 17
Table 2
It would be helpful to align the comments in the chart with either the bullet point or the dashed line in order to determine which numbers refer to which comment. The alignment is off slightly.
It would be helpful to either underline or bold the item which has been measured.

i.e.
- length of facility within ORM
- length of facility that passes adjacent to mapped recharge or discharge area
- total number of river/creek crossings;
- number of wetlands bordering or within 120m
- number of ANSIs within 120m
- number of ESAs within 120m
- number of woodlands 4 ha+ within 120 metres
- number of closed landfill sites within 400m

(Note: Is Map #4 from SOER available to view in the document? If yes, please state a location. If the map is not available to view, please remove the reference to it.)

.../4

- change "energy consumption" to "reduction of energy consumption"
- add the word "positive" before "impact"
- **positive** impact on air quality/**reduction of** energy consumption based on level of transit rider ship achieved

Page 18
ii) Revise the following sentence.
....and the intent is to locate the Transitway **within the existing transportation/utility corridors OR** immediately adjacent to existing transportation/utility corridors.

iii) How was the following conclusion derived? "The conflict with environmental constraint areas appears limited and potentially less than locating the facility in a rural setting."

After Page 19
Figure 3-Corridor Inventory
The colour and the symbol for the Oak Ridges Moraine Boundary need to be changed because it is identical to the symbol for ESAs. A linear symbol would be appropriate with a colour not previously utilized on the Figure. (Brown?)
Add the acronym PSW behind Provincially Significant Wetland (PSW)
Add "Area of Natural and Scientific Interest" and add the acronym (ANSI) in brackets.
Change the colour of the ANSI symbol to anything but blue, because it is a colour which usually represents open water/watercourses.
Change Environmentally Sensitive Area to Environmentally **Significant** Area and add the acronym in brackets (ESA).

The only ESA in TRCA's jurisdiction which is labeled on the map correctly is the Richvale Forest ESA at Bathurst and Rutherford Road. The following are missing.
- Baker's Wood ESA (Highway 7 and Bathurst Street).
- McGill Area ESA (19th Avenue and Dufferin Street)
- Simeon Lake Forest Complex, (Woodbine and Bethesda)
- Bloomington Wetlands (Bloomington and Highway 404)
- Wilcox Lake Bog (Bayview south of Bloomington)
- Forester Marsh (Bethesda west of Leslie)
- Jefferson Forest (Bayview and Stouffville Road)
- Bond Lake Bog (east of Yonge and south of Bethesda)
- King-Vaughan Complex (south of King/Vaughan Road, west of Bathurst)

At this point in time, it would be important to list that there are numerous ESAs which are not show on the TOR figure, but will be updated during the EA Study.

There is an ESA indicated east of Bayview and north of Elgin Mills Road. We do not have any ESA in our mapping database. Please forward the name of this ESA. Perhaps the green patch is the symbol for the ORM, and not an ESA at all.

Watercourses-Either label all of the watercourses, or remove the existing labels for the Don River and tributaries. One prime watercourse, the German Mills Creek, is missing which generally follows the alignment of the eastern limit of the EA Study Area/CN Rail. Please recheck the watercourse layer of information. We note that may other watercourse alignments are not correct. Please refer to the Natural Features Map which was supplied to Brian Wolf, Project Manager for the Region of York, at the TAC meeting in November 2002 for the Yonge Street Transitway for the locations of the watercourses, as well as the locations of the ESAs, ANSIs and wetlands. The GIS staff at TRCA has indicated that the Region

.../5

of York has the same database as TRCA for the ESAs, ANSIs, PSWs and watercourses. Note that the Conservation Authorities take the lead on the ESAs, whereas the Ministry of Natural Resources takes the lead on the PSWs and the ANSIs. Please also refer to TRCA's previous correspondence from March 30, 2001 regarding the concerns for locating a corridor adjacent to the existing CN rail on the west side and implications to German Mills Creek.

Add a symbol for the watershed divide and label the TRCA/LSRCA jurisdictions. In the legend add "Watershed Divide between the Toronto and Region Conservation Authority (TRCA) and the Lake Simcoe Region Conservation Authority (LSRCA)."

There is no key for the dark blue symbol (Lake Wilcox) in the legend.
Label the following roads: Woodbine Avenue, Leslie Street, Dufferin Street, Rutherford Road/16th Avenue, Elgin Mills Road, Gamble Side Road (19th), King Road/Bethesda Sideroad.
Add a date to the bottom of the Figure.

Page 19
Definition of the EA Study Area
We concur with the statement "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."

Page 20
Segment North of Highway 7
After the last sentence, describe the location of the CN Bala Subdivision and label it on Figure 4.

Page 20
Segment North of 19 Avenue
Change Young to Yonge Street.
Provide a brief description in brackets for:
- at-grade exclusive median operation
- signal priority
- queue jump applications.

Page 21
Potential Environmental Effects
Natural Environment
After terrestrial and aquatic features add (ORM, ESAs, ANSIs, PSWs, watercourses, wood lots etc.) and the maintenance of these features and their functions. Add the following after the word implementation, ... impacts to flooding (flood storage or conveyance); impacts to surface and ground water quantity; impacts to erosion AND sedimentation; impacts to existing wood lots/vegetation; restoration of disturbed areas with native/non-invasive species; provision for terrestrial and human passage through watercourse crossings (bridge, culverts) where possible; avoidance of hazardous areas (erosion prone, flood prone); maintenance of existing features and functions. (ESAs, ANSIs, PSWs etc.).

Stations
As per TRCA's previous correspondence dated March 30, 2001, add the following sentences. The TRCA is encouraging the location of the stations outside the areas of concern (watercourses, valley corridors, stream corridors, Regional Storm Flood plain, Fill Regulated Areas, ESAs, ANSIs, PSWs, wood lots etc.) Lighting in close proximity to a natural area would need to be adjusted to avoid negative implications. Any excavation or fill placement in a Fill Regulated Area, any construction of any building or structure within a Regional Storm Floodplain and any alteration of any watercourse would require a "Fill, Construction, Alteration to Waterways" permit from the TRCA prior to any works.

.../6

Pedestrian Access
The TRCA would encourage the location of the fences outside the areas of concern. (Regional Storm Floodplain, ESAs, PSWs, ANSIs, wood lots etc.).

Guide way
Widening of the existing right-of-way may involve culvert and bridge extensions which will require a TRCA's Fill, Construction, Alteration to Waterways permit. Hydraulic analyses will be required for any changes to the watercourse crossings.

Page 22
Operation of Proposed Transitway Service
After the last point add ... and impacts on the natural environment including plants and animals.

Add the following to the list of potential effects associated with the operation of the Transitway.
- maintenance of stormwater management facilities (Oil Grit Separators, Stormwater Management Ponds)

Page 23
Evaluation Criteria and Impact Assessment Methodology
Add brackets behind the phrase unavoidable environmental impacts (and describe in particular what impacts will be anticipated...such as...)

Page24
Table 3
Fisheries and Aquatic Habitat
Include the term Harmful Alteration, Disruption or Destruction of Fish Habitat (fHADD).
Include the sentence that TRCA has a Level 3 Agreement with the Department of Fisheries and Oceans.
In the brackets after temperature changes, add ...implications to base flow as a result of dewatering.

Wildlife Habitat
The TRCA supports the statement under Action, that "the majority of the facility will be incorporated within the existing roadway infrastructure" as well as "the objective will be to maximize habitat protection and minimize disturbance."

Page 24
Vegetation and Wetlands
Issue/Concern
Add the following after study area, ...including the implications of dewatering on the groundwater and subsequent implications to vegetation and wetlands.

Page 25
Groundwater Resources
Add in the brackets with streams and wetlands, ... ish, vegetation.
During the EA stage, please forward two copies of the hydro geological reports for TRCA staff to review.

What is the latest date on the Feasibility Study referenced in Table 3 under Groundwater and Surface Water?

Note: In the beginning of the TOR a clarification needs to be made between the **"Study Area"** (which includes the jurisdictions of TRCA and LSRCA from Steeles northward to Newmarket) and the "EA Study Area" which includes the area identified on Figure 3 along Yonge Street from Steeles northward to Gamble Road/19th Avenue within the TRCA's jurisdiction only. Table 3 references the larger "Study Area". .../7

Page 25
Surface Water Resources
Add the following under Action after construction...with the submission of stormwater management reports which include erosion and sediment control strategies, and hydraulic analyses which address conveyance concerns.

Page 26
Ecosystem Planning
Add TRCA to the Agency List.

Page 28
Archaeological Resources

Please note that TRCA owns property on the German Mills Creek, east of Yonge Street, south of 16th Avenue as well as lands on the west side of Yonge Street, south of Gamble Side Road on the Rouge River tributary. Note also that TRCA has an Archaeologist on staff who completes all archaeological investigations on TRCA's property.

Page 29
Need and Justification Study Consultation
Omit the words "which accompanies this submission."

Page 29
Technical Advisory Committee
Change Toronto and **Regional** Conservation Authority to Toronto and **Region** Conservation Authority.

Page 30
Technical Agencies
Change Toronto Region Conservation Authority to Toronto **and** Region Conservation Authority.

Page 31
Terms of Reference Consultation
Change ... the draft TOR were revised, to **was** revised.

Page 36
Environmental Assessment Work Plan
Overview
We concur that the TRCA's concerns for the Undertaking will be handled through the key components of the EA study as stated on Page 36 which will include:

I) a comparative evaluation of alternative locations for new infrastructure.
ii) an assessment of the environmental effects of the construction and operation; and
iii) the identification of mitigation measures and monitoring programs to reduce the negative effects of the project on the environment."

Page 38
Confirmation of (EA?) Study Area
Please clarify whether this is the EA Study Area as per Figure 3.

Page 38
Transportation
Add...existing pathways connecting under existing bridges and culverts.

.../8

Page 38
Natural Environment
Add the following:
ESAs, ANSIs, PSWs, wood lots, Regional Storm Floodplains, Oak Ridges Moraine, hydro geological conditions, watercourses, valley corridors, erosion prone areas.

Page 39
Identification of Location Options for New Infrastructure
The TRCA strongly supports the following statement.."A complete list of all new infrastructure elements and their facility characteristics will be developed and...options will be clearly identified for comparative evaluation." As previously stated, the TRCA has identified areas of concern on the Natural Features Mapping and the objective is to avoid these areas of concern with the alignment of the Transitway.

Page 39

Development of Functional Station Envelopes
As mentioned in previous correspondence, the location of the Stations will need to be outside TRCA's areas on concern. The TRCA would like to encourage that the generic stations are designed to the maximum limits of the footprint on paper in order to assess the implications to the natural environment. (ie We need a fairly concrete estimate of the station sizing and location to determine any impacts to the natural environment and any necessary relocations.)

Page 39
Evaluation of alternative Locations for New Infrastructure
Change the word "takeoffs" to "level of environmental impacts."

Page 40
A CEAA screening list has been previously circulated to the Region of York. You may want to reference that document to determine any other triggers (ie CN).

Page 40
Assessment of Environmental Effects of the Project
Utilize the list on Page 21 to add to the list on Page 40.

For example:
After the sentence beginning ... "This assessment will include consideration fo the natural environment (aquatic, terrestrial, noise, vibration, air quality, contaminated soils) ... add the following after terrestrial in brackets (ORM, ESAs, ANSIs, PSWs, watercourses, wood lots etc.). Also, add the maintenance of these features and their functions. After the word "soils" add, ... impacts to flooding (flood storage or conveyance); impacts to surface and ground water quantity; impacts to erosion AND sedimentation; impacts to existing wood lots/vegetation; restoration of disturbed areas with native/non-invasive species; provision for terrestrial and human passage through watercourse crossings (bridge, culverts) where possible; and avoidance of hazardous areas (erosion prone, flood prone).

Page 42
Other Approvals
Add the TRCA to the list of approvals required.
TRCA"Fill, Construction, Alteration to Waterways Permit" and DFO authorization.
Add also Navigable Waterways authorization as well.
Please contact the Ministry of Natural Resources for any approvals under the Lakes and Rivers Improvement Act.

.../9

Page 45
The TRCA supports the statement on page 45 ... "Although the proponent has attempted to be as thorough as possible, there is a possibility that the design may identify significant environmental impacts, which may not have been anticipated in the Environmental Assessment Report. The proponent is committed to addressing the environmental impacts resulting from this undertaking whether identified in the Environmental Assessment Report or during the detailed design phase."

Page A-1
Check the wording of (I) and rephrase it in common terms.

Revisit the second bottom paragraph and read through the incomplete sentence beginning...Iin the event... The sentence in the next paragraph may be the completion.

After the last paragraph there is a statement missing before the (I), (ii), (iii) and (iv).

Page A-2
(iii) Change "given" to "give."

In summary, the Yonge Street Corridor Transit way will be guided through the EA process with the Terms of Reference, which, when the revisions have been made, will address TRCA's concerns. Please forward one copy of the final copy of the Terms of Reference to each of the following people at TRCA: June Murphy, Adele Freeman, Gary Wilkins, and at Rouge Park: Barb Casier.

Yours truly,

June Murphy, B.A., M.A..
Plans Analyst-EAs

Encl. Environmentally Significant Area mapping
Oak Ridges Moraine Information

cc: Carolyn Woodland, TRCA, Manager, Development Services
Sandra Malcic, TRCA, Senior Planner-York
Barb Casier, Rouge Park
Adele Freeman, TRCA, Don/Highland Specialist
Gary Wilkins, TRCA, Humber River Specialist

December 16, 2002 CFN 31640

Ms. Donna Bigelow
Special Project Officer (A)
Ministry of Environment and Energy
Environmental Assessment and Approvals Branch
2 St. Clair Avenue West
Toronto, Ontario
M4V 1L5

Dear Ms. Bigelow:

Re: Yonge Street Corridor Transitway
Terms of Reference
Regional Municipality of York

The staff at the Toronto and Region Conservation Authority (TRCA) has had the opportunity to review the Yonge Street Transitway-Environmental Assessment (EA) - Terms of Reference, (TOR) dated July 2002, received from the Region of York on November 20, 2002,,and would like to provide the following comments. We understand that the Ministry of Environment provided the Region of York with a required list to circulate the TOR, however, the Conservation Authorities were not on the circulation list, therefore, TRCA was circulated the July 2002 document in November 2002.

TRCA staff provided the Region of York with a letter on December 5, 2002 which outlined the revisions that were required. The revisions have now been completed to the TRCA's satisfaction. The TRCA is satisfied that the Terms of Reference for the Yonge Street Corridor Transitway will address TRCA's concerns throughout the EA process.

Should you have any questions please contact the undersigned at 416-661-6600 ext 5304.

Sincerely

June Murphy
Plans Analyst-EAs
Development Services Section

cc: Steve Mota, Region of York
Carolyn Woodland, Manager, Development Services
Sandra Malcic, Senior Planner - York

May 5, 2004 CFN 31640.A

Gemma Connolly
Special Project Officer
Ministry of Environment
2 St. Clair Avenue West
Toronto, ON
M4V 1L5

Dear Ms. Connolly:

Re: Terms of Reference
Yonge Street Corridor Public Transit Improvements
Individual Environmental Assessment (EA)
Regional Municipality of York

The Toronto and Region Conservation Authority (TRCA) is in receipt of the Terms of Reference (March 2004) for the above-noted Environmental Assessment (EA) Act application. Staff has reviewed the Terms of Reference and have no outstanding concerns.

In the development of the Environmental Study Report (ESR) study alternatives should be designed to avoid impacts to the natural features. Under separate cover, a copy of TRCA's Natural Features mapping will be provided to the Regional Municipality of York to assist in the development of the ESR. These areas should be identified in the EA report in both the text and on an overlay map.

In the selection of the preferred route and mode of transportation alternatives, TRCA will require that services are carefully sited and designed to:

- Prevent risk associated with flooding, erosion or slope instability;
- Protect and rehabilitate existing landforms, features and functions;
- Provide for aquatic, terrestrial and human access; and
- Minimize energy consumption and pollution.

We will be able to identify studies which should be undertaken as part of the development of the EA document. Such studies could include, but are not limited to, hydraulic and hydrologic studies; meander belt delineation studies; hydrogeological studies, geotechnical reports, recommended methods for stormwater management, dewatering, and erosion and sediment controls; and detailed assessments of aquatic and terrestrial resources. In the selection of the preferred method TRCA would suggest that the preferred method be the option that has the least impact on air quality and noise.

Please note that should this project proceed to the detailed design phase, a permit may be required from this office under Ontario Regulation 158. This will be confirmed upon receipt of the Notice of Study Completion and the Final EA document. Please note that every "Fill, Construction, Alteration to Waterways" application has to ensure that there are no implications to flooding, pollution, or conservation of land.

I look forward to continuing with TRCA's participation on the Technical Advisory Committee (T.A.C.) if this project moves through the next phases of EA approval. Should you have any questions or require any additional information please contact me at extension 5217.

Yours truly,

Beth Williston, H. BA, MCIP, RPP.
Watershed Planning and Policy Specialist
Development Services Section

/sb

cc: Steve Mota, Regional Municipality of York
Lewis Yeager, General Manager, Rouge Park
Carolyn Woodland, TRCA, Manager, Development Services Section
Russel White, TRCA, Senior Planner
Adele Freeman, TRCA, Don/Highland Watershed Specialist
Gary Wilkins, TRCA, Humber Watershed Specialist

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May 14, 2004 CFN 31640.B

Steve Mota
The Regional Municipality of York
17250 Yonge Street
P.O. Box 147
Newmarket, Ontario
L3Y 6Z1

Dear Mr. Mota :

Re: Yonge Street Corridor Public Transit Improvements
Individual Environmental Assessment (EA)
Regional Municipality of York

As you are aware, TRCA staff recently wrote to the Ministry of the Environment (MOE) advising that we had no concerns with respect to the final Terms of Reference (ToR). Assuming that this project moves to the Environmental Study Report (ESR) stage of the process, staff thought it prudent to reiterate our concerns at the outset of this project.

Developing the EA Report

Staff has conducted a preliminary review of the background mapping and has identified areas of concern within the project study area. These areas should be identified in the EA report in both the text and on an overlay map. A copy of the TRCA Natural Features mapping has been previously provided to York Region staff in CD form for your information.

Study alternatives should be designed to avoid impacts to the natural features. The natural features that are of concern in this project are:

- Watercourses
- Regional Storm Flood Plains
- Fill Regulated Areas
- Fill Extension Areas
- Valley Corridors
- Stream Corridors
- Wetlands
- ANSI's
- Oak Ridges Moraine

In Appendix 1, the relevant policies and guidelines related to these natural features are provided. This information should be used in developing the study alternatives and selecting the preferred alternative. Please note that for your information, Appendix 1 also includes a comprehensive list of all natural features which have been assessed for this project. Only the natural features noted above as being of concern in this study need to be addressed in the environmental study document.

In addition to the requirements noted in Appendix 1, the final EA report should include specific information regarding TRCA programs and policies. Given that this project moves to the detailed design stage, this information will assist future study teams in developing the detailed design for the preferred alternative. This information is detailed in Appendix 2.

Selecting the Preferred Alternative

In the selection of the preferred alternative, TRCA will require that services are carefully sited and designed to:

- Prevent risk associated with flooding, erosion or slope instability;
- Protect and rehabilitate existing landforms, features and functions;
- Provide for aquatic, terrestrial and human access; and
- Provide for the minimization of energy consumption and pollution.

TRCA staff is committed to continuing participation in the Technical Advisory Committee (TAC). Please advise the undersigned of the next meeting dates. Through the TAC, TRCA staff will be able to make ongoing assessments of issues that are related to the natural features impacted by the project. We will be able to identify studies which should be undertaken as part of the development of the EA document. Such studies could include, but are not limited to, hydraulic and hydrologic studies; meander belt delineation studies; hydrogeological studies, geotechnical reports, recommended methods for stormwater management, dewatering, and erosion and sediment controls; and detailed assessments of aquatic and terrestrial resources, and of Green Building Design Initiatives as detailed in the Living City report that was enclosed with the letter for the Markham North-South Link Corridor Public Transit Improvements Individual EA, dated May 10, 2004.

TRCA Project Management Details

1. I will be the TRCA project manager for your file. I can be reached at extension 5217 bwilliston@trca.on.ca.

2. Please include me on the project's mailing list and ensure that TRCA receives the following:

   - Notice(s) of Public Information Centres;
   - Three draft copies of the ESR at least 45 days PRIOR TO filing so that staff may provide comments; and
   - Notice of Study Completion and one copy of the final ESR.

3. The TRCA's Adele Freeman, Don/Highland Watershed Specialist and Gary Wilkins, Humber Watershed Specialist and the Rouge Park's, Lewis Yeager, General Manager (Rouge Park, 50 Bloomington Road West, Aurora, Ontario, L4G 3G8) have expressed interest in this project. Please include Ms. Freeman, Mr. Wilkins and Mr. Yeager on the project's mailing list and ensure that they receives the following:

   - Notice(s) of Public Information Centres; and
   - One draft copy of the ESR report at least 45 days PRIOR TO filing.

4. TRCA has assigned a Central File Number (CFN 31640.B) to the project. It is noted on the first page of this letter on the top right corner. To expedite our review of project information, please quote the CFN 31640.B on any correspondence, or with any telephone or e-mail inquiries.

5. Please note that should this project proceed to the detailed design phase, permits may be required from this office under Ontario Regulation 158. This will be confirmed upon receipt of the Notice of Study Completion and the Final EA document.

We trust that this information will be of assistance to you in developing the EA document. Should you have any questions or require any additional information please contact me at extension 5217.

Yours truly,

Beth Williston, H. BA, MCIP, RPP.
Watershed Planning and Policy Specialist
Development Services Section

/sb

cc: Lewis Yeager, General Manager, Rouge Park
Adele Freeman, TRCA, Don/Highland Watershed Specialist
Gary Wilkins, TRCA, Humber Watershed Specialist
Carolyn Woodland, TRCA, Manager, Development Services Section
Russel White, TRCA, Senior Planner
Andrew Bowerbank, TRCA, Supervisor, Living City Programs

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Appendix 1: Natural Features and Study Requirements to include in the Environmental Assessment Report

Applies to Study Area	Natural Feature	Background Information	Policy Requirements	Details to include in the EA report
—	**Watercourses**	Crossings of the Rouge, Don and Humber River watersheds have been identified. Digital photographs and field visits may be required at a later date to confirm these watercourse features.	TRCA *Valley and Stream Corridor Management Program (VSCMP),* Section 4.3 - Infrastructure and Servicing should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca	1. Please indicate the watercourses in the mapping. 2. Discuss in detail how the project design t the relevant portions of the VSCMP so that o the corridors and areas of concern will be d. 3. Note which portions of the project will ermits from TRCA.
—	**Regional Storm Flood Plains**	TRCA has flood plain mapping for some of the watercourses. Additional flood plain mapping may be required for streams draining less than 125 hectares.	TRCA *Valley and Stream Corridor Management Program (VSCMP),* Section 4.3 - Infrastructure and Servicing should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca	1. Please indicate in the text and mapping as are flood plain. 2. Discuss in detail how the project design t the relevant portions of the VSCMP so that o the corridors and areas of concern will be d. 3. Note which portions of the project will ermits from TRCA.
—	**Fill Regulated Areas**	TRCA has Fill Regulation mapping for some of the watercourses	TRCA *Valley and Stream Corridor Management Program (VSCMP),* Section 4.3 - Infrastructure and Servicing should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca	1. Please indicate in the text and mapping as are fill regulated. 2. Discuss in detail how the project design t the relevant portions of the VSCMP so that o the corridors and areas of concern will be d. 3. Note which portions of the project will ermits from TRCA.
—	**Fill Extension Areas** .	At this time, these lines are not registered with the Province of Ontario, but should be registered within two to five years. Permit requirements in these areas will need to be confirmed at the detailed design stage	TRCA *Valley and Stream Corridor Management Program (VSCMP),* Section 4.3 - Infrastructure and Servicing should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca	1. Please indicate in the text and mapping as are within the fill line extensions. 2. Note which portions of the project may ermits from TRCA once the line is approved.
—	**Valley Corridors**	There are valley corridors located in the study area.	In accordance with the TRCA *Valley and Stream Corridor Management Program* (VSCMP), a 10 metre setback from the stable top of bank is required.	1. Please indicate in the text and mapping as are valley corridors. 2. Discuss in detail how the project design t the relevant portions of the VSCMP so that o the corridors and areas of concern will be d.
—	**Stream Corridors**	There are stream corridors located in the study area.	In accordance with the TRCA *Valley and Stream Corridor Management Program (VSCMP)*, a 10 metre setback from the Regional Storm Flood plain or meander belt is required.	1. Please indicate in the text and mapping as are stream corridors. 2. Discuss in detail how the project design t the relevant portions of the VSCMP so that o the corridors and areas of concern will be

Appendix 1: Natural Features and Study Requirements to include in the Environmental Assessment Report

Applies to Study Area	Natural Feature	Background Information	Policy Requirements	Details to include in the EA report
				d.
	TRCA Property	A Permission to Enter (PTE) will be required from TRCA Property Section prior to any investigations on TRCA lands. An archaeological investigation on all TRCA lands is required to be undertaken by TRCA archaeologist.	n/a	1. Please indicate in the text and mapping as are TRCA property. 2. Contact George Leja at extension 5342 ny investigations on TRCA lands and to obtain sion to Enter (PTE). 3. Contact TRCA staff archaeologist Bob extension 5xxx to conduct an archaeological tion on all TRCA land.
—	**Oak Ridges Moraine** (ORM)	The property is located on the ORM.	The *Oak Ridges Moraine Conservation Plan* Section 41- Transportation, Infrastructure and Utilities, from must be adhered to. Copies of the plan can be obtained from the Ministry of Municipal Affairs and Housing at 416-585-6583.	1. Please indicate in the text and mapping as are located within the ORM. 2. Detail how the proposal will conform to rements of Section 41.
	Environmentally Significant Areas (ESAs)	There are ESAs located within the study area.	TRCA *Valley and Stream Corridor Management Program (VSCMP),* Section 4.3 - Infrastructure and Servicing item 16 and 17 should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca	1. Please indicate in the text and mapping as are ESAs. 2. Detail how the proposal will conform to rements of TRCA *Valley and Stream Corridor nent Program (VSCMP),* Section 4.3 - ture and Servicing items 16 and 17.
—	**Provincially Significant Wetlands** (PSWs)	There are PSWs located within the study area. The location of the PSWs should be confirmed with the Ministry of Natural Resources (MNR) in Aurora (905-713-7400).	The Province of Ontario has approved a provincial planning policy statement for wetlands. The Ministry of Natural Resources should be contacted directly at **905-713-7000** TRCA *Valley and Stream Corridor Management Program (VSCMP),* Section 4.3 - Infrastructure and Servicing item 16 and 17 should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca	1. Please indicate in the text and mapping as are PSWs. 2. Detail how the proposal will conform to rements of TRCA *Valley and Stream Corridor nent Program (VSCMP),* Section 4.3 - ture and Servicing items 16 and 17.
—	**Areas of Natural and Scientific Interest** (ANSIs)	There are ANSIs located within the study area. The location of the ANSIs should be confirmed with the Ministry of Natural Resources in Aurora (905-713-7400).	The Ministry of Natural Resources is responsible for ANSIs and should be contacted should be contacted directly at **905-713-7000** TRCA *Valley and Stream Corridor Management Program (VSCMP),* Section 4.3 - Infrastructure and Servicing item 16 and 17 should be adhered to. Details can be found on the TRCA web site at www.trca.on.ca	1. Please indicate in the text and mapping as are ANSIs. 2. Detail how the proposal will conform to rements of TRCA *Valley and Stream Corridor nent Program (VSCMP),* Section 4.3 - ture and Servicing items 16 and 17.

Appendix 1: Natural Features and Study Requirements to include in the Environmental Assessment Report

Appendix 2: Program and Policy Information to include in the Environmental Assessment Report

19. All TRCA correspondence on letterhead, all minutes from meetings with TRCA staff and all field visit minutes with TRCA staff in the EA document.

20. A copy of Section 4.3 - Infrastructure and Servicing, from the TRCA's *Valley and Stream Corridor Management Program* . This can be obtained from our website at www.trca.on.ca.

21. A copy of Ontario Regulation 158, our Fill, Construction, Alterations to Waterways Regulation. This can be obtained from our website. Please indicate that permit issuance is at the discretion of the TRCA's Executive Committee.

22. Fisheries timing window(s) for construction. Please contact the Ministry of Natural Resources in writing and request the timing windows associated with the watercourses in the study area. Please forward a copy of the response to TRCA.

23. Section 41-Transportation, Infrastructure and Utilities, from the *Oak Ridges Moraine Conservation Plan* in the EA document. A copy of Section 41 can be obtained from the Ministry of Municipal Affairs and Housing at 416-585-6583.

24. Detail that the TRCA has a Level 3 Agreement with the Fisheries and Oceans Canada (DFO) . The appropriate wording is as follows:

    On July 24, 1998, the TRCA signed a Level 3 Agreement with the Fisheries and Oceans Canada (DFO), which established a streamlined approach to addressing issues pertaining to the Federal Fisheries Act. Conservation Authorities with a Level 3 Agreement determine whether the proposal has a potential for a Harmful Alteration, Disruption or Destruction (HADD) of fish habitat. CA staff will work with the proponent to suggest ways to mitigate the HADD and if mitigatable write Letters of Advice on behalf of DFO. If the CA determines that the HADD cannot be mitigated then the CA will provide a skeleton of a Letter of Intent and a DFO application in order for the proponent to prepare a compensation package. Note that only the DFO through the Minister of Fisheries can authorize compensation regarding a HADD pursuant to Section 35 (2) of the Federal Fisheries Act.

25. The list of Canadian Environmental Assessment Act (CEAA) triggers, including a section in the text which indicates what aspects of the EA may trigger the CEAA. The CEAA list may be obtained from the TRCA website.

    We also advise that it is very important to contact the Superintendent at the Navigable Protection Program (519-383-1866) at the onset of your project if you will be working in water to obtain a Navigable Determination. Please note that this is only one of the more common CEAA triggers.

June 8, 2004 CFN 31640.B

Steve Mota
The Regional Municipality of York
17250 Yonge Street
P.O. Box 147
Newmarket, Ontario
L3Y 6Z1

Dear Mr. Mota :

Re: Notice of Public Information Centre
Yonge Street Corridor Public Transit Improvements
Individual Environmental Assessment (EA)
Regional Municipality of York

Thank you for sending The Toronto and Region Conservation Authority (TRCA) a notice of the upcoming Public Information Centre (PIC) on June 12, 2004 and June 15, 2004.

While staff are unable to attend the meeting the TRCA has expressed interest in this project and would like to continue to be kept informed regarding the progress. Please forward any notices and handouts from the Public Information Sessions.

Prior to the selection of the preferred alternative, TRCA staff would like to meet and review the project. In addition, please ensure that TRCA receives three copies of the Draft Environmental Study Report 45 days prior to filing it in order that TRCA can provide comments.

Please contact the undersigned at extension 5217 to arrange a meeting or if you have any questions.

Yours truly,

Beth Williston, H. BA, MCIP, RPP
Watershed Planning and Policy Specialist
Development Services Section

/sb

cc: Lewis Yeager, General Manager, Rouge Park
Adele Freeman, TRCA, Don/Highland Watershed Specialist
Gary Wilkins, TRCA, Humber Watershed Specialist
Carolyn Woodland, TRCA, Manager, Development Services Section
Russel White, TRCA, Senior Planner

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April 27, 2005 **CFN 31640.B**

Steve C. Mota, P.Eng.
The Regional Municipality of York
17250 Yonge Street
P.O. Box 147
Newmarket, Ontario
L3Y 6Z1

Dear Mr. Mota:

Re: Yonge Street Corridor Public Transit Improvements
Individual Environmental Assessment
Regional Municipality of York

Staff at the Toronto and Region Conservation Authority (TRCA) have had the opportunity to review the Environmental Assessment Report and appendices for the Yonge Street Corridor Public Transit Improvements, received February 11, 2005 and would like to provide the following comments:

1. The Environmental Assessment Report makes reference to water quality in relation to the potential effects on ground water features in the area but makes no mention of potential impacts to surface water features. Please revise the report to note that water quality controls up to the MOE water quality guideline of Enhanced Level (i.e 80% TSS removal) will be required for areas where an increase in impervious surface is observed. In addition please note that storm water management controls (quality, quantity and erosion) will also be required for the construction of the proposed Maintenance and Storage Facility.

2. A rehabilitation project for Pomona Mills Creek (the tributary of the east Don River targeted for realignment to accommodate the proposed Maintenance and Storage Facility) is currently underway. Please identify this fact in the report, and note that any proposed works along Pomona Mills Creek (i.e. the proposed maintenance yard) will need to be incorporated into the Pomona Mills Creek Environmental Rehabilitation Project. Further details can be acquired through the Town of Markham's Engineering Section.

3. Please be advised that the proposed Maintenance and Storage Facility may be located within the Regional Floodplain. Please contact TRCA staff for additional details. In addition please note that TRCA is currently in the early stage of updating the Regional Floodlines for the east Don River, which includes Pomona Mills Creek. As such any design of the proposed Maintenance and Storage Facility will be required to ensure that there will be no adverse affects on floodlines in the area.

4. Any proposed realignment of the east Don River to accommodate the Maintenance and Storage Facility should be designed according to natural channel design principals to

accommodate a stable and functional watercourse within an appropriate valley or stream corridor. The selection of this site for the facility identified the need for realignment, but did not establish any approximate corridor dimensions to accommodate the appropriate meander width and top of bank setbacks as presently defined by TRCA's Valley and Stream Corridor Management Plan and natural channel design principals. A reevaluation of site options may be prudent to ensure that adequate space is available for both the required facilities and an appropriate stream corridor. Authorization from Fisheries and Oceans Canada (DFO) is required for all watercourse realignments.

5. Section 4.3 of the Natural Sciences Report (Appendix 2) evaluates fish habitat based on an outdated MNR rating system, which has resulted in some potentially erroneous conclusions. Specifically, although Tributary 3 of the East Don River at the CN Bala/GO railway line (station 5) is intermittent, it may support the identified cold water fishery downstream, which would classify it as indirect fish habitat. An evaluation by TRCA staff will be required to determine the status of this feature, and any site-specific fish habitat issues. If it is considered to be supporting fish habitat, authorization would be required for any realignment or enclosure of the channel.

6. The only other modification to fish habitat that has been proposed is associated with a 10m extension to a 200m long culvert on Tributary 2 of the Rouge River (station 8) just south of Gamble Rd. TRCA can support this extension, although authorization from DFO may be required, which will be determined at detailed design.

7. Stormwater management issues have not been discussed to an extent that allows for an evaluation of impacts that may occur to natural features due to the location or construction of stormwater management facilities that may be required outside of the existing right of way. Although the details regarding the treatment and management of stormwater are deferred to the preparation of a stormwater management plan at the detailed design stage, please include a preliminary assessment of the types, locations and sizing of facilities that should be considered at the EA stage to allow for a true evaluation of the footprint of the roadway in relation to impacts to surrounding natural features.

8. Although potential impacts to groundwater quality and quantity were discussed in Section 4.2 of the Natural Sciences Report (Appendix 2), mitigation measures were limited to the installation of oil and grease separators to improve water quality. The proposed construction of facilities will increase the impervious surface in this area, and this will consequently decrease groundwater infiltration. Please include in the report mitigative measures to improve post-construction groundwater infiltration. This should be addressed through mitigation techniques such as grassed swales, permeable pavement and stormwater management ponds.

9. The Preliminary Geotechnical Study Report prepared by Golder Associates Ltd. (Appendix 2) states that groundwater control would be a critical issue for the tunneling involved in the Yonge Street route. In light of this, please revise the report to include the following information related to this alternative:
   a) Estimated dewatering rates (maximum and minimum);

b) The duration of the project and schedule;
c) Maps of all zones of influence, including all sensitive features within these zones;
d) A dewatering discharge plan that will outline all discharge locations, address potential impacts to all sensitive features in the study area and provide a buffer zone;
e) Soil suitability for the chosen construction technology clearly articulated in the report; and
f) In the event that perpetual dewatering maintenance would be required, clarification of this fact accompanied by quantified amounts in the report.

10. It is noted in the Geotechnical Study Report that less impact is expected from the other two alternative routes, however a shallow or exposed groundwater table is present in the northern section (north of Constellation Crescent) for both routes. Please address the potential need for groundwater depressurization for filling and cut earth works for these alternatives.

To facilitate TRCA's review of the next submission, please revise the documents according to this letter and submit the following:

- 1 copy of a cover letter with the Central File Number (from the top right corner of this letter) quoted, that utilizes the numbering scheme found in this letter and identifies how TRCA's concerns have been addressed;
- 1 copy of the final Environmental Assessment Report;
- 1 copy of the revised Natural Sciences Report and Geotechnical Study Report included in Appendix 2; and
- 1 copy of the Notice of Completion.

Should you have any questions, please contact Beth Williston at 416-661-6600 ext. 5217 or by email at bwilliston@trca.on.ca.

Sincerely,

Beth Williston, H. BA, MCIP, RPP
Watershed Policy and Planning Specialist
Development Services Section

/AB

cc: Lynton J. Erskine, Delcan Corporation
Carolyn Woodland, Director, Development Services, TRCA
Adele Freeman, Director, Watershed Management, TRCA
Gary Wilkins, Humber Watershed Specialist, TRCA
Lewis Yeager, Rouge Watershed Specialist, TRCA

Lisa Prime, Senior Planner, TRCA

May 30, 2005 **CFN 36546**

Dave Bell
Environmental Assessment and Approvals Branch
Ministry of the Environment
2 St. Clair Avenue West, Floor 12A
Toronto, Ontario
M4V 1L5

Dear Mr. Bell:

Re: North Yonge Street Corridor Public Transit Improvements
Terms of Reference
Regional Municipality of York

Staff at the Toronto and Region Conservation Authority (TRCA) has had the opportunity to review the Terms of Reference (ToR) for the North Yonge Street Corridor Public Transit Improvements Environmental Assessment (EA), received April 14, 2005. Staff is supportive of the project intent as outlined in the ToR. However, we would like to provide the following preliminary comments as related to the development of the EA:

1. TRCA 's goal is to see a net benefit to any aquatic systems, stream corridors or other natural features that may be subject to impacts associated with this project. Improvements should be undertaken to existing crossing structures such as culverts or bridges if they have a negative impact on an aquatic community or stream corridor function (e.g. inhibiting fish or wildlife passage, aggravating erosion). All vegetation removals should be minimized, and compensated in a manner that will provide for a net ecosystem gain. Impacts to wetlands, both locally and Provincially significant should not include any loss of area or function.

2. Please note that any new infrastructure within or adjacent to valley or stream corridors, or watercourse crossings need to comply with TRCA's Valley and Stream Corridor Management Program Policies, which will impact crossing sizing and facility and crossing siting.

3. Stormwater management implications and impacts to natural features, both in terms of direct impacts from facility siting and impacts from discharge on receiving watercourses (i.e. thermal impacts) must be considered during the EA stage, with a focus on identifying needs, locations of any facilities and the sensitivities of adjacent natural features. The use of innovative designs and technologies to minimize the generation of stormwater flows (such as bioswales, infiltration trenches/galleries or green roofs) should be considered as a priority for stormwater management.

4. Please ensure that Locally Significant Wetlands and other natural vegetation features are identified as environmental elements in the EA. Additionally, please reference TRCA's Species of Conservation Concern, and identify locations and impacts to these

species as well as those Provincially and Federally recognized, to allow for a comprehensive assessment and evaluation of effects at the local level.

5. Please ensure that the undertaking is developed in sufficient detail to identify impacts of ~~the undertaking on Natural Features and Functions (as referenced in Section 5.7.4 of the~~ ToR), and that a systems approach is used.

6. Please note that there is a potential need for Fisheries Act Authorization from Fisheries and Oceans Canada (DFO) for this project. Although TRCA has a Level 3 Agreement with DFO, only DFO can authorize a Harmful Alteration, Disruption or Destruction of fish habitat. While this is definitely not the preferred outcome, it is a potential reality for this undertaking.

7. Please note that any routing alternatives being considered for this project should be located outside of valley or stream corridors and should be located outside the limits of the regional storm flood plain, save for locations where routing alignments are required to be taken across a watercourse. As per TRCA's Valley and Stream Corridor Management Program, Section 4.3 (B) 6, bridge or structural abutments should be located outside the meander belt or the 100 year erosion limit of a watercourse, whichever is greater. As such, meander belt studies should be conducted through the EA process.

8. As stated in the ToR, a stormwater management plan should evaluate a variety of stormwater management control options to maintain, and potentially enhance, existing water quality and quantity within the project limits. In addition to this, options should be explored to minimize impacts to drainage patterns and surface flow regimes.

9. Please ensure that stormwater management relationships (e.g. surface runoff volumes and flow rates, flood levels, erosion potential, water balance, infiltration potential) are assessed and documented in a storm water management report, and that the EA will quantify and document impacts to stormwater quality and quantity resulting from implementation of alternatives. The EA should also document erosion and sediment control strategies and hydraulic analyses which address conveyance concerns.

We trust that this information will be of assistance to you in the preparation of the North Yonge Street Corridor Public Transit Improvements Environmental Assessment. By copy of this letter to Steve Mota at York Region, we are providing a copy of our service delivery guidelines which outline reporting procedures and timelines for TRCA review. Should you have any questions, please contact Beth Williston at 416-661-6600 ext. 5217 or by email at bwilliston@trca.on.ca.

Sincerely,

Beth Williston, H. BA, MCIP, RPP
Watershed Policy and Planning Specialist
Development Services Section

/AB

cc: Steve Mota, York Region
C. Bastedo, York Consortium
Russel White, Senior Planner, TRCA

Lewis Yeager, General Manager, Rouge Park, TRCA
Gary Wilkins, Humber Water Specialist, TRCA

September 26 2005 **CFN 31640.B**

BY MAIL AND FAX: 416-314-7774

Gemma Connolly
Environmental Assessment & Approvals Branch
Ministry of the Environment
2 St. Clair Avenue West, Floor 12A
Toronto, Ontario
M4V 1L5

Dear Ms. Connolly:

Re: Yonge Street Corridor Public Transit Improvements
Individual Environmental Assessment
EA File No. MU-1033
Regional Municipality of York

Staff at the Toronto and Region Conservation Authority (TRCA) has had the opportunity to review the Final Environmental Assessment Report and appendices for the Yonge Street Corridor Public Transit Improvements, received August 2, 2005 and would like to provide the following comments:

Please note that the following additional concern has been raised by staff regarding the final Environmental Assessment report:

1. Measures should be taken to determine whether any linkages exist between dewatering and local surface water features in terms of groundwater connections and baseflow. If linkages do exist, mitigation measures should be explored and installed as necessary to protect surface water features. Please include a statement regarding this issue in the report.

Please note that the majority of previous TRCA staff concerns have been addressed in the final Environmental Assessment Report. The following issues were not addressed in the revised report, however the necessary geotechnical investigation can be deferred to the detailed design stage:

2. The Preliminary Geotechnical Study Report prepared by Golder Associates Ltd. (Appendix 2) states that groundwater control would be a critical issue for the tunneling involved in the Yonge Street route. In light of this, please revise the report to include the following information related to this alternative:
   a) Estimated dewatering rates (maximum and minimum);
   b) The duration of the project and schedule;
   c) Maps of all zones of influence, including all sensitive features within these zones;
   d) A dewatering discharge plan that will outline all discharge locations, address potential impacts to all sensitive features in the study area and provide a buffer zone;
   e) Soil suitability for the chosen construction technology clearly articulated in the report;

and

f) In the event that perpetual dewatering maintenance would be required, clarification of this fact accompanied by quantified amounts in the report.

3. It is noted in the Geotechnical Study Report that less impact is expected from the other two alternative routes, however a shallow or exposed groundwater table is present in the northern section (north of Constellation Crescent) for both routes. Please address the potential need for groundwater depressurization for filling and cut earth works for these alternatives.

As requested, please find enclosed a summary of how TRCA's previous concerns have been addressed in the final Environmental Assessment Report. Should you have any questions, please contact Beth Williston at 416-661-6600 ext. 5217 or by email at bwilliston@trca.on.ca.

Sincerely,

Beth Williston, H. BA, MCIP, RPP
Watershed Policy and Planning Specialist
Development Services Section

/AB

cc: Steve Mota, York Region
Lynton J. Erskine, Delcan Corporation
Carolyn Woodland, Director, Development Services, TRCA
Adele Freeman, Director, Watershed Management, TRCA
Gary Wilkins, Humber Watershed Specialist, TRCA
Lewis Yeager, Rouge Watershed Specialist, TRCA
Lisa Prime, Senior Planner, TRCA

encl. Response Summary to TRCA Comments

31640 - Yonge Street Corridor Public Transit Improvements - Final Environmental Assessment Report
Response Summary to TRCA Comments

	TRCA Comment	EA Revision
1.	The Environmental Assessment Report makes reference to water quality in relation to the potential effects on ground water features in the area but makes no mention of potential impacts to surface water features. Please revise the report to note that water quality controls up to the MOE water quality guideline of Enhanced Level (i.e 80% TSS removal) will be required for areas where an increase in impervious surface is observed. In addition please note that storm water management controls (quality, quantity and erosion) will also be required for the construction of the proposed Maintenance and Storage Facility.	**Pg 3-6** - "ground and surface water resources" added as item in Table 3.2 **Pg 11-12** - "Water quality controls up to the MOE water quality guideline of Enhanced Level (i.e. 80% TSS removal) will be required for area where an increase in impervious surface is observed. Storm water management controls (quality, quantity and erosion) will also be required for the construction of the proposed Maintenance & Storage Facility (MSF)." added to Table 11.3 **Pg 12-2** - "Water quality controls up to the MOE water quality guideline of Enhanced Level (i.e. 80% total suspended solids removal) will be required for areas where an increase in impervious surface is observed, also in Section 45(6) of ORMCP." added to Table 12.1
2.	A rehabilitation project for Pomona Mills Creek (the tributary of the east Don River targeted for realignment to accommodate the proposed Maintenance and Storage Facility) is currently underway. Please identify this fact in the report, and note that any proposed works along Pomona Mills Creek (i.e. the proposed maintenance yard) will need to be incorporated into the Pomona Mills Creek Environmental Rehabilitation Project. Further details can be acquired through the Town of Markham's Engineering Section.	**Pg 12-2** - "The MSF design will be coordinated with the *Pomona Mills Creek Environmental Rehabilitation Project*." added to Table 12.1
3.	Please be advised that the proposed Maintenance and Storage Facility may be located within the Regional Floodplain. Please contact TRCA staff for additional details. In addition please note that TRCA is currently in the early stage of updating the Regional Floodlines for the east Don River, which includes Pomona Mills Creek. As such any design of the proposed Maintenance and Storage Facility will be required to ensure that there will be no adverse affects on floodlines in the area.	**Pg 10-11** - "The site plan for the proposed Facility will be prepared during detailed design. Negotiations will occur with regulatory agencies during detailed design to address the proposed realignment and naturalization of this watercourse." added to Section 10.3.3
4.	Any proposed realignment of the east Don River to accommodate the Maintenance and Storage Facility should be designed according to natural channel design principals to accommodate a stable and functional watercourse within an appropriate valley or stream corridor. The selection of this site for the facility	**Pg 12-2** - "A *Fisheries Act* authorization will be secured for Pomona Mills Creek realignments at the MSF site during the detailed design phase.

	identified the need for realignment, but did not establish any approximate corridor dimensions to accommodate the appropriate meander width and top of bank setbacks as presently defined by TRCA's Valley and Stream Corridor Management Plan and natural channel design principals. A reevaluation of site options may be prudent to ensure that adequate space is available for both the required facilities and an appropriate stream corridor. Authorization from Fisheries and Oceans Canada (DFO) is required for all watercourse realignments.	*Natural Channel Design* principles to be followed in the construction of the realignment of the Pomona Mills Creek at the proposed MSF site. Consultations to be held with regulatory agencies during detail design to address the proposed realignment and naturalization of this watercourse." added to Table 12.1
5.	Section 4.3 of the Natural Sciences Report (Appendix 2) evaluates fish habitat based on an outdated MNR rating system, which has resulted in some potentially erroneous conclusions. Specifically, although Tributary 3 of the East Don River at the CN Bala/GO railway line (station 5) is intermittent, it may support the identified cold water fishery downstream, which would classify it as indirect fish habitat. An evaluation by TRCA staff will be required to determine the status of this feature, and any site-specific fish habitat issues. If it is considered to be supporting fish habitat, authorization would be required for any realignment or enclosure of the channel.	**Pg 46 and 47 (Natural Sciences Report)** - 2 paragraphs "During detail design, discussions will be held with regulatory agencies to determine approval requirements..." revised to address approval and consultation with TRCA/DFO/MNR
6.	The only other modification to fish habitat that has been proposed is associated with a 10m extension to a 200m long culvert on Tributary 2 of the Rouge River (station 8) just south of Gamble Rd. TRCA can support this extension, although authorization from DFO may be required, which will be determined at detailed design.	No revisions made.
7.	Stormwater management issues have not been discussed to an extent that allows for an evaluation of impacts that may occur to natural features due to the location or construction of stormwater management facilities that may be required outside of the existing right of way. Although the details regarding the treatment and management of stormwater are deferred to the preparation of a stormwater management plan at the detailed design stage, please include a preliminary assessment of the types, locations and sizing of facilities that should be considered at the EA stage to allow for a true evaluation of the footprint of the roadway in relation to impacts to surrounding natural features.	**Pg 10-15** - 2 paragraphs "To meet the basic criteria of providing water quality treatment..." added to Storm Water Management Plan
8.	Although potential impacts to groundwater quality and quantity were discussed in Section 4.2 of the Natural Sciences Report (Appendix 2), mitigation measures were limited to the installation of oil and grease separators to improve water quality. The proposed construction of facilities will increase the impervious surface in this area, and this will consequently decrease groundwater infiltration. Please include in the report mitigative measures to improve post-construction groundwater infiltration. This should be addressed through mitigation techniques such as grassed swales, permeable pavement and stormwater management ponds.	**Pg 11-12** - "Storm water management facilities such as grassed swales and storm water ponds" already exists in Table 11.3
	The Preliminary Geotechnical Study Report prepared by Golder Associates Ltd.	

9.	(Appendix 2) states that groundwater control would be a critical issue for the tunneling involved in the Yonge Street route. In light of this, please revise the report to include the following information related to this alternative: a) Estimated dewatering rates (maximum and minimum); b) The duration of the project and schedule; c) Maps of all zones of influence, including all sensitive features within these zones; d) A dewatering discharge plan that will outline all discharge locations, address potential impacts to all sensitive features in the study area and provide a buffer zone; e) Soil suitability for the chosen construction technology clearly articulated in the report; and f) In the event that perpetual dewatering maintenance would be required, clarification of this fact accompanied by quantified amounts in the report.	No revisions made to Preliminary Geotechnical Study
10.	It is noted in the Geotechnical Study Report that less impact is expected from the other two alternative routes, however a shallow or exposed groundwater table is present in the northern section (north of Constellation Crescent) for both routes. Please address the potential need for groundwater depressurization for filling and cut earth works for these alternatives.	No revisions made to Preliminary Geotechnical Study

December 12, 2005 **CFN 31640.B**

Gemma Connolly
Environmental Assessment & Approvals Branch
Ministry of the Environment
2 St. Clair Avenue West, Floor 12A
Toronto, Ontario
M4V 1L5

Dear Ms. Connolly:

Re: Yonge Street Corridor Public Transit Improvements
Response to Review Under the Environmental Assessment Act
EA File No. 02-06-02
Regional Municipality of York

Staff at the Toronto and Region Conservation Authority (TRCA) has received the Review Under the Environmental Assessment Act for the Yonge Street Corridor Public Transit Improvements, dated November 2005.

By copy of this letter to the Regional Municipality of York, TRCA confirms that following the commitments made by York Region as outlined in the Review, staff has no outstanding concerns regarding this project.

Should you have any questions, please contact Beth Williston at 416-661-6600 ext. 5217 or by email at bwilliston@trca.on.ca.

Sincerely,

Beth Williston, H. BA, MCIP, RPP
Watershed Policy and Planning Specialist
Development Services Section

/ab

cc: Steve Mota, York Region
Lynton J. Erskine, Delcan Corporation
Carolyn Woodland, Director, Development Services, TRCA
Adele Freeman, Director, Watershed Management, TRCA
Gary Wilkins, Humber Watershed Specialist, TRCA
Lewis Yeager, Rouge Watershed Specialist, TRCA
Lisa Prime, Senior Planner, TRCA

TORONTO AND REGION Conservation
for The Living City

June 26, 2008 CFN 40877

BY MAIL AND EMAIL

Mr. Steve Mota, P.Eng.
Program Manager – EA
The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Dear Mr. Mota:

Re: Response to Notice of Public Consultation Centre #4
Yonge Street Corridor Public Transit and Associated Road Improvements
(Gamble Road to Bloomington)
Municipal Class Environmental Assessment (EA) - Schedule C
Rouge and Humber Watersheds; Town of Richmond Hill; Regional Municipality of York

Toronto and Region Conservation Authority (TRCA) staff received notice of the Public Consultation Centre (PCC) scheduled for Thursday June 19, 2008. TRCA staff has expressed interest in this project. While staff was unable to attend the meeting, please forward one hard and one digital copy of any handouts or display materials from this meeting for our files.

Yours truly,

June Murphy, B.A., M.A.
Planner II, Environmental Assessments
Planning and Development
/BK

BY EMAIL

cc: TRCA: Carolyn Woodland, Director of Planning and Development
Beth Williston, Manager of Environmental Assessments
Quentin Hanchard, TRCA, Manager (Richmond Hill)
Gary Wilkins, TRCA, Humber Watershed Specialist
Rouge Park: Barb Davies, Rouge Watershed Specialist (barb_davies@rougepark.com)
Doreen McCarty, Rouge Administrative Assistant
Delcan: Lynton Erskine, Delcan (l.erskine@delcan.com)

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TORONTO AND REGION Conservation
for The Living City

September 8, 2006 CFN 36546

BY EMAIL AND MAIL
Steve Mota, P. Eng. (steve.mota@york.ca)
Program Manager – EA
Regional Municipality of York
Planning and Development Services
17250 Yonge Street
Newmarket, Ontario L3 Y 6Z1

Dear Mr. Mota:

RE: **Response to Public Information Centre (PIC) Notice**
North Yonge Street Corridor Public Transit and Associated Road Improvements –Individual Environmental Assessment (IEA)
Humber and Rouge River Watersheds
Town of Richmond Hill; Regional Municipality of York

Toronto and Region Conservation Authority (TRCA) staff received the notice for the second upcoming Public Information Centres (PICs) scheduled for September 13 and September 14, 2006. TRCA staff has expressed interest in this project and would like to be kept informed. While staff is unable to attend the PIC meetings, please send one final copy of the handouts or display materials.

Direct all communications, emails and telephone inquiries to June Murphy, the Project Manager for your file.

Sincerely,

June Murphy, B.A., M.A..
Planner II
Environmental Assessment Review
Planning and Development

JM/na
Cc: **BY EMAIL ONLY**
Lynton Erskine, York Consortium (l.erskine@delcan.com)
Carolyn Woodland, TRCA, Director
Beth Williston, TRCA, Manager EAS
Quentin Hanchard, TRCA, Manager – York Region East
Gary Wilkins, TRCA, Humber Watershed Specialist
Lewis Yeager, Rouge Watershed Specialist, GM Rouge Park

TORONTO AND REGION Conservation
for The Living City

September 8, 2006 CFN 36546

BY EMAIL AND MAIL (steve.mota@york.ca)
Steve Mota, P. Eng
Program Manager – EA
Regional Municipality of York
Planning and Development Services
17250 Yonge Street
Newmarket, Ontario L3Y 6Z1

Dear Mr. Mota:

Re: Response to Public Information Centre Boards
North Yonge Street Corridor Public Transit and Associated Road Improvements –Individual Environmental Assessment (IEA)
Humber and Rouge River Watersheds
Town of Richmond Hill; Regional Municipality of York

Toronto and Region Conservation Authority (TRCA) staff has had the opportunity to review the documents as noted in Appendix A and would like to provide the following comments as noted in Appendix B.

We note that a section of the study area north of Bloomington Road is within the jurisdiction of the Lake Simcoe Region Conservation Authority. Please contact LSRCA at 905-895-1281 regarding that section. This letter provides comments only on the section in the south, in TRCA's jurisdiction.

Thanks for providing TRCA staff with the opportunity to review the Public Information Centre (PIC) boards prior to having the PIC session. Please modify the PIC boards accordingly. Direct all future communications, emails or telephone inquiries to June Murphy, the Project Manager for your file.

Sincerely,

June Murphy, B.A., M.A..
Planner II -Environmental Assessments
Planning and Development
T: 416-661-6600 ext 5304
E: jmurphy@trca.on.ca
F: 416-661-6898

JM/na

cc: (BY EMAIL ONLY)
Lynton Erskine, York Consortium (l.erskine@delcan.com)
Salim Alibhai, ROY (salim.alibhai@york.ca)
Carolyn Woodland, TRCA, Director
Beth Williston, TRCA, Manager EAS
Quentin Hanchard, TRCA, Manager – York Region East
Gary Wilkins, TRCA, Humber Watershed Specialist
Lewis Yeager, Rouge Watershed Specialist, GM Rouge Park
Tom Hogenbirk, LSRCA (t.hogenbirk@lsrca.on.ca)

Enc: Appendix A - Documents Received and Reviewed
Appendix B – TRCA Comments

Appendix A – CFN 36546- North Yonge Street IEA

Documents Received and Reviewed:

- Public Information Centre Presentation Material, dated September 2006; received August 22, 2006; prepared by York Consortium for Regional Municipality of York.
  - Welcome Board
  - Environmental Assessment Process: Where We Are
  - Study Area
  - Existing Natural Environment (NOTE: This was not in the package)
  - Existing Social and culvert Environment and Land Use
  - Transportation Master Plan Transportation Network
  - Alternatives to the Undertaking – Traffic Demand Screen line Analysis
  - Need for the Undertaking – Traffic Analysis Findings (blank)
  - Alternatives to the Undertaking – Evaluation
  - Alternatives to the Undertaking 0Summary of Findings
  - Alternative Rapid Transit Systems – Technologies
  - Alterative Rapid Transit Systems – Route Options Screening: Richmond Hill
  - Alternative Rapid Transit Systems-Rouge Screening: Aurora (Note: Not in TRCA jurisdiction, call Lake Simcoe Region CA)
  - Alternative Rapid Transit Systems-Rouge Options Screening: Newmarket /East Gwillimbury *(Note: Not in TRCA's jurisdiction, call Lake Simcoe Region CA)*
  - Objectives of Rapid Transit Design Alternatives
  - What Happens Next?

- Yonge Street North Corridor Transportation Assessment-Selected Exhibits; dated July 2006; received August 22, 2006; prepared by York Consortium for Regional Municipality of York.

Item #	Submission to TRCA	Date Rec'd by TRCA M/D/Y	Topic	TRCA Staff Comments and Action Required	Response by ROY/Consultant
1	PIC Display Material	August 22, 2006	Hydrogeo-logical	Hydrogeology Comment: Possible impacts may occur to groundwater from increased corridor width requiring construction of roadways through watercourse crossings. Future hydrogeological comments can be provided subsequent to detailed Environmental Assessment studies at the detailed design stage. No Action Required at this time to the PIC material.	
2	PIC Display Material	August 22, 2006	Geotechnical	Geotechnicial Comment: There are no outstanding Geotechnical concerns at this stage of the application. No Action Required at this time to the PIC material.	
3	PIC Display Material	August 22, 2006	Engineering	Engineering Comment: There are no engineering comments at this stage of the process. When the preferred alterative has been identified, engineering staff will have comments. No Action Required at this time to the PIC material	

4	PIC Display Material	August 22, 2006	Natural Features	Ecology Comments: No map of the Natural Features was provided for review. On August 30, 2006 TRCA staff provided very general mapping showing among other items the new regulation limits. In May 2005 TRCA staff provided to the ROY and the consultant the shape files for the natural features mapping. Action Required: Utilize the information provided by TRCA staff, and other sources such as the Ministry of Natural Resources (MNR) and Ministry of Municipal Affairs and Housing (MMAH), to produce an aerial photo which indicates the following: - Regulation Limits (post May 8, 2006) - Environmentally Significant Areas - TRCA property - Areas of Natural and Scientific Interest (ANSI from MNR) - Wetlands (Provincially Significant Wetlands from MNR, Locally Significant Wetlands from local municipality or TRCA) - Oak Ridges Moraine (from MMAH) - Greenbelt (from MMAH) - watercourses - watershed divide between TRCA and LSRCA, and between the sub watersheds (i.e. Humber, Rouge) - north arrow at the top of the map	
5	PIC Display Material	August 22, 2006	Oak Ridges Moraine	Ecology Comment: The alternative route on Yonge Street in Richmond Hill bisects the Oak Ridges Moraine which contains numerous significant (Provincially, Regionally, Locally) natural features that are also hydrologically sensitive. Action Required: A significant amount of work will be needed in the EA document to provide a realistic assessment of the potential impacts for routing options, design options and mitigative strategies. Options will need to be considered for improving natural systems, especially the connectivity across the corridor wherever possible to maintain and enhance the ecological integrity of the wetland complexes, aquatic systems and other natural areas.	

6	PIC Display Material	August 22, 2006	Travel Demand Screenline Analysis	Action Required: If possible, modify the three bar graphs on the right to coincide geographically with their respective locations. For example, put the South of Stouffville Road bar graph at the Bottom, and the South of Davis Drive bar graph at the top.	
7	PIC Display Material	August 22, 2006	Summary of Findings	Action Required: For consistency, number the Alternative Transport Strategies and carry those numbers and titles forward to the chart on "Evaluation of Alternatives to the Undertaking": For example: 1. Do Nothing 2. Current Commitments 3. Road Capacity Increase 4. Enhanced Go Train/Bus Commuter Service 5. Rapid Transit	
8	PIC Display Material	August 22, 2006	Alternative Rapid Transit Systems	Action Required: Spell out the acronyms in full for BRT and LRT. Add another alternative for consideration called the "Van Plan" wherein large companies are encouraged to invest in hybrid vans for their employees to be passengers to and from work,in a similar fashion as school children are bused to school; and hybrid cars are purchased for day to day travel for employees for meetings.	
9	PIC Display Material	August 22, 2006	Table 5-1	Action Required: For clarity for the reader, number the Routing Alternatives such as RH-1, RH-2 etc in Richmond Hill section. Action Suggested: In the Aurora Section the suggestion could follow as A-1, A-2 and in the Newmarket/East Gwillimbury as NEG-1 etc.	
10	PIC Display Material	August 22, 2006	Objectives of Rapid Transit Design	Action Required: Revisit the bullet point: "placing the preferred transitway alignment mostly in existing Road right-of-way to limit the effects on creeks (to) with bridge or culvert widenings;"	

ONTARIO REGULATION 166/06

made under the

CONSERVATION AUTHORITIES ACT

Made: April 28, 2006
Approved: May 4, 2006
Filed: May 4, 2006
Published on e-Laws: May 8, 2006
Printed in *The Ontario Gazette*: May 20, 2006

TORONTO AND REGION CONSERVATION AUTHORITY: REGULATION OF DEVELOPMENT, INTERFERENCE WITH WETLANDS AND ALTERATIONS TO SHORELINES AND WATERCOURSES

Definition

1. In this Regulation,

"Authority" means the Toronto and Region Conservation Authority.

Development prohibited

2. (1) Subject to section 3, no person shall undertake development, or permit another person to undertake development in or on the areas within the jurisdiction of the Authority that are,

(a) adjacent or close to the shoreline of the Great Lakes-St. Lawrence River System or to inland lakes that may be affected by flooding, erosion or dynamic beaches, including the area from the furthest offshore extent of the Authority's boundary to the furthest landward extent of the aggregate of the following distances:

(i) the 100 Year flood level, plus an allowance for wave uprush and other water related hazards,

(ii) the predicted long term stable slope projected from the existing stable toe of the slope or from the predicted location of the toe of the slope as that location may have shifted as a result of shoreline erosion over a 100-year period,

(iii) where a dynamic beach is associated with the waterfront lands, a 30 metre allowance inland to accommodate dynamic beach movement, and

(iv) an allowance of 15 metres inland;

(b) river or stream valleys that have depressional features associated with a river or stream, whether or not they contain a watercourse, the limits of which are determined in accordance with the following rules:

(i) where the river or stream valley is apparent and has stable slopes, the valley extends from the stable top of bank, plus 15 metres, to a similar point on the opposite side,

(ii) where the river or stream valley is apparent and has unstable slopes, the valley extends from the predicted long term stable slope projected from the existing stable slope or, if the toe of the slope is unstable, from the predicted location of the toe of the slope as a result of stream erosion over a projected 100-year period, plus 15 metres, to a similar point on the opposite side,

(iii) where the river or stream valley is not apparent, the valley extends the greater of,

(A) the distance from a point outside the edge of the maximum extent of the flood plain under the applicable flood event standard, plus 15 metres, to a similar point on the opposite side, and

(B) the distance from the predicted meander belt of a watercourse, expanded as required to convey the flood flows under the applicable flood event standard, plus 15 metres, to a similar point on the opposite side;

(c) hazardous lands;

(d) wetlands; or

(e) other areas where development could interfere with the hydrologic function of a wetland, including areas within 120 metres of all provincially significant wetlands and wetlands on the Oak Ridges Moraine, and within 30 metres of all other wetlands, but not including those areas where development has been approved pursuant to an application made under the *Planning Act* or other public planning or regulatory process.

(2) The areas described in subsection (1) are the areas referred to in section 12 except that, in case of a conflict, the description of the areas provided in subsection (1) prevails over the descriptions referred to in that section.

Permission to develop

3. (1) The Authority may grant permission for development in or on the areas described in subsection 2 (1) if, in its opinion, the control of flooding, erosion, dynamic beaches, pollution or the conservation of land will not be affected by the development.

(2) The permission of the Authority shall be given in writing, with or without conditions.

Application for permission

4. A signed application for permission to undertake development shall be filed with the Authority and shall contain the following information:

1. Four copies of a plan of the area showing the type and location of the development.

2. The proposed use of the buildings and structures following completion of the development.

3. The start and completion dates of the development.

4. The elevations of existing buildings, if any, and grades and the proposed elevations of buildings and grades after development.

5. Drainage details before and after development.

A complete description of the type of fill proposed to be placed or dumped.

Alterations prohibited

5. Subject to section 6, no person shall straighten, change, divert or interfere in any way with the existing channel of a river, creek, stream or watercourse or change or interfere in any way with a wetland.

Permission to alter

6. (1) The Authority may grant a person permission to straighten, change, divert or interfere with the existing channel of a river, creek, stream or watercourse or to change or interfere with a wetland.

(2) The permission of the Authority shall be given in writing, with or without conditions.

Application for permission

7. A signed application for permission to straighten, change, divert or interfere with the existing channel of a river, creek, stream or watercourse or change or interfere with a wetland shall be filed with the Authority and shall contain the following information:

1. Four copies of a plan of the area showing plan view and cross-section details of the proposed alteration.

2. A description of the methods to be used in carrying out the alteration.

3. The start and completion dates of the alteration.

4. A statement of the purpose of the alteration.

Cancellation of permission

8. (1) The Authority may cancel a permission if it is of the opinion that the conditions of the permission have not been met.

(2) Before cancelling a permission, the Authority shall give a notice of intent to cancel to the holder of the permission indicating that the permission will be cancelled unless the holder shows cause at a hearing why the permission should not be cancelled.

(3) Following the giving of the notice, the Authority shall give the holder at least five days notice of the date of the hearing.

Validity of permissions and extensions

9. (1) A permission of the Authority is valid for a maximum period of 24 months after it is issued, unless it is specified to expire at an earlier date.

(2) A permission shall not be extended.

Appointment of officers

10. The Authority may appoint officers to enforce this Regulation.

Flood event standards

11. The applicable flood event standards used to determine the maximum susceptibility to flooding of lands or areas within the watersheds in the area of jurisdiction of the Authority are the Hurricane Hazel Flood Event Standard, the 100 Year Flood Event Standard and the 100 year flood level plus wave uprush, described in Schedule 1.

Areas included in the Regulation Limit

12. Hazardous lands, wetlands, shorelines and areas susceptible to flooding, and associated allowances, within the watersheds in the area of jurisdiction of the Authority are delineated by the Regulation Limit shown on maps 1 to 132 dated April 2006 and filed at the head office of the Authority at 5 Shoreham Drive, Downsview, Ontario under the map title “Ontario Regulation 97/04: Regulation for Development, Interference with Wetlands and Alterations to Shorelines and Watercourses”.

Revocation

13. Regulation 158 of the Revised Regulations of Ontario, 1990 is revoked.

SCHEDULE 1

1. The Hurricane Hazel Flood Event Standard means a storm that produces over a 48-hour period,

(a) in a drainage area of 25 square kilometres or less, rainfall that has the distribution set out in Table 1; or

(b) in a drainage area of more than 25 square kilometres, rainfall such that the number of millimetres of rain referred to in each case in Table 1 shall be modified by the percentage amount shown in Column 2 of Table 2 opposite the size of the drainage area set out opposite thereto in Column 1 of Table 2.

TABLE 1

73 millimetres of rain in the first 36 hours
6 millimetres of rain in the 37th hour
4 millimetres of rain in the 38th hour
6 millimetres of rain in the 39th hour
13 millimetres of rain in the 40th hour
17 millimetres of rain in the 41st hour
13 millimetres of rain in the 42nd hour
23 millimetres of rain in the 43rd hour
13 millimetres of rain in the 44th hour
13 millimetres of rain in the 45th hour
53 millimetres of rain in the 46th hour
38 millimetres of rain in the 47th hour
13 millimetres of rain in the 48th hour

TABLE 2

Column 1	Column 2
Drainage Area (square kilometres)	Percentage
26 to 45 both inclusive	99.2
46 to 65 both inclusive	98.2
66 to 90 both inclusive	97.1
91 to 115 both inclusive	96.3
116 to 140 both inclusive	95.4
141 to 165 both inclusive	94.8
166 to 195 both inclusive	94.2
196 to 220 both inclusive	93.5
221 to 245 both inclusive	92.7
246 to 270 both inclusive	92.0
271 to 450 both inclusive	89.4
451 to 575 both inclusive	86.7
576 to 700 both inclusive	84.0
701 to 850 both inclusive	82.4
851 to 1000 both inclusive	80.8
1001 to 1200 both inclusive	79.3
1201 to 1500 both inclusive	76.6
1501 to 1700 both inclusive	74.4
1701 to 2000 both inclusive	73.3
2001 to 2200 both inclusive	71.7
2201 to 2500 both inclusive	70.2
2501 to 2700 both inclusive	69.0
2701 to 4500 both inclusive	64.4
4501 to 6000 both inclusive	61.4
6001 to 7000 both inclusive	58.9
7001 to 8000 both inclusive	57.4

2. The 100 Year Flood Event Standard means rainfall or snowmelt, or a combination of rainfall and snowmelt, producing at any location in a river, creek, stream or watercourse, a peak flow that has a probability of occurrence of one per cent during any given year.

3. The 100 year flood level means the peak instantaneous still water level plus an allowance for wave uprush and other water-related hazards for Lake Ontario in the Great Lakes-St. Lawrence River System that has a probability of occurrence of one per cent during any given year.

Made by:

TORONTO AND REGION CONSERVATION AUTHORITY:

BRIAN DENNEY

CAO

DICK O'BRIEN

Chair

Date made: April 28, 2006.

I certify that I have approved this Regulation.

DAVID JAMES RAMSAY

Minister of Natural Resources

Date approved: May 4, 2006.

Checklist for Submissions Under Ontario Regulation 166/06

REGULATION OF DEVELOPMENT, INTERFERENCE WITH WETLANDS AND ALTERATIONS TO SHORELINES AND WATERCOURSES

Including review under the *Fisheries Act* and the *Lakes and Rivers Improvement Act*

TRCA regulates and may prohibit work taking place within valley and stream corridors, wetlands and associated areas of interference and the Lake Ontario waterfront. Permits from TRCA are required in order to do any of the following works in a regulated area:

a. straighten, change, divert or interfere in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland;
b. development, if in the opinion of the authority, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected by the development.

"Development" is defined in Section 28 of the *Conservation Authorities A*ct as:

a. construction, reconstruction, erection or placing of a building or structure of any kind,
b. any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure,
c. site grading,
d. temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere.

TRCA through its Executive Committee may grant permission for development in or on a regulated area if, in its opinion, the control of flooding, erosion, dynamic beaches, pollution or the conservation of land will not be affected by the development.

TRCA has a Level 3 Agreement with Fisheries and Oceans Canada for application of Section 35 (1) of the *Fisheries Act.* Under this agreement, TRCA assesses all proposals within its jurisdiction, regardless of other permitting requirements, to determine whether a proposal has the potential to result in a Harmful Alteration, Disruption or Destruction of Fish Habitat (HADD). Any work that is likely to constitute a HADD must authorized by DFO.

In TRCA's jurisdiction, applicants are no longer required to obtain approvals from the Ministry of Natural Resources under the *Lakes and Rivers Improvement Act* for activities other than dam removal or dam decommissioning works. If the project includes dam removal or decommissioning, applicants must apply directly to MNR for approval. This change was legislated in 2007 in accordance with Ontario Regulation 160/07. TRCA is responsible for commenting on the application of fish timing windows.

The information and study requirements in this checklist include requirements for all of the above-noted legislation. The TRCA review is intended to be a one-window approach for streamlined review within the context of its legislative capabilities. The proponent is advised that this list is not inclusive of all environmental legislation, and does not preclude requirements for obtaining other approvals.

Information and Study Requirements:

In relation to this project, the following information and studies may be required as a minimum to confirm that the development will not affect the control of flooding, erosion, dynamic beaches, pollution or the conservation of land.

The information and study requirements have been divided into five parts:

1. General Information
2. Natural Hazard Management
3. Water Management
4. Natural Heritage Management
5. Cultural Heritage Management

TRCA staff will confirm additional requirements as review of the detailed design and permit application progresses.

Part 1: General Information

Section 1: Construction Details

Detail On Plans	Detail not applicable	Details to be Included on Plans
		Key map showing drawing numbers, stations and watercourse crossings
		Numbering system for ALL drawings • Use consistent coding (i.e. Drawing 1R=Removals 1LP=Landscape Plans, 1NC=New Construction etc.,) for the same stations to ensure consistent review of information as revised submissions are received • Do not use a consecutive series of drawing numbers from 1-100 as it makes it difficult for staff to organize packages for internal review • Keep the drawing numbers consistent throughout the project to avoid missing information through the revision process • If revisions are required, utilize a system like 1LPa, or 1LPb (for example) rather than changing the numbers • Ensure all revised plans include a revision block that notes the revision number and the date of the revision
		Crossings by stations (as opposed to numbers) for ALL plans
		Site access including typical cross-sections of existing and proposed grades
		Construction staging or phasing plan, including: • Construction sequencing • Minimizing soil exposure • Stockpiling • Accessing construction areas including temporary crossings

Section 2: Regulatory Lines and Boundaries

Detail On Plans	Detail not applicable	Details to be Included on Plans
		TRCA Regulation Limit
		Regional Storm Flood Plain
		Natural Features Limits

		Construction limits (east, west, north, south)
		Municipal property boundary (right-of-way)
		Proponent's property boundaries (if not a municipal project)
		TRCA property boundary
		Snow fence installation/maintenance around the perimeter of TRCA land
		Other property boundaries (including name of owner)
n/a	n/a	**Note: Land Owner Authorization is required for works on property within the regulated area not owned by the proponent (see below)**

Section 3: Land Owner Authorization

Document Submitted	Document not applicable	Documentation Required
		Land Owner Authorization for works on property within the regulated area not owned by the proponent
		Application for Permission to Access TRCA Property (completed application form and fees included). Note: this form includes requirements for the archaeological investigation by TRCA staff

Part 2: Natural Hazard Management

Section 1: Flooding

These details are required to confirm that there will be no impacts to the control of flooding

Detail On Plans	Detail not applicable	Details to be Included on Plans
		Set of drawings showing plan, profile, cross-sections and details for existing and proposed floodplain conditions based on TRCA mapping
		Notation confirming that all grades within the Regional Storm Flood Plain will be matched or maintained (if this is the case)
Study/ Modeling Completed	**Study/ Modeling not applicable**	**Study and Modeling Requirements**
		Hydraulic computation (HEC-RAS) for proposed new or replacement structures in the flood plain, including bridges, culverts, buildings, parking lots based on a model that will provided by TRCA upon request to the EA Planner
		Confirm there will be no impacts to water levels and corresponding velocities for the regulatory flood event
		Updated floodline mapping and model

Section 2: Long-Term In-stream and Valley Slope Erosion

These details are required to confirm that there will be no impacts to erosion

Detail On Plans	Detail not applicable	Details to be Included on Plans
		Distance between the invert of the creek and the obvert of the proposed pipe for water mains, sewers, utilities etc.
		Stone sizing calculations
		Geotechnical report, indicating: • borehole logs • water levels • soil cross-sections with proposed structure • soil properties • a key map
		Top-of-Bank legal survey

Section 3: Erosion and Sediment Control During Construction

These details are required to confirm that there will be no impacts to pollution

Detail On Plans	Detail not applicable	Details to be Included on Plans
Review the Erosion and Sediment Control Guideline for Urban Construction – December 2006. Visit www.sustainabletechnologies.ca to print a copy of guideline to review prior to first submission		
		Appropriate erosion and sediment control details from the guidelines
		Plan view and typical detail of erosion and sediment controls such as: • silt fence: use TRCA example of reinforced snow fence • *rock check dams and other controls are acceptable depending on site conditions* • coffer dams: use with pea gravel bags, not sand bags
		Methods for working in the dry for open cut crossings (i.e. coffer dams, flume, diversion) for bridge, culvert or pipe installation works
		Duration of in-water works
		Description and duration of near-water works
		Size of the flume (consult with TRCA)
		Location of pumps, wells and conduits for dewatering, size of pipes
		Location of the energy dissipating and silt filtrating (sedimentation) systems outlet structure for dewatering
		Location of the iron precipitation structures
		•
The following notes to ALL plans where there will be work in- or near- water:		
		"Erosion and Sediment Control (ESC) measures will be implemented prior to, and maintained during the construction phases, to prevent entry of sediment into the water"
		"All activities, including maintenance procedures, will be controlled to prevent the entry of petroleum products, debris, rubble, concrete or other deleterious substances into the water. Vehicular refueling and maintenance will be conducted 30 metres from the water."
		"All dewatering/unwatering shall be located at least 30 metres from the coldwater system to a filterbag/spash pad. No dewatering shall be sent directly to any watercourse. These control measures shall be monitored for effective and maintained or revised to meet the objective of preventing sediment from entering the watercourse."
		"All disturbed vegetated areas will be stabilized and restored by XXX (INSERT APPROPRIATE RESTORATION TIME BASED ON PROJECT COMPLETION AND GROWING SEASONS) with native/non-invasive species upon completion of the work."
		"The proponent/contractor shall monitor the weather several days in advance to ensure that works are conducted during favourable weather conditions. Should an unexpected storm arise, the proponent/contractor shall implement the following contingency plan." (Note to PM: Add a contingency plan to the drawing, such as: Contingency Plan: Remove all items from the Regional Storm Floodplain that would have the capacity to cause an obstruction to flow or a spill i.e. Fuel tanks, unfixed equipment etc.)
		"To protect local fish populations during their spawning, nursery and migratory periods, **in-water activities including xxx and xxx (PROVIDE DETAILS), may only occur** during the following **cold/warm water (SPECIFY WHICH) construction timing window of X to X**."

		"To protect local fish populations during their spawning, nursery and migratory periods, **near-water activities including xxx and xxx (PROVIDE DETAILS), may only occur** during the following **cold/warm water (SPECIFY WHICH) construction timing window of X to X**."
		"To protect local fish populations during their spawning, nursery and migratory periods, **near-water activities may only occur** with appropriate erosion and sediment controls during the **cold/warm water (SPECIFY WHICH) timing window of X to X**."
		"All in-water and near water works will be conducted in the dry with appropriate erosion and sediment controls."
		"All grades within the Regional Storm Floodplain will be maintained or matched."
		"The erosion and sediment control strategies outlined on the plans are not static and may need to be upgraded/amended as site conditions change to minimize sediment laden runoff from leaving the work areas. If the prescribed measures on the plans are not effective in preventing the release of a deleterious substance, then alternative measures should be implemented immediately to minimize potential ecological impacts. TRCA Enforcement Officer should be immediately contacted. "
		"An Environmental Monitor will attend the site on a daily basis to monitor works within the TRCA regulated Area, including but not limited to Erosion and Sediment Controls (ESCs) and any dewatering/unwatering. Should concerns arise on site the Environmental Monitor will contact the TRCA Enforcement Officer as well as the municipal Project Manager via email and via telephone." Or "Erosion and Sediment Controls and any dewatering will be monitored by the Environmental Monitor on a regular basis" Or "All Erosion and Sediment Controls will be monitored on a frequent basis, particularly after precipitation and rain events, and any necessary repairs will be completed within 48 hours."
		"The Region/contractor shall monitor the weather several days in advance to ensure that works are conducted during favourable weather conditions. Should an unexpected storm arise, the Region/contractor shall implement the following contingency plan and any necessary repairs within 48 hours." Or "The contractor shall monitor the weather several days in advance of the onset of the project to ensure that the works will be conducted during favourable (dry) weather conditions."
		"Additional ESC supplies are stockpiled on site in order to be upgraded as necessary."
		"Site access and staging will minimize disturbance to the watercourse and the natural area. Any material stockpiled on site will be properly isolated."

Part 3: Water Management

Section 1: Stormwater Management

These details are required to confirm that there will be no impacts to erosion or pollution

Detail On Plans	Detail not applicable	Details to be Included on Plans
		Set of drawings showing plan, profile, cross-sections and details for existing conditions and proposed stormwater management facilities
Study/ Modeling Completed	**Study/ Modeling not applicable**	**Study and Modeling Requirements**
		Stormwater Management (SWM) report that demonstrates compliance with established quantity, quality, erosion and water balance control criteria. *Include the following information in the report:* • Description of work • Storm drainage area plan • Proposed strategy to meet established criteria • Reference to the MOE *Stormwater Management Practices and Planning Manual* and relevant TRCA documents
		Stormwater Pond Inventory Form for any SWM pond construction
		Updated hydrology model

Section 2: Dewatering Associated with Groundwater Withdrawals

These details are required to confirm that there will be no impacts to erosion, pollution or conservation of land

Detail On Plans	Detail not applicable	Details to be Included on Plans
		Set of drawings showing plan, profile, cross-sections and details for existing conditions and proposed dewatering discharge facilities
Study Completed	**Study Not Applicable**	**Study Requirements**
		Environmental Management Plan (EMP) report includes a detailed monitoring plan and uses adaptive management to effectively manage environmental impacts of groundwater dewatering that is required to facilitate construction. The EMP may be refined as construction proceeds. Information to be incorporated in the EMP includes: • Description of work • Conformation of construction technologies • Conformation of ecological impacts based on ecological and hydrogeological studies, including the evaluation of background and historical data • Monitoring plan for impacted features, including fish or fish habitat, and forests and wetlands • Mitigation plan for impacted features, including fish or fish habitat, and forests and wetlands • Communications strategy for adaptive change

Part 4: Natural Heritage Management

Section 1: Terrestrial System Protection or Restoration

These details are required to confirm that there will be no impacts to conservation of land

Detail On Plans	Detail not applicable	Details to be Included on Plans
		Vegetation loss details using a pattern on drawings (note: a site visit may need to be scheduled to stake these limits)
		Vegetation removal plan, to be implemented outside of the bird nesting season, if appropriate (See Migratory Bird Act enforced by Environment Canada)
		Location of species at risk, such as Butternut.
		Tree protection fencing at 1 metre beyond drip line of the trees on the drawings and provide a typical detail
		Detailed restoration plans (see below)
For restoration plans, provide the following details:		
		Quantification of vegetation loss and vegetation gain with a goal of net gain
		Adherence to the TRCA *Standard Landscape Guidelines* and TRCA *Edge Management Plan* or municipal guidelines
		Seed mix details, including species (scientific and common names), percentages or quantities, and rates of applications
		Planting plan with woody (trees/shrubs) and herbaceous (grasses/sedges) species, Scientific and common names, and quantities
		Detailed mitigation/compensation plan for impacts to Environmentally Significant Areas, (ESAs), Areas of Natural and Scientific Interest (ANSIs), Provincially Significant Wetlands (PSWs) Fisheries, existing vegetation
		No species listed in the TRCA *Non-Native Invasive Species List* should be included in the planting plan or seed mix details, (Note that this list includes common examples and is not inclusive). In general, • If a species starts with a province or state other than Ontario, or a country other than Canada, is likely not native and will therefore not be acceptable to TRCA staff. Examples of such non-native species include: "Kentucky" Bluegrass, "Norway" Maple, "Austrian" Pine, "Colorado" Spruce • invasive species, such as Birdsfoot Trefoil, Rosa Rugosa, Periwinkle and Crown Vetch, should also be avoided
		"All disturbed vegetated areas will be stabilized and restored by XXX (INSERT APPROPRIATE RESTORATION TIME BASED ON PROJECT COMPLETION AND GROWING SEASONS) with native/non-invasive species upon completion of the work."
If work on TRCA lands is required:		
Study Completed	**Study Not Applicable**	**Study Requirements**
		Environmental Impact Assessment detailing how impacts to the terrestrial natural heritage will be avoided limited or mitigated. This may require inventory work or additional analysis depending on how much was completed in the Environmental Assessment Stage.

Section 2: Aquatic System Protection or Restoration

These details are required to confirm that there will be no impacts to conservation of land; for works requiring TRCA review in accordance with its Level 3 Agreement with Fisheries and Oceans Canada under the *Fisheries Act*; and for projects requiring TRCA review in accordance with its Memorandum of Understanding with the Ministry of Natural Resources under the *Lakes and Rivers Improvement Act.*

Detail On Plans	Detail not applicable	Details to be Included on Plans
		Survey of the exact location of the existing watercourse(s) (bed invert and banks, or centre line, depending on the size of the crossing), the water level and date, and the proposed location of the watercourse(s)
		Sediment and erosion controls (See Part 1: Natural Hazard Management, Section 3: Erosion and Sediment Controls for Construction Projects)
For open cut crossings for pipes provide plans showing:		
		Methods of working in the dry
		Methods for bed and bank restoration
		Riparian zone restoration
		Fish rescue plan for the work area
		Fisheries timing windows
		Tree protection fencing
For trenchless technologies provide plans showing:		
		Location of bore pits a minimum of 10 metres from either side of the watercourse/top of bank
		Tree protection fencing
		Dewatering plans, if applicable
		Contingency plan
For new replacement culverts or bridges provide plans showing:		
		Size structure according to TRCA Stream Crossing Guidelines (LxWxH)
		Details for existing culvert or bridge removal, if applicable
		Tarping underneath bridge decks or within culverts to prevent debris from entering the watercourse during construction/demolition
		Details for working in the dry
		Fisheries timing windows
		Open footed structures details
		Stream bed and bank restoration
		Riparian zone restoration
		Dewatering details for excavations
		Fish rescue plan
		Tree protection fencing
		Hydraulic model
For culvert or bridge extensions provide plans showing:		
		Details for working in the dry
		Fisheries timing windows
		Structure details
		Stream bed and bank restoration
		Riparian zone restoration
		Dewatering details for excavations
		Fish rescue plan
		Tree protection fencing
For groundwater system protection or restoration:		
Study Completed	**Study Not Applicable**	**Study Requirements**
		Duration and implications of groundwater dewatering
		Pumping tests to characterize soil hydraulic properties. This may require additional inventory work or analysis depending on how much was

		completed in the EA stage
		Trench plugs 10 metres from the top of valley bank (if open cut with backfill of granular material)
		Reference to the geotechnical report
		Dewatering plans, if applicable
		Contingency plan
		Discharge structures
		Mitigation plans
		Filling materials

Part 5: Cultural Heritage

Section 1: TRCA Property

These details are required to confirm that there will be no impacts to conservation of land

Application Completed	Not applicable	Details
		Application for Permission to Access TRCA Property (completed application form and fees included). Note: this form includes requirements for the archaeological investigation by TRCA staff
		Compensation funding toward a TRCA or other environmental enhancement plan (3:1 ratio of compensation to loss)
		Site visit to stake TRCA property and that TRCA will require these limits to be surrounded with snow fencing until the Permission to Enter has been granted.
Detail On Plans	**Detail not applicable**	**Details to be Included on Plans**
		Snow fence surrounding TRCA property
		Protection or mitigation measures for work on or adjacent to TRCA property, including aquatic and terrestrial natural heritage system protection and regeneration, groundwater protection, archaeological investigations, trail connectivity and public use facility availability.

Section 2: Archaeology on TRCA Property

These details are required to confirm that there will be no impacts to conservation of land

Study Completed	Study Not Applicable	Study Requirements
		Archaeological investigation completed by TRCA archaeologist to Ministry of Culture standards
		First Nations Consultation (in addition to EA requirements)

Valley and Stream Corridor Management Section 4.3 – 2008-08-13 (Provided by TRCA)

Section	Text – What it says	What it means	How has it been applied	What version do we need for the future policy
4.3				
	It is recognized that certain utilities or services such as storm and sanitary sewers and associated runoff control facilities may need to be located within valley and stream corridors. Other infrastructure and servicing such as natural gas or oil pipelines, communication corridors, hydro corridors, and transportation corridors (motorized vehicles) may need to cross valley and stream corridors.	Some infrastructure needs to be in valley and stream corridors (storm and sani sewers, runoff control) Others need to cross (gas, oil, communication, hydro, transportation)		Define Infrastructure Aboveground Utilities Underground Utilities Services Use one term consistently- Infrastructure (no mention of watermains and big forcemains) What about watermains?
A	The following type and extent of services may be permitted within valley and stream corridors:	Permitted inside		
1	New transportation corridors and above-ground utility corridors shall not be routed within valley and stream corridors; however, they may be permitted to cross valley and stream corridors.	Transportation corridors Above Utility corridors can cross only (not within)		We have allowed transp corridors within the valley and stream corridor Needs a visual
2	Underground utility corridors will be encouraged to locate outside of valley and stream corridors wherever possible; however, they may be permitted to cross, or locate within, valley and stream corridors.	Underground utility Can cross or can be within (encouraged to locate outside)		Do we want underground utilities within corridors anymore? Needs a visual
3	Storm sewer outfalls may be permitted within valley and stream corridors.	Storm sewers can be		See #10 – It says no headwalls

		within		within the corridor, but outfalls can be within These need to be linked beside each other Needs a visual
4	Storm water runoff control facilities may be permitted within valley and stream corridors.	Storm sewer runoff control facilities can be within		Do we want this within the corridor? Needs a visual
B	Services should be carefully sited and designed to:	Carefully sited		
	- prevent risk associated with flooding, erosion or slope instability;	Avoid implications to flooding, erosion, slope stability		Add 5 tests Flooding, pollution, conservation of land, erosion and dynamic beaches Possibly, whole section could be categorized under these 5 tests
	protect and rehabilitate existing landforms, features, and functions; and	Protect existing		-speak to a net benefit -speak to inventory existing, protect existing during construction, identify removals, have a goal of a net benefit (what would be the ratio?)
	provide for aquatic, terrestrial and human access,	Provides Fish passage (no fish barriers) Critter crossings (dry passage for small mammals Trails for pedestrian (walking, bikeways etc)		This is wordy, and needs to be in plain English

	such that:			
1	All new servicing shall be approved through the preparation and adoption of a subwatershed plan and/or corridor plan. If other approval processes, such as the Environmental Assessment Act, incorporate comparable planning processes, this requirement will be waived.	New servicing needs a watershed plan or corridor plan Requirement for watershed plan will be waived if project goes through EA or PA process.		Haven't seen a corridor plan before. Haven't seen requirement for watershed plan . Majority are Municipal Class EAs and we reference the watershed specialists for their input
2	The safe passage of flood flows shall not be impeded.	No negative impacts to flooding		This is standard to have no impacts to flows
3	Structural abutments or piers should be located outside of the regulatory flood plain to minimize obstruction to water flow.	Abutments/piers outside the floodplain		This is standard to have no obstruction to flows. Our Engs and Planners should be checking for this when they check the floodlines Our planners should be putting the floodlines on the drawings. Needs a visual
4	Where abutments or piers are approved within the flood plain, the structure shall be designed so that overtopping or flanking can occur with a minimum of damage. Bridges or culverts with openings not designed for the Regional Flood should have their approach ramp(s) designed as spillways.	If you have to put abutments and piers in the flood plain, let them overtop If you have to put a bridge or culvert in floodplain and opening is not big enough their approach ramps should be spillways.		Abutments- do we let them flank and over top? Do we design culverts/bridges in floodplain as spill ways- I haven't. We need to add Safe access PPS Needs a visual
5	There shall be no increase in flood risk to adjacent, upstream or downstream properties.	No impacts upstream or down stream		But, if we are taking a small culvert and replacing with a large

	A detailed hydraulic analysis may be required to demonstrate compliance.	allowed. Hydraulic analysis may be required.		span and the floodplain is opening up downstream, do we want floodplains to be floodplains? Hydraulic Analysis always required.
6	Bridge or structural abutments should be located outside the meander belt (as calculated from the existing meander amplitude) or the 100 year erosion limit of a watercourse, **unless located beyond the valley or stream corridor boundary.**	Abutments should be outside the meander belt or 100 year unless beyond the valley or stream corridor		Should put this together with the abutment and floodplain comment above. Meander belt is often very wide. 100 year is not as wide We need more science to help when decided between meander and 100 year. Only once has floodplain been bigger than meander belt. Usually meander belt, then 100 year than floodplain in size. Needs a visual
7	Underground utility corridors, if approved, shall not be permitted within the meander belt (as calculated from the existing meander amplitude) or within the 100 year erosion limit of a watercourse unless located beyond the valley or stream corridor boundary. Routes parallel to watercourses shall be constructed and protected so as to prevent scouring and possible failure at a later date.	No underground infrastructure in meanderbelt or 100 year of a watercourse unless beyond the valley and stream corridor. Routes parallel to w/c shall be protected		Have we been asking for meanderbelts for watermains? Do we want to protect/harden the infrastructure or relocate the infrastructure outside the valley. Needs a visual
8	Underground utility corridors, if approved, shall not be routed along valley walls or within an active erosion zone adjacent to the top or toe of a valley wall.	No underground infrastructure along the valley walls or erosion zone		Wouldn't the meanderbelt cover that aspect. This requirement could be coupled with meander belt comment, which ever is greater

				Needs a visual
9	Access to valley corridors for construction or maintenance purposes shall not cause and/or aggravate slope instability.	Access should not cause slope instability.		Access is a big issue with utilities. When they build it they have to maintain it. WE have to ask for their routes before the infrastructure goes into the ground.
10	Storm sewer outfall headwalls should not be located within the meander belt (as calculated from the existing meander amplitude) or within the 100 year erosion rate of a watercourse unless located beyond the valley or stream corridor boundary. Alterations to stream profiles may be permitted pursuant to Section 3 - Watercourses.	Storm sewer outfalls headwalls should be outside the meander belt and 100 year erosion limit, unless beyond the valley or stream corridor. Altering a w/c can be permitted subject to Section 3.		Has this been adhered to? We have looked a lot at the size of the structures (culverts, bridges) and meander belts/100 year, but not the location of head walls and meander belt/100 year. Is this still necessary? What are we trying to protect? Is it functional to have a headwall outside the meanderbelt. It will need a long outfall with rip rap and potentially cause erosion going downhill for a longer distance. Needs a visual
11	Innovative design and construction technologies should be used, such as tunnelling or corridor spanning, to reduce the risk and ecological impacts of corridor crossings.	Tunneling or corridor spanning should be looked at to avoid impacts.		Sometimes and open cut has less impact than tunneling. Geotech reports are always required to advise which has the least impact for w/c crossings. Needs a visual
12	On and off stream sediment control during construction shall be required until such time as erodible areas have been vegetated/stabilized.	ESC		Need definitions of ON and Off stream control (ON = silt fence, rock checks, Off = mud mats (some engineers ask for mud mats, others do not) The new ESC manual should set

				the stage for consistency. Change to ESC
13	Services shall not be permitted within Significant Areas.	No infrastructure in Significant Areas		Define significant areas Give an out and put a requirement for net benefit. Sometimes roads go right through PSWs. We have no choice but to allow the widening.
14	Services should protect existing riparian features and functions or re-establish a minimum 10m wide zone of riparian habitat on both sides of the watercourse, where appropriate;	Projects should protect riparian features OR Re-establish 10 m buffer on both sides of w/c		Define Riparian features Ecologists ask for landscaping-riparian plantings, but not to 10 m. Roads are limited to right of way Watermains are limited to ROW Sewers are limited to ROW They cannot plant trees in areas where they have to maintain-shrubs grasses yes, trees no, Needs a visual
15	Services should not:	Infrastructure should not		
i	result in the restriction of fish movement or migration for spawning, nursery or feeding;	Cause a fish barrier		Should we separate our CA roles from the DFO roles?
ii	increase water temperatures by reducing shade, decreasing water depth, reducing groundwater flows, or permitting inputs from surface draw dams or stormwater management facilities	Increase water temps (thermal pollution)		WE need to draw on the experience from the YDSS and the thermal pollution (pumping ground water, heating it, redistributing it) Thermal pollution can be increasing or decreasing the temp.
iii	decrease baseflow characteristics;	Decrease baseflows		YDSS experience again

iv	reduce food sources through the reduction of in-stream or terrestrial (riparian) vegetation;	Reduce food sources (vegetation)		How do we know if the project is reducing in stream vegetation when they don't show what is existing on their plans?
v	impair substrate characteristics; and/or	Impair substrates		Define substrates
vi	impair surface and/or ground water quality such as through the introduction of sediment or other contaminants or pollutants.	Impair quality (sediment/pollutants)		
16	Services should not reduce/fragment wildlife habitat (including forage, water supply, shelter and living space), nor reduce wildlife diversity nor restrict wildlife movement.	Reduce wildlife habitat or diversity or restrict movement		Should we say what it should not do, or should we say what we want – more spans? (Should this be under 15 –should nots)
17	Services shall ensure the ecological integrity of the valley or stream corridor is maintained.	Ensure ecological integrity		Define Ecological integrity-status quo or better?
18	Services shall ensure rehabilitation is incorporated into the proposed works.	Ensure rehabilitation		
19	Services shall safeguard corridor linkage objectives. Crossings in particular shall be designed to permit aquatic, terrestrial and human access.	Safeguard corridor linkage objectives		Define corridor linkage objectives –similar to #16
C	In addition to the above, services such as stormwater management facilities, for the purposes of reducing or eliminating groundwater or surface water impairment and/or risks associated with flood or erosion may be permitted where:	SWM facilities for flooding or erosion prevention shall be permitted where		

1	1) A comprehensive analysis demonstrating that alternative servicing design techniques (egg. SWMP's) have been incorporated to the extent possible. Provincial guidelines for the siting, selection and design of stormwater management practices are available.	Comprehensive analysis has been done		Is this now an MESP? Quote MOE guidelines
2	2) Water quality improvement will offset negative impacts related to public safety and other ecological and environmental quality concerns within the corridor.	Improvement will off set impacts related to safety/ecology		If there isn't a net benefit, or if it isn't safe then we shouldn't be promoting it
3	3) The stormwater management facility location results in the greatest net public benefit. This evaluation must consider public safety, social, economic, recreational, and other ecological and environmental quality concerns.	SWM location has greatest net benefit.		We find lots of SWM dry ponds in recreational areas (soccer pitches). Is it safe to have kids playing in a SWM pond?
4	4) Whenever feasible, stormwater management facilities shall not be located within the meander belt (as calculated from the existing meander amplitude) or within the 100 year erosion limit of a watercourse, or within the 100 year flood plain, whichever is greater.	SWM shall not be located in meanderbelt or 100 year or 100 year floodplain whichever is greater.		Have the Eng been following this rule?
D	D) Remedial erosion control works/major maintenance shall be permitted to protect <u>existing services</u> provided that:	Remedial works can protect existing services provided that:		We always look for a net benefit.
1	1) The potential for the aggravation of upstream or downstream erosion and/or slope instability is minimized.	u/s d/s erosion is minimized		This should be a routine check
2	2) The potential for the aggravation of upstream or downstream flooding is	u/s d/s flooding is		This is a routine check

	minimized.			
3	3) The works will get an approval pursuant to the Federal Fisheries Act.	Works can get DFO authorization		TRCA doesn't issue a permit without DFO authorization first.
4	4) Corridor planning and rehabilitation is incorporated into the proposed works and is consistent with Section 4.1.2.	Corridor planning/rehab is incorp into works and consistent with 4.1.2		Define Corridor planning Define Section 4.1.2
	NOTE: Special provisions for emergency/temporary works may be arranged provided the urgency can be demonstrated and the permanent solution will meet the intent of this section.	Special provisions for emergency works		Need to quote Emergency Works protocol Need to define "emergency" Need to define what is at risk.

Section 4.3 – chart

Other items for discussion
These items are from the notes from the emails sent to Laurie and scribble notes (hard copies attached to Mary Ann's package only).
Sorry, I have no time to do a thorough job right now, but will sit down with you and translate if you need assistance.
These notes are for Mary Ann's and Laurie's consumption and they are not intended to be distributed to a wider audience since they are scribble notes. Thanks

Suggestions:
Use PPS definitions in new policy especially FPP Technical Guidelines
Reference Greenbelt and ORM Infrastructure Sections

Issue
SWM – Water Quality
Norm – to treat just the new pavement
Potential Solution- treat new plus old pavement
Sameer will be looking into this protocol

Solution
Put in a list of SWM practices from
Most preferred to least preferred
Urban and Rural settings
OGS
Grassed Swales
Source
Conveyance
End of Pipe
Treatment

Issue
At detailed design stage Eng needs to review the EA to see that the concepts for SWM are carried out at the permit stage

Issue
Water Quality
Road Salt

Issue
Water Quality
Pre cast vs cast in place structures (releasing agents)

Issue
CSP vs HDPE

HDPE
Smooth
Substrates wash through
Flood flows faster
CSP
Corrugated/rippled
Slows down flows a little
Substrates stay

Longevity
HDPE
Longer shelf life?
CSP
Rusts

Installation
HDPE?
Same?
CSP
Same?

Water Quality
HDPE
Leaching
CSP
Rusts
Fish Habitat
HDPE
CSP

Terrestrial Passage
HDPE
CSP

Repair Maintenance Extension
HDPE
CSP

Cost
Strength
Sustainability

New Item
Net Gain

How to implement?

Include a net gain section in the Ont Reg report
Have the consultants pull together the facts and put on the plans
Collected – by computer automatically

New Item
Do we need a policy on liners around water mains and sewer mains?

New Issue
Doe we need a policy on working in the dry
Last resort should be sheet piling

New Issue
Photograph. Record existing conditions especially w/c and sediments in structures

New Issue
Construction Methodology
The contractor should have 30 days to review the construction methodology and then ask for revisions before starting the works.

New Issue
LOCs for ESCs
Cons
Cannot have 2 contractors on site
Pros
ESCs get fixed

New Issue
PTTW protocol

New Issue
Open Cut vs Tunneling
Least impacts

Please refer to: ***Michael Melling***
e-mail: *michaelm@davieshowe.com*

Davies
Howe
Partners

Lawyers

The Fifth Floor
99 Spadina Ave
Toronto, Ontario
M5V 3P8

T 416.977.7088
F 416.977.8931
davieshowe.com

July 14, 2008

By E-Mail Only to *steve.mota@york.ca*

Mr. Steve Mota, P.Eng.
Program Manager - EA
The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Dear Sir:

Re: Municipal Class Environmental Assessment
North Yonge Street Corridor Public Transit and Road Improvements

We are counsel to W. J. Shanahan Ltd. and Shanahan Carriage Co. Ltd., the landowner and business operator respectively of the Shanahan Ford dealership located at 567 Davis Drive in Newmarket.

Our clients are very interested in the above-referenced Class EA process. Please ensure that our office is placed on your notification list for all future steps in the process.

I would be pleased to discuss the EA, and its potential impact on our clients, at your convenience.

Yours sincerely,
DAVIES HOWE PARTNERS

Michael Melling

copy: Ms. Joy Hulton
Ms. Susan Plamondon

HUMPHRIES PLANNING GROUP INC.

August 12, 2008
HPGI File: 2641

Region of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Attn: Mr. Steve Mota P. Eng.
Program Manager - EA

Dear sirs:

Re: North Yonge Street Corridor Public Transit and Associated Road Improvements (Davis Drive Improvements - component) Environmental Assessment Study
Public Consultation Centre #4 – Monday August 11, 2008

On behalf of Mr. Baker, we are writing to you to discuss the above noted process as it relates to the Baker lands located at 212 Davis Drive and 175 Deerfield Road. The Davis Drive property is currently vacant while the Deerfield site is occupied by an industrial use.

Mr. Baker and myself attended the PIC held on August 11 and have the following comments at this time as specifically related to the municipal and regional initiatives for possible improvements to the Davis Drive and Parkside Drive area.

- We note that the plan presented at the meeting currently does not have any requirements of my clients lands.
- Can you advise whether the preferred option and its associated design/ geometrics meet current Region design standards.
- We have also been made aware through discussions with Regional staff that the proposed alignment as shown on the plan has not been finalized at this time and may not be for a period of about 12 months. Depending on the final alignment and its associated design, it is possible that there may be a land requirement and / or associated impact on my clients land. In this regard, we wish to advise that the

216 Chrislea Road
Suite 103
Vaughan, ON
L4L 8S5

T: 905-264-7678
F: 905-264-8073

www.humphriesplanning.com

existing industrial operation on site has silos located to the immediate west of the building which are integral to the on-going daily business operations.

- We also are seeking an answer as to whether any other intersection design options for this area have been contemplated and reviewed with the public prior to preparation of the preferred option as provided at the meeting. If this is the case, we request that such information be made available to us for review as soon as possible.

We look forward to receiving further information from you regarding these matters. Namely, should any alternative alignment options be considered or have been created, we hope that you would share them with us as at your earliest opportunity.

Yours truly,
HUMPHRIES PLANNING GROUP INC.

Rosemarie L. Humphries BA, MCIP, RPP
President

cc. Mr. Brian Baker
Mr. Lynton Erskine, York Consortium

York Region

Canada's Top 100 Employers 2008

Planning and Development Services Department
Infrastructure Planning
Fax No. 905-895-0161

September 26, 2008

Ms. Rosemarie Humphries
Humphries Planning Group Inc.
216 Chrislea Road, Suite 103
Vaughan, ON
L4L 8S5

Dear Ms. Humphries:

Re: North Yonge Street Corridor Public Transit and Associated Road Improvements EA
Response to your comments following PCC#4 - August 11, 2008

We would like to thank you for your comments regarding the North Yonge Street Corridor Public Transit and Associated Road Improvements Environmental Assessment. We understand from your correspondence that you are interested in the effects of the project on two properties you represent at 212 Davis Drive and 175 Deerfield Road. We offer the following responses to address the comments in your August 12, 2008 letter.

The proposed realignment of Parkside Drive to the west will result in the consolidation of two existing signalized intersections along Davis Drive to create a single intersection with the northern leg being Longford Drive. This will eliminate the very close spacing of the existing Parkside Drive and Longford Drive intersections, will improve traffic operations along this section of Davis Drive and will allow traffic to make all turning movements conveniently at one signalized intersection.

Please note that the preferred geometry for the realignment of Parkside Drive is currently being finalized. The extent of the impacts, including land requirements, on the two properties of interest have not been finalized at this time. We will provide you with a copy of the final recommended alignment once it has been developed.

The geometric design for the realignment of Parkside Drive will be developed in accordance with applicable technical guidelines (Transportation Association of Canada, Geometric Design Guide for Canadian Roads).

Your correspondence indicated that you were informed that the geometric design for the Parkside Drive realignment may not be complete for 12 months. Please note that the EA is scheduled to be completed in fall 2008 and will present a final preferred functional design (including road geometrics), which will be carried forward to detailed design post EA approval.

Your correspondence also requested information on whether any other intersection options were considered at Davis Drive in the vicinity of Parkside Drive and Longford Drive. Attached is a (draft) evaluation matrix developed for the alternatives considered, which will be included in the final environmental study report. The matrix includes four alternatives

1. Relocation of Parkside Drive to align with Longford Drive together with a rapid transit station at Longford Drive (selected as the preliminary preferred alternative).
2. Close Longford Drive and extend Lindsay Drive to form a new T-intersection with Davis Drive. Rapid transit station proposed at Lindsay. Parkside Drive remains in its current configuration.
3. No change in street configuration – rapid transit station at Longford Drive.
4. No change in street configuration – rapid transit station at Parkside Drive.

Please do not hesitate to contact me at 905-830-4444, Ext. 5056 or steve.mota@york.ca should you have any further questions.

Sincerely,

S. Mota

Steve Mota, P.Eng.
Program Manager, Transportation Engineering

SCM

cc: Candace Bastedo, York Consortium
Dale Albers, York Region Rapid Transit Corporation
Jennifer Hughson, Property Services

Mailing Address
14253 Yonge Street
Aurora, Ontario
L4G 3G8

Aurora Cemetery Corporation

Phone: (905) 727-9321
Fax: (905) 727-9321

June 30, 2008

Regional Municipality of York
Planning and Development Services Dept.
Infrastructure Planning
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

ATTENTION: Mr. Steve Mota, P.Eng
Program Manager
Transportation Engineering

Dear Sir:

Thank you for forwarding the outlined proposal of the proposed rapid transit project near the Cemetery.

We would also like to meet with you and our committee of directors can meet any morning, from July 16, 2008 going forward at your convenience.

Because our directors also work their preferred time is 7:15-7:30 am, but up to 9:00 am can be accommodated. We recommend meeting at the Cemetery office where there is a large enough table for your full sized map and drawings and reference to the site can be carried out forthwith if so required.

If you would reply to the undersigned at my office by FAX (905) 727-9664, or to me at the Cemetery office by fax (905) 727-9321 it would be appreciated. We require at least four (4) days notice for directors to arrange work schedules.

Thank you for your attention to this matter.

Yours truly,

AURORA CEMETERY CORPORATION

David H. Peirce
Secretary
DHP/sb

Serving The Community Since 1869

PEIRCE ◊ McNEELY ASSOCIATES

Barristers and Solicitors

David H. Peirce Professional Corporation
Robert A. McNeely Professional Corporation
D. John Peirce Professional Corporation

Professional Corporations Practising in Association, and not as a Partnership

15483 Yonge Street,
Suite 9
Aurora, Ontario
L4G 1P3
Tel: (905) 727-8900
Fax: (905) 727-9664

REF NO.

September 8, 2008

"WITHOUT PREJUDICE"

The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

ATTENTION: Mr. Steve Mota, P.Eng
Project Manager
Planning & Development Services Department

Dear Sir:

RE: Yonge Street Corridor for Via Next

Thank you for your written report and plans for the above-cited property and for your meeting with Aurora Cemetery Corporation (hereafter ACC) for review July 17, 2008.

The Board of ACC has considered in some detail the proposal you presented July 17, 2008. It was amended from the initial proposal of June 19, 2008 which you forwarded to ACC previously.

To review the matters discussed, they are numbered and addressed below:

1. This letter is addressed "without prejudice" due to the ongoing litigation between ACC and York Region.

   We have received direction from ACC to take forward an injunctive action to cease any further works on the Yonge Street Corridor proposal prior to resolving the outstanding litigation referred to above.

   Within that caveat we address the other matters discussed.

2. The Cemetery is an Ontario Heritage Site in its entirety (including buildings) but

your proposal is to have the road widening not affect the Cemetery and we are in agreement on that matter.

3. The possible movement of graves is irrelevant provided the proposal to encroach on the western property on the east side of Yonge Street is eliminated as noted in 2 above.

4. Similarly our concerns as to the vibrations of traffic shaking the ACC residence on the property (against the eastern boundary of Yonge Street) is alleviated with the amended proposal wherein a bicycle pathway and sidewalk will be constructed between the ACC westerly boundary and Yonge Street.

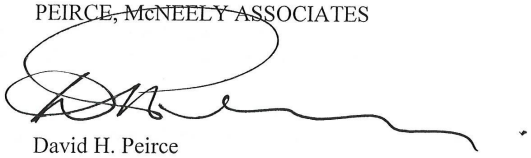
5. We have one major request and that is that a "break" be made in the transit way in front of the existing entrace to the ACC property. With the existing growth in Aurora, ACC is experiencing corteges attending the Cemetery at the same time, or with overlapping times on numerous occasions.

   For that reasons, the existing entrance requires a left turn facility for southbound Yonge Street traffic to enter the Cemetery. Whether or not such turn is signalized can be discussed but we require two entrances to the Cemetery.

6. Please include us as an agency to make comment on the Environmental Study Report.

Yours truly,

PEIRCE, McNEELY ASSOCIATES



David H. Peirce

DHP/sb
c.c. ACC Board

York Region

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Planning and Development Services Department
Infrastructure Planning
Fax No. 905-895-0161

October 10, 2008

Mr. David Peirce
Peirce McNeely Associates
15483 Yonge Street, Suite 9
Aurora, ON L4G 1P3

Dear Mr. Peirce:

Re: Yonge Street Corridor Public Transit Improvements EA
Alignment Adjacent the Aurora Cemetery

Thank you for your correspondence of September 8, 2008 and for meeting with me on July 17, 2008 to discuss the Yonge Street Corridor Public Transit Improvements Environmental Assessment (EA). We offer the following responses to address the comments in your September 8, 2008 letter:

Comment 1
Your first comments references ongoing litigation between the Aurora Cemetery Corporation and York Region and your desire to have this issue resolved before any work proceeds on the Yonge Street transit project.

Please note that this issue is outside the scope of the EA. That said, the segment of the transit project along the frontage of the Aurora Cemetery is anticipated to proceed post 2013, leaving ample opportunity to resolve the outstanding litigation. Further, we will be consulting with directly affected stakeholders during the detailed design of the project, post EA approval, and commencing generally two years before construction is scheduled to begin along this segment of Yonge Street. The Aurora Cemetery Corporation will certainly be included in the consultation during the design phase.

Comments 2, 3 and 4
These comments in your correspondence relate to concerns expressed by the Aurora Cemetery Corporation with potential impact from the initial set of plans prepared for this segment of the transit project. Your correspondence also indicates that these concerns have been alleviated with the revised plans that were provided to you at our July 17, 2008 meeting. We appreciate your acknowledgement that the latest proposal, which includes a westerly shift of the horizontal alignment away from the cemetery, mitigates your previous concerns.

Comment 5

Your comment indicates the desire to have a left turn access at the existing Yonge Street cemetery entrance near the north limit of the site. Please note that all crossing of the proposed transitway are required to be fully signalized to prevent left turn conflict between general traffic and the transit vehicles operating in the median rapidway. Given the close proximity between the existing cemetery entrance and Gilbert Drive (approximately 140m) signals at both locations are not feasible. As you know, the latest plan includes a proposed entrance to the cemetery near the south limit of the site directly opposite Ridge Road, which is proposed as a signalized intersection. Left turn access at the existing cemetery entrance near the north limit of the cemetery site will still be possible by making U-turns at the adjacent signalized intersections. I have attached a graphic which depicts the proposed U-turn access for any entrance that will be between signalized intersections along the transitway.

Comment 6

The final environmental study report (ESR) is scheduled to be filed for a 30-day public review in the fall of 2008. You will certainly be included on our mailing list for the notice of filing of the ESR.

If you have any questions, please do not hesitate to contact me at steve.mota@york.ca or 905-830-4444, Ext. 5056.

Sincerely,

Steve Mota

Steve Mota, P.Eng.
Program Manager, Transportation Engineering

SCM/gr

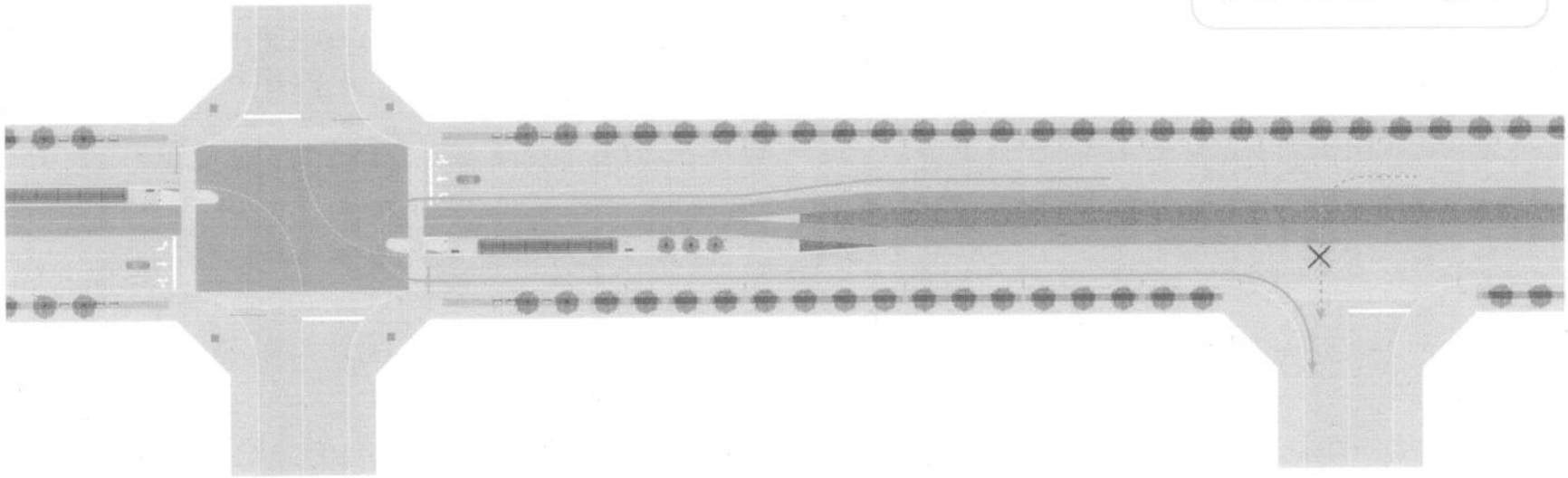
Attachment - 1

Copy to: Dale Albers, York Region Rapid Transit Corporation
David Clark, York Region Rapid Transit Corporation
Jennifer Hughson, Realty Services
Candace Bastedo, Delcan Corporation

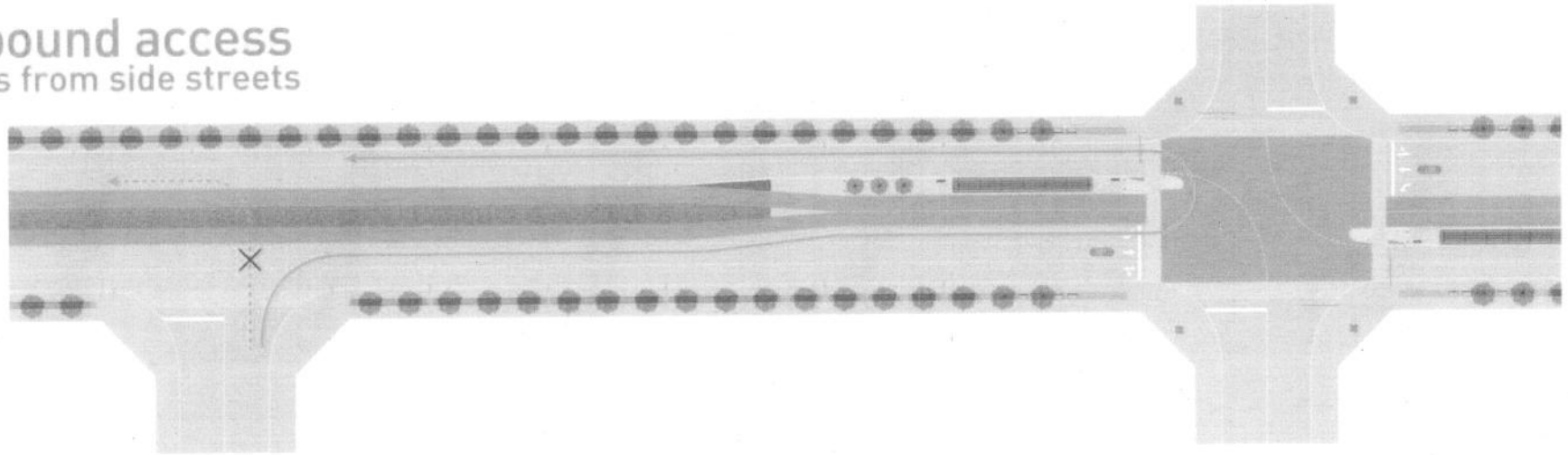
T01\SM-YRTP projects\North Yonge Transit EA\Correspondence\2008\letter to Aurora Cemetery Oct 6 2008

mid-block access: left and u-turns

inbound access
access to side streets



outbound access
access from side streets



York Region

Canada's Top 100 Employers 2008

Planning and Development Services Department
Infrastructure Planning Branch
Fax Number 905-895-0191

MEMORANDUM

TO: Wayne Hunt, General Manager, Community Programs and Infrastructure Dept.

FROM: Loy Cheah, Manager, Transportation Planning

DATE: May 2, 2008

RE: **Green Lane Multi-Use Trail Facility – Town of East Gwillimbury**
Pedestrian and Cycling Master Plan Implementation
File: D06 – East Gwillimbury

The purpose of this memorandum is to summarise our understanding of the discussions during the meeting of April 14, 2008 in the Town of East Gwillimbury office between Wayne Hunt, Gary Shropshire, Loy Cheah, and Richard Hui. Staff from York Region and Town of East Gwillimbury met to go over the cycling facility requirements on Green Lane and the following points were noted:

- These were preliminary discussions with Town of East Gwillimbury's Community Programs and Infrastructure staff and that further details will be required through the planning process and the Town's Department of Development & Legal Services as the Green Lane corridor concept is developed. Ultimately, the Town's Council approval will be required for any concept.

- There is a need to provide a continuous pedestrian and cycling facility on Green Lane connecting the green space east of Bathurst Street (Peggy's Woods area) to the East Gwillimbury GO station and further east to possibly Woodbine Avenue;

- The Region's Pedestrian and Cycling Master Plan currently shows the cycling facility on Green Lane to consist of on-street bike lanes and paved shoulders.

- The Town of East Gwillimbury has requested that an off-street multi-use pathway/trail be implemented. A multi-use trail will be shown in the Town's planning documents including the Official Plan, Transportation Master Plan, and Leisure Plan.

May 1, 2008
Green Lane Multi-Use Trail Facility – Town of East Gwillimbury

- It is understood that all costs associated with building and maintaining the multi-use trail is the responsibility of the Town of East Gwillimbury.

- In keeping with the Town's vision for the urbanisation of Green Lane, it was agreed that a multi-use trail would be desirable. Such a multi-use trail would be continuous and be implemented **on both the north and south sides of Green Lane** and phased appropriately as development along Green Lane proceeds.

- A continuous well designed multi-use trail system on both sides of Green Lane is important to minimize any potential safety conflicts between pedestrians, cyclists, automobiles.

- On Green Lane between Bathurst Street and Yonge Street, it is understood that development is proceeding and urbanisation of the roadway will proceed in the near future. It was agreed that this section of Green Lane will not require on-street bike lanes if a multi-use trail is provided.

- It was understood that the Town will request developers to provide the multi-use trail facility along Green Lane as a condition of development approval in consultation with York Region.

- For the section of Green Lane east of Yonge Street, a multi-use trail will also be implemented on both sides of the road. In addition, sufficient pavement width should be incorporated into the design of the curb travel lane (approximately 5m) when this section of Green Lane is urbanised. This would allow for greater flexibility in the future planning of Green Lane for potential HOV/transit lane usage, and urban design elements.

RH/

Copy to: Paul May, Director, Infrastructure Planning, York Region
Heather Konefat, Director, Community Planning, York Region
Faris Georgis, Manager, Development Approval, York Region
Richard Hui, Program Manager, Transportation Planning, York Region
Tom Webster, CAO, Town of East Gwillimbury
Don Sinclair, General Manager, Development & Legal Services, Town of East Gwillimbury
Dan Stone, Manger of Policy Planning, Development & Legal Services, Town of East Gwillimbury
Carolyn Kellington, Manager of Community Planning & Development, Town of East Gwillimbury
Don Allan, Mgr. of Development Engineering, Community Programs & Infrastructure, Town of East Gwillimbury
Gary Shropshire, Manager, Community Parks and Program Branch, Town of East Gwillimbury

Appendix M

Project Notices

North Yonge Street Corridor Public Transit Improvements Environmental Assessment (EA)

Notice of Study Commencement and Public Consultation Opportunity

As one of the fastest growing municipalities in Canada, York Region is facing a number of transportation challenges. A top priority of the Region is to ensure swift and effective action to improve the movement of people and goods. In response to these transportation challenges, the Region has initiated the York Rapid Transit Plan (YRTP) to facilitate the process of implementing a rapid transit network in four corridors in York Region.

The Region is now commencing the North Yonge Street EA to examine public transit improvements in the Yonge Street corridor extending from south of 19th Avenue in Richmond Hill to the Green Lane area in East Gwillimbury, between Dufferin Street and east of the 404.

Recent growth in central York Region combined with planned future growth in the four Regional Centres and the Corridors linking them, has made this corridor a priority. Past studies have identified the benefit of developing rapid transit in this corridor. The first step in the North Yonge Street Corridor EA is to prepare Terms of Reference to define the scope of the Individual Environmental Assessment Study.

You are encouraged to participate in a new era of transit improvement.

The scope and success of this study depends very much on public input and participation. We invite you to attend the upcoming Public Consultation Centres to express your views on the needs, problems, issues and potential solutions regarding the North Yonge Street Corridor. The first Public Consultation Centres will be held at **Upper Canada Mall on June 12, 2004, from 9:30 am – 6:00 pm and Oak Ridges Moraine Library on June 15, 2004 from 6:00 pm – 8:00 pm.** The location details are as follows:

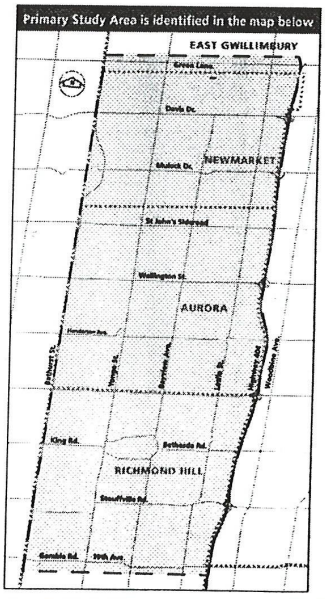
Upper Canada Mall
17600 Yonge Street,
Newmarket, ON

Oak Ridges Moraine Library,
13085 Yonge Street, Unit #12
Richmond Hill, ON

To obtain further information on this study, visit our website at www.yorkinmotion.com or the York Region home page: www.region.york.on.ca/yrtp. If you wish to have your name placed on our mailing list, or to direct questions and comments please contact:

Barry Darch, P. Eng.
Study Manager
Phone: (416) 441-4111
Fax: (416) 441-4131
Email: b.darch@delcan.com
Address: Delcan Corporation
133 Wynford Drive
Toronto, ON M3C 1K1

Steve Mota
Program Coordinator - Environmental Assessment
Phone: 1-877-464-9675 ext. 5056
Fax: (905) 895-0191
Email: steve.mota@region.york.on.ca
Address: Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



York Region YRTP

Notice of Submission
Environmental Assessment Terms of Reference
North Yonge Street Corridor Public Transit Improvements

As part of the North Yonge Street Corridor Public Transit Improvements Environmental Assessment (EA) process, Terms of Reference (ToR) were recently submitted to the Ontario Ministry of the Environment (MOE) for formal review as required under the provincial *Environmental Assessment Act*. If approved, the ToR will serve as a benchmark for the preparation and review of the EA document for this undertaking.

York Region's Official Plan 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 has reaffirmed the need to achieve a balanced transportation system by proposing implementation of improved public transit such as a rapid transit network. The North Yonge Street Corridor EA study area for development of alternatives is bounded by 19th Avenue to the south, Green Lane to the north, Bathurst Street to the west and Highway 404 to the east.

As required under the EA Act, the ToR is being made available for public review and comment. You may inspect the ToR during normal business hours at the following locations:

	Location	Address	Phone Number
1.	Ministry of the Environment, Environmental Assessment & Approvals Branch	2 St. Clair Avenue West, Floor 12A Toronto, ON M4V 1L5	(416) 314-8001
2.	Ministry of the Environment, Central Region Office	5775 Yonge Street, 8th Floor North York, ON M2M 4J1	(416) 326-6700
3.	Regional Municipality of York, Office of the Regional Clerk	17250 Yonge Street, 4th Floor Newmarket, ON L3Y 6Z1	(905) 830-4444, ext. 1320
4.	Town of Richmond Hill, Office of the Town Clerk	225 East Beaver Creek Road Richmond Hill, ON L4B 3P4	(905) 771-8800
5.	Town of Aurora, Office of the Town Clerk	1 Municipal Drive Aurora, ON L4G 6J1	(905) 727-1375 ext. 4220
6.	Town of Newmarket, Office of the Town Clerk	395 Mulock Drive Newmarket, ON L3Y 4X7	(905) 895-5193
7.	Town of East Gwillimbury, Office of the Municipal Clerk	19000 Leslie Street Sharon, ON L0G 1V0	(905) 478-4282 ext. 238
8.	Oak Ridges Moraine Library	13085 Yonge Street, Unit 12 Richmond Hill, ON L4E 3S8	(905) 773-5533

Anyone who cannot view the document at the above locations can contact the proponent to receive an email copy. Please e-mail Steve.Mota@york.ca or call 1-877-464-9675 ext. 5056.

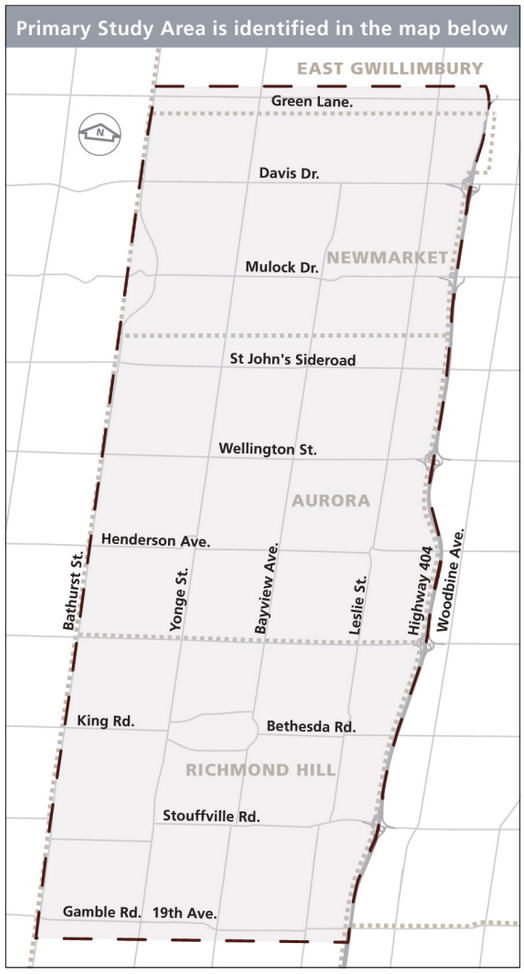
Anyone wishing to make comments regarding the ToR must submit their comments in writing to the MOE by May 20, 2005. All comments must be submitted to:

David Bell, Project Officer
Ministry of the Environment
Environmental Assessment & Approvals Branch
2 St. Clair Avenue West, Floor 12A
Toronto, ON M4V 1L5
Phone: (416) 314-3352 Fax: (416) 314-8452

A copy of all comments will be forwarded to the proponent.

Under the *Freedom of Information and Protection of Privacy Act* and the *Environmental Assessment Act*, unless otherwise stated in the submission, any personal information such as name, address, telephone number and property location included in a submission will become part of the public record files for this matter and can be released, if requested, to any person.

This notice is dated April 14, 2005.



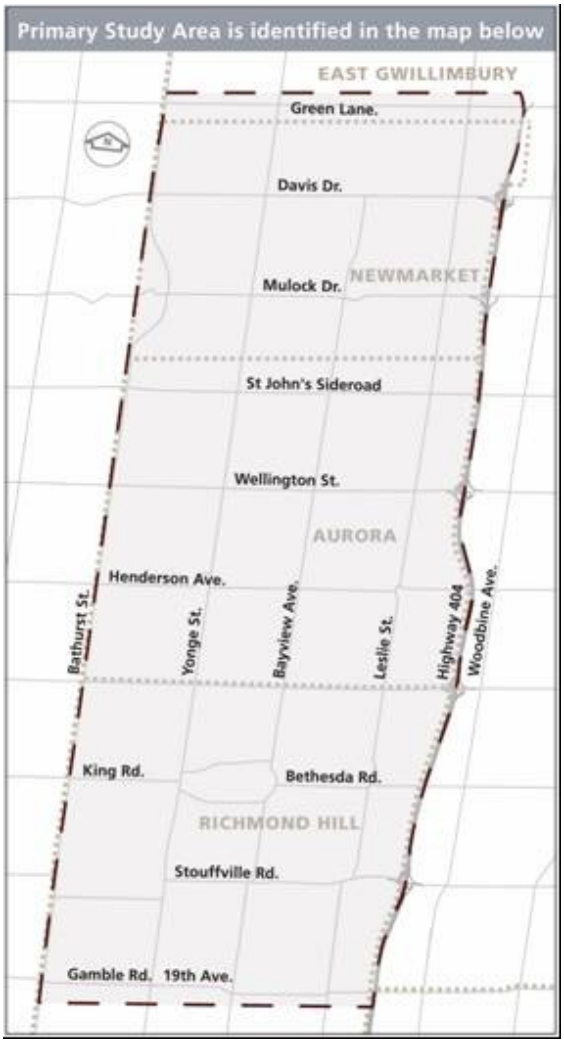
York Region

Notice of Public Consultation Centre
Individual Environmental Assessment for
North Yonge Street Corridor Public Transit and Associated Road Improvements

As one of the fastest growing municipalities in Canada, the Regional Municipality of York must ensure that its ever-increasing population and robust economy can enjoy the timely and efficient movement of people and goods throughout the Region. To meet this demand, the Region's 2002 Transportation Master Plan called for the development of a transportation system consisting of both a rapid transit network (Viva Rapid Transit) and an enhanced road network. The rapid transit network includes Viva's two major rapid transit corridors -- the Highway 7 and Yonge Street corridors; and two connecting links to Toronto -- the Vaughan and Markham north-south links.

At this stage of development, an Environmental Assessment (EA) is required to help define transit infrastructure and associated road improvements in the north Yonge Street corridor. Road capacity improvements along Yonge Street from Mulock Drive to Green Lane, which were identified in the Transportation Master Plan, will also be investigated in detail as part of this study. This EA study encompasses the area bounded by 19th Avenue/Gamble Road to the south, Green Lane to the north, Bathurst Street to the west, and Highway 404 to the east, within the Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury.

The first steps in the process for an Individual EA is the preparation of Terms of Reference for the study, which were completed and approved by the Ministry of the Environment in August 2005. The first Public Consultation Centre held in June 2004 introduced the study and described the process for preparing the EA Terms of Reference.



At this second Public Consultation Centre, the following will be presented:

1. Existing environment within the study area
2. Need for the Undertaking
3. Evaluation of Alternatives to the Undertaking
4. Screening of Alternative Rapid Transit Route Options, and
5. Rapid Transit Technologies to be considered

The success of the Region's study depends very much on public input and participation. You are invited and encouraged to attend the upcoming Public Consultation Centre at one of the following locations:

Oak Ridges Recreation Centre
Norm Taylor Room
70 Old Colony Road
Oak Ridges, ON
Wednesday, September 13, 2006
4:00 PM to 8:30 PM

Upper Canada Mall
Centre Court
17600 Yonge Street
Newmarket, ON
Thursday, September 14, 2006
9:30 AM to 8:30 PM

To obtain further information on this study, please visit York Region's rapid transit Web site at vivayork.com or our homepage at www.york.ca. If you wish to have your name added to the project mailing list, or have any questions or comments, please contact one of the individuals below:

Mr. Steve Mota, P.Eng.
Program Manager - EA
Regional Municipality of York
Planning and Development Services
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Phone: 1-877-464-9675 ext. 5056
Fax: 905-895-0191
Email: steve.mota@york.ca

Mr. Lynton Erskine, P.Eng.
EA Studies Manager
York Consortium
1 West Pearce Street, 6th Floor
Richmond Hill, ON L4B 3K3
Phone: 905-943-0558
Fax: 905-943-0400
Email: l.erskine@delcan.com

This notice first published on September 3, 2006.

Notice of Public Consultation Centre
Individual Environmental Assessment for
North Yonge Street Corridor Public Transit and Associated Road Improvements

As one of the fastest growing municipalities in Canada, the Regional Municipality of York must ensure that its ever-increasing population and robust economy can enjoy the timely and efficient movement of people and goods throughout the Region. The Region's 2002 Transportation Master Plan called for the development of a transportation system consisting of both a rapid transit network (Viva) and an enhanced road network.

This North Yonge Street Corridor Individual Environmental Assessment (EA) is required to define transit infrastructure and associated road improvements in the North Yonge Street corridor. The figure below shows the EA study area boundary and the recommended rapid transit service route. The rapid transit service will run mostly within dedicated transtiway lanes with some segments of the service running in general traffic lanes and in proposed HOV lanes.

At the second Public Consultation Centre held in September 2006, the need for rapid transit and potential route options were presented. At this third Public Consultation Centre, the following will be presented:

1. Evaluation of rapid transit route alternatives.
2. Evaluation of road capacity improvement alternatives along Yonge Street between Mulock Drive and Green Lane.
3. Preferred alignment options, including station locations.
4. Introduction of the Davis Drive alternatives.
5. Items to be considered in the next stage, the Detailed Development of the Undertaking Phase.

Through the summer input from this Public Consultation Centre will be used to prepare the design of the recommended transit and road improvement infrastructure. A final public consultation opportunity to view and comment on the design will be provided in September 2007.

You are invited and encouraged to attend the upcoming Public Consultation Centre at one of the following locations:

1) Wednesday, June 20, 2007 from 4:00 to 8:00 PM
Town of Aurora Municipal Offices Lobby
1 Municipal Drive, Aurora, ON

2) Thursday, June 21, 2007 from 6:00 to 9:00 PM
Oak Ridges Recreation Centre – Norm Taylor Room
70 Old Colony Road, Oak Ridges, ON

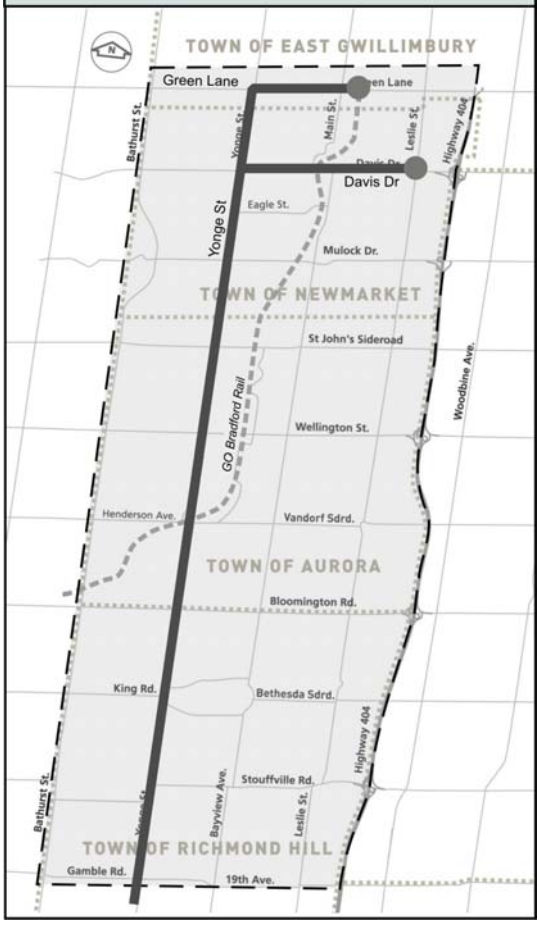
3) Saturday, June 23, 2007 from 9:30 AM to 6:00 PM
Upper Canada Mall
17600 Yonge Street, Newmarket, ON

To obtain further information on this study please visit York Region's rapid transit web site at www.vivayork.ca or our homepage at www.york.ca. If you wish to have your name added to the project mailing list, or have any questions or comments, please contact one of the individuals below:

Mr. Steve Mota, P.Eng.
Program Manager - EA
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Phone: 1-877-464-9675 ext. 5056
Fax: 905-895-0191
Email: steve.mota@york.ca

Mr. Lynton Erskine, P.Eng.
EA Studies Manager
York Consortium
1 West Pearce Street, 6th Floor
Richmond Hill, ON L4B 3K3
Phone: 905-943-0558
Fax: 905-943-0400
Email: l.erskine@delcan.com

Primary Study Area & Recommended Route



York Region

This notice first published on June 10, 2007.

North Yonge Street Corridor Public Transit and Associated Road Improvements

Notice of Study Integration with Davis Drive Improvements and Transition from an Individual Environmental Assessment Study to a Class Environmental Assessment Study

The Regional Municipality of York (York Region) began an Individual Environmental Assessment (EA) for the North Yonge Street Corridor Public Transit and Associated Road Improvements in 2004. The purpose of this EA was to define transit needs and associated road improvements along the northern portion of Yonge Street from Green Lane to 19th Avenue. As part of the EA study to date, rapid transit service has been recommended for Yonge Street ending with two branches; one on Green Lane to the East Gwillimbury GO Station and the other on Davis Drive. The map shows the EA study area boundary and the recommended rapid transit service routes.

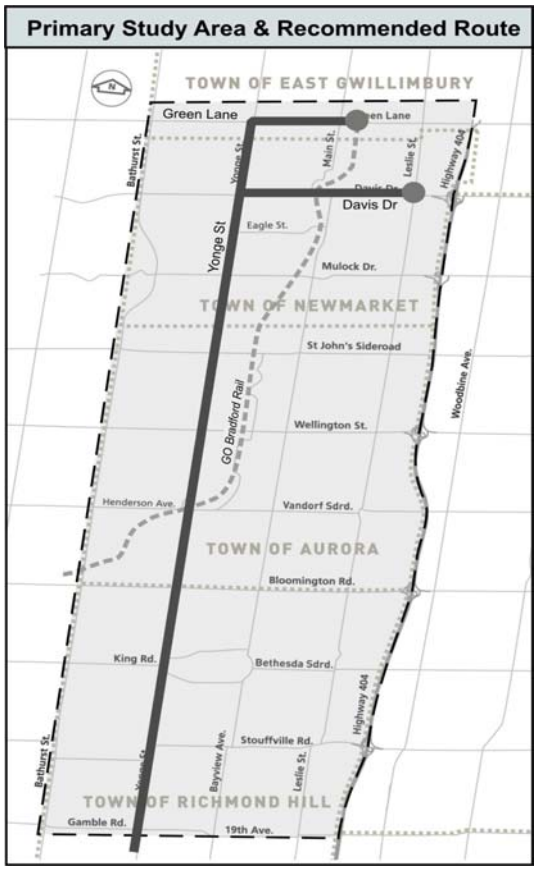
Transition to Class EA Study

In September 2007, The Ministry of the Environment approved a new Class EA process for municipal transit and rapid transit projects together with transition provisions to allow projects already underway to be completed using the newly approved Class EA process. With this option available, York Region has decided to complete the North Yonge Street Corridor EA study under this new Class EA format (Schedule C project).

Integration of Two EA Studies

In May 2006, the Region began a Class EA to identify operational and safety improvements for Davis Drive from Yonge Street to Highway 404. Since the North Yonge Street Corridor Public Transit and Associated Road Improvements EA includes Davis Drive in its study area, the Region will be integrating the 2006 Davis Drive Operational and Safety Improvements Class EA into the overall study.

The extent and detailed assessment of new physical infrastructure required for both rapid transit service and road improvements is still being finalized and will be presented at our next Public Consultation Centre (PCC) scheduled for Spring 2008. A notice will be put in local newspapers advertising the date, time and location of this PCC when it has been established.



For additional project information, please visit www.vivayork.ca or contact one of the project managers listed below:

Steve Mota, P.Eng.
Program Manager - EA
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Phone: 1 877 464-9675 ext. 5056
Fax: 905 895-0191
Email: steve.mota@york.ca

Salim Alibhai, P.Eng., PMP
Senior Project Manager – Roads Branch
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Phone: 1 877 464-9675 ext. 5229
Fax: 905 836-4590
Email: salim.alibhai@york.ca

This notice first published on March 27, 2008.

Notice of Public Consultation
Municipal Class Environmental Assessment
North Yonge Street Corridor Public Transit and Associated Road Improvements

As one of the fastest growing municipalities in Canada, The Regional Municipality of York must ensure that its ever-increasing population and robust economy can enjoy the timely and efficient movement of people and goods throughout the Region. York Region's 2002 Transportation Master Plan called for the development of a transportation system consisting of both a rapid transit network (Viva) and an enhanced road network.

In March 2008, York Region published a notice advising that the North Yonge Street Corridor Public Transit and Associated Road Improvements Individual Environmental Assessment would be completed under the new Municipal Class Environmental Assessment process (Class EA - Schedule C project) and that the Davis Drive Operational and Safety Improvements Class EA was being integrated into this larger study. The figure below shows the EA study area boundary and the recommended rapid transit service route. The rapid transit service will run mostly within dedicated rapidway lanes with some segments of the service running in general traffic lanes and in proposed High Occupancy Vehicle (HOV) lanes.

At the previous Public Consultation held in June 2007, the evaluation of both rapid transit route alternatives and associated road improvements were presented. At this final Public Consultation, the recommended design alternatives will be presented including effects of the project and mitigation.

Input from this Public Consultation will be used to refine the preferred design for transit and road improvement infrastructure during the preparation of the Environmental Study Report (ESR), scheduled to be completed this summer. Once the ESR is complete, it will be placed on the public record for a 30 day review period.

You are invited and encouraged to attend this upcoming final Public Consultation at one of the following locations:

1) **Wednesday, June 11, 2008 from 4 to 8 p.m.**
   Regional Administrative Centre
   17250 Yonge Street, Newmarket, ON

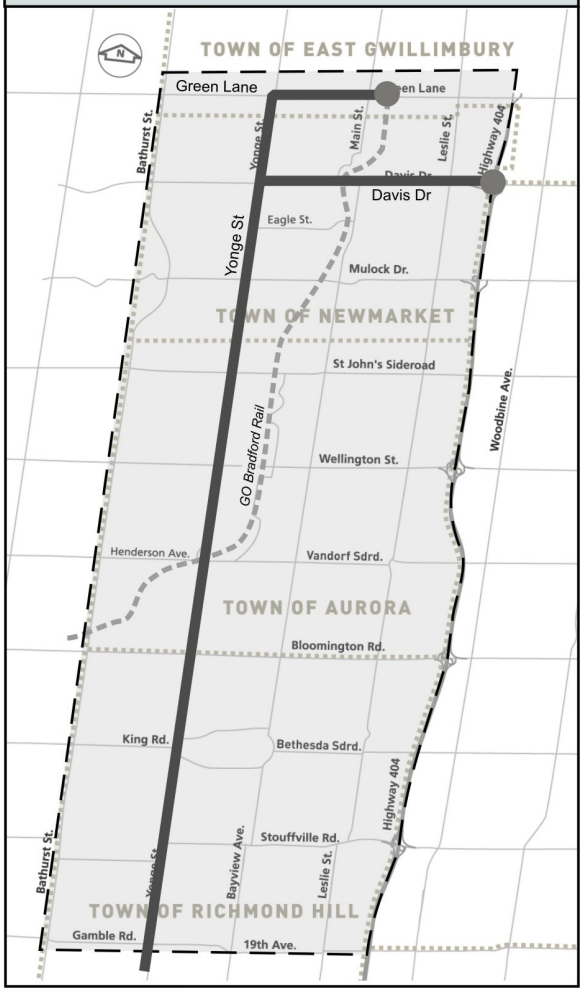
2) **Thursday, June 19, 2008 from 5 to 8 p.m.**
   Oak Ridges Recreation Centre – Norm Taylor Room
   70 Old Colony Road, Richmond Hill, ON

To obtain further information on this study please visit York Region's rapid transit web site at www.vivayork.ca or our homepage at www.york.ca. If you wish to have your name added to the project mailing list, or have any questions or comments, please contact one of the individuals below:

Mr. Steve Mota, P.Eng.
Program Manager - EA
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Phone: 1-877-464-9675 Ext. 5056
Fax: 905-895-0191
Email: steve.mota@york.ca

Mr. Lynton Erskine, P.Eng.
EA Studies Manager
York Consortium
1 West Pearce Street, 6th Floor
Richmond Hill, ON L4B 3K3
Phone: 905-943-0558
Fax: 905-943-0400
Email: l.erskine@delcan.com

Primary Study Area & Recommended Route



VIVAnext

This notice first published on June 1, 2008.

York Region

North Yonge Street Corridor Public Transit and Associated Road Improvements
Notice of Completion - Class Environmental Assessment (Schedule C)

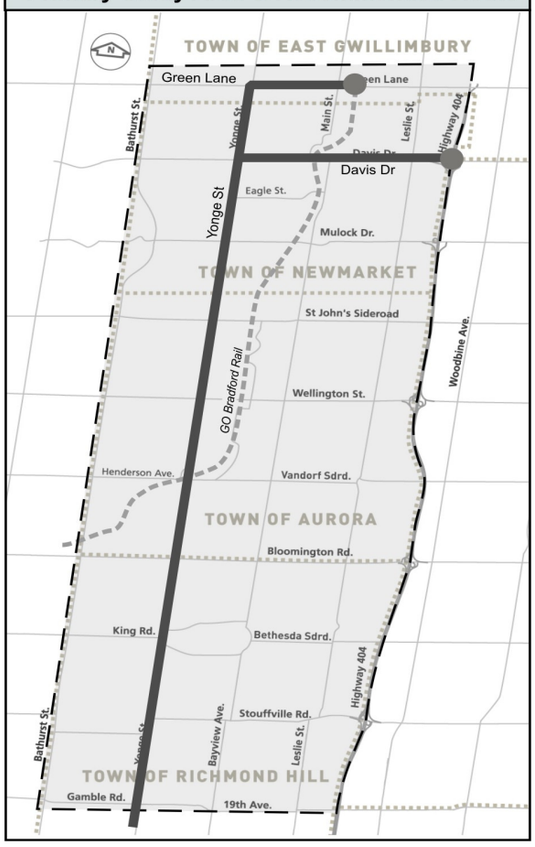
The Regional Municipality of York (York Region) has completed a Class Environmental Assessment (Class EA) for public transit and associated road improvements in the northern portion of the York Rapid Transit Network, shown schematically on the attached map. York Region has planned this project under Schedule C of the Municipal Class EA process (October 2000, as amended in 2007).

The recommended project includes:

- A median rapidway along Yonge Street, from 19th Avenue in Richmond Hill to Green Lane in East Gwillimbury, with the exception of a constrained segment within Aurora, from Henderson Drive to Orchard Heights, where transit service will run in mixed traffic as it is today.
- A median rapidway along two routes east of Yonge Street, one along Green Lane to the East Gwillimbury GO Terminal and the other along Davis Drive to the Southlake Regional Health Centre and then in mixed traffic east of the hospital to Hwy 404.
- An interim stage along Yonge Street, from Davis Drive to Green Lane, where HOV lanes are proposed as a pre-cursor to ultimate median rapidway.
- Associated road improvements including intersection turning lanes are included as part of the undertaking to address local traffic operational needs

The Environmental Study Report (ESR) documents the planning and decision making process followed for this project. By this notice, the ESR is being placed on the public record for a minimum 30-day review in accordance with requirements of the Municipal Class EA.

Primary Study Area & Recommended Route



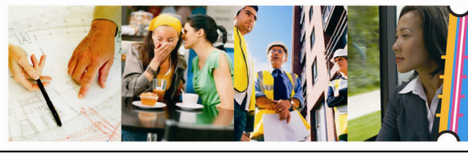
Subject to comments received as a result of this notice and the necessary approvals, York Region intends to proceed with design and construction of the project as documented in the ESR. The ESR will be available for public review from December 5, 2008 to January 9, 2009 on York Region's website at www.york.ca/Services/Transit/Environmental+Assessments.htm and at the following locations during regular business hours.

Location	Address	Phone Number
Ministry of the Environment, Central Region Office	5775 Yonge Street, 8th Floor North York, ON M2M 4J1	(416) 326-6700
Regional Municipality of York, Office of the Regional Clerk	17250 Yonge Street, 4th Floor Newmarket, ON L3Y 6Z1	(905) 830-4444, ext. 1320
Town of Richmond Hill, Office of the Town Clerk	225 East Beaver Creek Road Richmond Hill, ON L4B 3P4	(905) 771-8800
Town of Aurora, Office of the Town Clerk	1 Municipal Drive Aurora, ON L4G 6J1	(905) 727-1375 ext. 4220
Town of Newmarket, Office of the Town Clerk	395 Mulock Drive Newmarket, ON L3Y 4X7	(905) 895-5193
Town of East Gwillimbury, Office of the Municipal Clerk	19000 Leslie Street Sharon, ON L0G 1V0	(905) 478-4282 ext. 238

Should you have concerns with this project that cannot be addressed through consultation with the proponent (York Region), you may request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Assessment Act. This would require the project to undergo an individual EA. The Part II Order request must be received by the Minister of the Environment by the end of the public review period, at the address listed below. A copy of the request must also be sent to York Region. If no Part II Order request is received by January 9, 2009, York Region will proceed with design and construction of the project.

Send Part II Order request to:
The Honourable John Gerretsen
Minister of the Environment
135 St. Clair Avenue West, 12th Floor
Toronto, ON M4V 1P5

Contact the Proponents at:
Steve Mota, P.Eng.
Planning and Development Services Department
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Phone: 1-877-464-9675 ext. 5056
Fax: 905-895-0191
Email: steve.mota@york.ca



VIVAnext

York Region

This notice is issues December 4 2008.

Appendix M

TAC Meeting Minutes

Minutes

YRTP
YORK RAPID TRANSIT PLAN
Making the Right Connections!

Date of Meeting: Tues. May 25, 2004
Location of Meeting: YRTP Office, Suite 600, 1 West Pearce, R. Hill
Time of Meeting: 1.30pm

Type of Meeting:	North Yonge Street Corridor Public Transit Improvement EA Technical Advisory Committee Meeting (#2004-01)			
Meeting called by:	York Consortium			
Attendees:	Steve Mota Eric Gupta John Barnes Don Allan Mark Kryzanowski Marcel Lanteigne	- York Region - York Region - York Region, T+W - East Gwillimbury - Newmarket - Richmond Hill	Ken Armstrong Tom Hogenbirk Lynton Erskine Barry Darch Wendy Ng	- GO Transit - Lake Simcoe Region Conservation Authority - York Consortium - York Consortium - York Consortium
Apologies:	Susan Seibert	- Aurora	MTO representative to be designated	
Document Control #	O-04-001521-YRTP			

AGENDA TOPICS

1. Introduction	**L. Erskine**
The Technical Advisory Committee (TAC) members present introduced themselves and identified their organization. Ken Armstrong will replace Dan Francey as the official representative from GO Transit.	
The purpose of the meeting was to outline for the TAC the Study area for the North Yonge Street Corridor EA and the scope of the Terms of Reference (ToR), and to obtain from TAC any information regarding short and long term plans or policies, transportation or planning initiatives within the Study area.	
Action Items: •	Person Responsible:

2. YRTP EA Program Progress Update	**L. Erskine**
Overview of the York Rapid Transit Plan (YRTP): the Environmental Assessment (EA) studies started in July 2002 for the four corridor network comprising Yonge Street, Highway 7 and Vaughan North-South Link, and Markham North-South Link.	
The York Region Master Plan identified this network as the "middle layer" network among a growing family of public transit networks required to serve the Region. Although the physical elements of this network are confined to these corridors, the objective of the network includes connection and interface with networks in adjacent areas. All transit services in the corridors will be considered in the planning.	
Introduction to the EA process: the first step is the preparation of a ToR which sets out the scope, tasks and activities of the EA. Following MOE's approval of the ToR, an individual EA is conducted.	
North Yonge Street Corridor will be pursued in the same fashion.	
Action Items: •	Person Responsible:

3. South Yonge Street Corridor EA	**B. Darch/ L. Erskine**
The South Yonge Street Corridor EA extends from Steeles Avenue in the south to 19th Avenue, Richmond Hill, in the north. Bus Rapid Transit (BRT) concept design has been completed and the EA Report is nearing completion.	
Due to an Ontario EA process change, the South Yonge Street Corridor ToR has been rewritten incorporating review agencies' comments and re-submitted to MOE for approval. The approval is expected at the end of June and the EA Study, which was conducted under the previous ToR, will then be finalized. There will be one more Public Consultation session in September 2004 for the public to review how the revised ToR has been applied. The EA Report will be submitted in September after the Public Consultation.	
Action Items: •	Person Responsible:

4. Proposed North Yonge Corridor Study Area Overview	**B. Darch/ L. Erskine**
The tentative study area for the ToR is bounded by 19th Avenue in the south, Green Lane in the north, Bathurst Street in the west and Highway 404 in the east, encompassing central Richmond Hill, Aurora, Newmarket and East Gwillimbury.	
Major transit services within the Study Area: The GO Transit Richmond Hill service (Bala Subdivision) currently runs 4 trains south in AM peak and 5 trains north in PM peak. The relevant GO stations on this corridor are Langstaff at Highway 7, and Richmond Hill at Major MacKenzie Drive. The GO Transit Bradford service (Newmarket Subdivision) currently runs 3 trains south in AM peak and 3 trains north in PM peak. The GO stations on this corridor are Aurora at Wellington Street and Newmarket at Davis Drive, and a future station under construction at Green Lane.	
Action Items: •	Person Responsible:

5. Comments on Terms of Reference Table of Contents	**B. Darch/ L. Erskine**
York Consortium has the regional ridership model for the entire network. Demand Forecasts have been generated from the demographic data and the existing network including GO Transit services. The model will provide the basis for the needs and justification in the EA. York Consortium ensures that there will be great efforts to be placed into the co-ordinations with GO Transit in the EA Study.	
Although BRT was recommended as first technology in the South Yonge Street Corridor with provision for Light Rail Transit (LRT), the North Yonge Street Corridor will have to go through the same type of technology evaluation in order not to pre-judge the outcome of the process. However, evaluation will consider the York Region's Quick Start Program or the South Yonge Street Corridor EA for network continuity.	
Fare integration, in relationship with the demand forecast, will be considered for the North Yonge Street Corridor as was done for the South Yonge Street Corridor.	
Clarification of Compliance Monitoring: to monitor and follow up mitigations of the potential effects identified during the EA process.	
Action Items: •	Person Responsible:

6. Municipal Planning Initiatives Identified in the Meeting	
Region's planned Yonge Street widening (4 to 6 lanes) from Savage Road to Green Lane in Newmarket should be tied into or done at the same time as the YRTP EA for North Yonge. Utility relocation will start next year.	

Richmond Hill has new subdivision roads intersecting Yonge Street north of 19th Avenue, south of Jefferson Sideroad, and around the Oak Ridges area.	
Newmarket is reviewing their Official Plan (OP) and will be finalizing it soon. Newmarket will provide the contact of the consultant working on this OP update.	
Highway 404 Extension north of Green Lane has been planned by MTO and should be considered.	
Action Items: • To provide York Consortium with the contact of the consultant working on Newmarket's OP.	Person Responsible: M. Kryzanowski - Newmarket
7. Transportation Initiatives Identified in the Meeting	
GO Transit confirmed that a northern extension from Major MacKenzie Drive is beyond the 10-year planning horizon. They are considering the extension on the Bradford line to Barrie, and will provide the time frame of this extension.	
GO Transit has plans for rail grade separations at Snider and Hagerman.	
GO Transit is considering a Concord Station on the Bradford Line.	
GO Transit provides bus service to complement the Bradford rail corridor with at least 1 bus during AM and PM peak periods. Current service is from Barrie to Newmarket via Highway 400, using the Newmarket terminal. Service to East Gwillimbury may be discontinued.	
GO Transit's Highway 404/ Don Valley Parkway service (from Wynford Drive to Newmarket) will be discontinued.	
Currently GO Transit buses serve on Yonge Street from Newmarket Terminal to the Finch Subway Station.	
East Gwillimbury would like to have the future Green Lane GO Station incorporated in the EA planning.	
Action Items: • To provide York Consortium with the time frame for the extension of the GO Bradford Line to Barrie	Person Responsible: Ken Armstrong - GO Transit
8. EA Terms of Reference Public Consultation and Schedule	**L. Erskine**
The first ToR Public Consultation (PC) is scheduled for Sat. June 12, 2004 at Upper Canada Mall.	
M. Lanteigne (Richmond Hill) suggested holding another PC in the Oak Ridges because many businesses may potentially be affected. It was suggested to have it at a local library. York Consortium will confirm the availability of the location.	
The materials for this up-coming PC will be distributed to the TAC via email for comments.	
Aurora may request a PC in its area.	
Action Items: • To confirm an additional Public Consultation in Oak Ridges	Person Responsible: York Consortium
9. Other Matters	
The government agencies and local councils should also be listed in the ToR.	
MOE looks for details in the ToR and thus it should be carefully written.	
York Consortium is to obtain flood plain mapping from the appropriate conservation authorities.	

York Consortium should be aware that Oak Ridges has a major burial ground.	
Action Items: • To obtain flood plain mapping from the appropriate conservation authorities.	Person Responsible: York Consortium

The Project Team would like to thank all attendees for their presence and valuable input. Minutes of this meeting will be prepared and circulated to all attendees and absentees.

If there are any errors or omissions, please do not hesitate to contact the undersigned.

Minutes prepared by Wendy Ng.

_____

Barry Darch – Study Manager
North Yonge Street Corridor EA
York Consortium

CC: All attendees and absentees

MINUTES

TO: Notes to File **DATE:** August 23, 2006

FROM: K.Freund / C. Bastedo

SUBJECT: **North Yonge Street Corridor Environmental Assessment – Aug. 22, 2006 TAC Meeting**

ATTENDEES: *York Consortium(YC)* – Candace Bastedo (CB), Khaled El-Dalati, Lynton Erskine (LE), Karen Freund, Brian Hollingworth (BH)
York Region – Jamal Ahmed, Salim Alibhai (SA), Steve Mota (SM)
TAC – Ken Armstrong (KA) , David Atkins (DA), Steven Baldo, Paul Belton, George Flint, Mark Kryzanowski (MK), Marcel Lanteigne (ML), Reza Massir, June Murphy (JM)

DISTRIBUTION: Attendees, Don Allan, Eric Gupta, Wayne Hunt, Tom Hogenbirk, Malcolm Horne, Irene McNeil, Joanne Stevens, Steven Strong

Item Discussed	Action By

1. INTRODUCTIONS

The meeting commenced with general introductions.

2. EA PROJECT SCHEDULE UPDATE

LE provided an overview of the project schedule noting the following:

- The EA is scheduled for completion at the end of 2007 (i.e. Finalization and Submission of Draft EA and Appendices – 11/9/07)
- PCC # 2 is scheduled for mid-September, 2006 (9/13/06 and 9/14/06)
- Two more PCCs are scheduled for next year – March and June, 2007

3. PRESENTATION MATERIAL

LE presented the draft PCC #2 presentation materials. He noted that the materials are in draft form and that the York Consortium (YC) is soliciting comments and input from the TAC members, to be incorporated in the final presentation boards. The TAC was reminded that the Terms of Reference for the study were approved by the MOE in 2005.

Comments on the boards are summarized below:

1. Welcome Board: No comments
2. Environmental Assessment Process: Where we are: No comments

	Action By
3. Study Area:	
a. Steve Mota noted that this study area was a continuation of the study area in the South Yonge EA. He noted that the S. Yonge EA recently received approval from the MOE for a dedicated rapid transit system to the location of this study's southern border (i.e. Gamble Road).	
4. Existing Natural Environment:	
a. JM noted that an up to date regulation lines map is available from TRCA. JM will provide to CB, SM and SA.	JM
b. Change orientation so that north is at the top of the board.	
5. Existing Social and Cultural Environment and Land Use:	
a. Change orientation so that north is at the top of the board.	
b. Add graphic of provincial plan strategies (i.e. Places to Grow)	
c. The yellow circle depicting the Newmarket Regional Centre can be deleted since the purple hatching illustrates the urban centre.	
6. Transportation Master Plan Transportation network: No comments	
7. Alternatives to the Undertaking – Traffic Demand Screenline Analysis. This analysis illustrates the travel demand through the study area. The following comments/issues were raised:	
a. BH asked whether there were any developments on the GO Richmond Hill Line Extension Project identified in the TMP. KA will follow up with the GO Rail Group to determine status of Richmond Hill Rail Extension.	
b. KA stated that the data should be reviewed to ensure that VIVA service is included in the analysis. BH will review the data sources/dates to ensure that the most current/accurate data was used.	KA/BH
8. Need for the Undertaking – Traffic Analysis Findings: BH provided an overview of the local traffic analysis that was conducted between Mulock Drive and Green Lane in Newmarket. A package of Draft Selected Exhibits was distributed to the TAC.	
a. BH noted that the primary problem times are weekday PM and Saturday peak periods. He noted that Yonge Street is at or over capacity today. With anticipated growth, Yonge Street will exceed capacity in all areas very soon.	
b. MK noted a possible issue with the data in Exhibit 14. He suggested that the high volumes of traffic North of Upper Canada Mall could be the result of using dated data (i.e. anything earlier than 2005). SM stated that the analysis data and results are still being reviewed internally and are still in draft. He noted that the analysis needs to be defensible and if it is not, additional counts will be performed. LE requested that any municipalities having recent, relevant counts should provide them to the York Consortium for input into the analysis.	BH
c. The distinction between analysis using 4 or 6 lanes in Exhibits 11 and 13 needs to be clearly noted in the titles.	
d. This graphic will include a summary of the Level of Service (LOS) data included in the analysis package by way of a map with coloured dots at locations that have either a failing LOS (i.e. red=LOS F).	
e. SM noted that there is no confirmation currently on exactly what	

Action By

improvements are required on Yonge Street through Newmarket.

9. Alternatives to the Undertaking – Evaluation:
    a. Add Legend for symbols.
    b. Add Glossary of Acronyms.
    c. SM directed everyone's attention to the alternative screening logic and requested feedback from participants
    d. DA noted that the words "dedicated lanes" in the evaluation table (under York Region Rapid Transit Corridor Initiatives) should include "where there is space to do so" in order to consider the Yonge Street downtown core area in Aurora.
10. Alternatives to the Undertaking – Summary of Findings: CB
    a. Review population and employment estimates under the problem statement. These numbers seem to be incorrect.
    b. Colours of green background/blue text should be changed.
    c. Note that the TMP improvements included in the "Current Commitments" alternatives is based on approved road improvements in the 2002 Master Plan.
11. Alternative Rapid transit Systems – Technologies: No Comments
    a. LE noted that the initial screening will allow the team to screen out options that don't meet the needs of the projects (e.g. subway extension can be eliminated as there is insufficient demand to support this option)
12. Alternative Rapid Transit Systems – Route Options Screening - Richmond Hill▲
13. Alternative Rapid Transit Systems – Route Options Screening – Aurora▲
14. Alternative Rapid Transit Systems – Route Options Screening – Newmarket /East Gwillimbury▲
    a. An EA is currently underway for Improvements to Davis Dr. It was noted that these two projects should be coordinated (especially with regard to information presented to the general public). The Davis EA preliminary recommendation for the preferred design should be available in December 2006. Further coordination will take place at that time.
    b. MK noted that the new bridge on St. John's Sideroad cannot be widened further. LE stated that this may preclude transit dedicated lanes over the bridge (i.e. buses could run in regular traffic through this section) but should not result in the elimination of that alternative. MK also noted that Mulock could be used as an alternative tieback to Yonge Street

▲ – General comments pertaining to all Alternatives

    a. The range of options shown on the 3 route schematics cover those that were noted in the Terms of Reference.
    b. Review colour scheme. The Routes and Municipal Boundary colours look very similar in the handouts.
    c. LE reinforced that more detailed analysis will take place and that these alternatives are the result of a broad initial screen process.

15. Preliminary Screening of Transit Routing Alternatives

Action By

a. Add Legend for symbols

b. Add Glossary of Acronyms

16. Objectives of Rapid Transit Alternatives

    a. Colours of green background/blue text should be changed.

17. What Happens Next: No comments

LE noted that there will be an additional board at the PCC setting out the criteria for the next steps in the evaluation of the routing alternatives.

4. PUBLIC CONSULTATION CENTRE #2

CB noted that the two upcoming PCCs are scheduled for

- September 13th , 16:00-20:30: Norm Taylor Room at Bond Lake Arena, Oak Ridges;
- September 14th , 9:30 – 21:00– Upper Canada Mall (Centre Court), Newmarket

ML asked how the Open Houses will be publicized. LE stated that the PCC will be advertised in the local newspapers and on the York Region website. Notification will also be a sent to all contacts on the Terms of Reference contact list and to those who attended the first PCC. No fliers will be distributed at this time due to the large project area. Note, fliers will be distributed to a targeted audience once a preferred alignment is known (i.e. prior to PCC #3). CB will ensure that the notice is distributed to the TAC members. — CB

MK noted that the Newmarket Council may want to be briefed on the project before the PCC. MK to ascertain Newmarket council members' needs, regarding briefing/project materials etc. — MK

5. TAC COMMENTS ON PCC MATERIAL

CB will distribute the electronic version of the PCC material to the TAC on August 23.

Candace Bastedo (CB) of the York Consortium, requested that all comments be submitted to her by **Tuesday August 29th, 2006.** Comments can be emailed to c.bastedo@delcan.com

6. OTHER

No other business.

MINUTES

TO: Notes to File **DATE:** December 14, 2006

FROM: C. Bastedo

SUBJECT: **North Yonge Street Corridor Environmental Assessment – Dec. 14, 2006 TAC Meeting**

ATTENDEES: *York Consortium(YC)* – Candace Bastedo (CB), Khaled El-Dalati, Lynton Erskine (LE), Brian Hollingworth
York Region – Jamal Ahmed, Salim Alibhai (SA), Loy Cheah (LC), Eric Gupta, Steve Mota (SM)
TAC – Don Allan (DA), Ken Armstrong (KA), Paul Belton, Mark Kryzanowski (MK), Marcel Lanteigne (ML), Reza Massir, June Murphy, Phil Safos

DISTRIBUTION: Attendees, David Atkins, Tom Hogenbirk, Malcolm Horne, Brian Ogden, Steven Strong

Item Discussed	Action By
1. RECAP OF INITIAL SCREENING RESULTS	
The initial screening of route options that were presented at the last TAC meeting in August and subsequent Public Consultation Centre (PCC) in September were shown to recap the routes that were carried forward for further evaluation.	
2. ALTERNATIVES TO YONGE STREET ROAD CAPACITY IMPROVEMENT	
LE outlined the five alternative analyzed as part of the alternatives to the Yonge Street Road Capacity Improvement. The preferred alternative is to Improve the Yonge Street Capacity. CB to include in the "improve road capacity (the undertaking) strategy" that it also includes public transit.	CB
3. EVALUATION OF ROUTE ALTERNATIVES	
CB to remove reference to the station at 19th as a potential station to a permanent one since it was included in the approved South Yonge EA.	CB
Richmond Hill Segment: The Oak Ridges Library is relocating to Regatta Road (just south of Worthington Avenue) where there will also be a new high school built. The potential station locations that are currently shown on the drawing will need to be reviewed with this new land use information received from ML before further design takes place.	YC
Newmarket/East Gwillimbury Segment: LE noted that the extent of dedicated lanes on Davis Drive would be analyzed in the next phase of the design. CB to show the extension of Bayview Parkway in East Gwillimbury of route NE8 as a	CB

Action By

solid line, denoting an exclusive transitway. CB to check the alignment on Bayview Parkway to make sure that the route follows the actual road since in the drawing the base mapping does not line up with the cyan coloured line.

DA noted that a potential station location on Yonge Street, south of Green Lane could be part of a joint development with property owners. He also noted that East Gwillimbury is in the preliminary stages of a corridor study along Green Lane.

MK inquired to the Region as to the vision for Newmarket as a Regional Centre as outlined in the Provincial "Places to Grow" plan. The Region is currently reviewing various growth scenarios and PB noted that a Secondary Plan for the Newmarket Regional Centre will be completed prior to 2011. MK noted that the employment and population growth numbers need to be consistent and approved by both the Region and Town. SM noted that only the approved growth rates are used in the model. A sensitivity analysis could be done in the Newmarket area with the rates that are currently being used in the model.

SA reminded the group that this EA will be working closely with the Davis Drive EA to incorporate the joint solution of both EA's.

There was discussion regarding the three drawings showing the various routes and potential station locations, and whether or not mixed traffic and dedicated transit lanes should be differentiated. The consensus of the group was to keep the different lines showing the depiction of dedicated transitway versus mixed traffic so that Council etc… can have an idea of what to expect.

4. SUMMARY OF FINDINGS AND THE PREFERRED ROUTE

LE reviewed the results of the route evaluation and presented the preferred route in each of the three segments. The preferred route in Richmond Hill and Aurora is Yonge Street. In Newmarket, the preferred routes are NE8 (Bayview Parkway) and a combination of NE2 and NE7 (Davis Drive). After comments from both Newmarket and East Gwillimbury, it was concluded that route NE8 should be removed as a preferred route, therefore leaving the combination of NE2 and NE7 as the preferred.

The location of the terminus of route NE7 along Davis Drive will be evaluated during the next phase of the EA. The terminus of NE2 on Green Lane will be at the East Gwillimbury GO Station. DA noted that it would be beneficial to show an additional station on Green Lane approximately half way between Yonge Street and the GO Station.

5. ALTERNATIVE DESIGN METHODS

LE outlined that indeed both the preferred design methods for the rapid transit and road capacity will be combined and integrated into one design. All of the road improvements to Yonge Street north of Mulock Drive to Green Lane will be analyzed and documented in the EA.

Parallel Roadways:
LE explained the possibility of reviewing a parallel road system north of Davis Drive. MK noted that Newmarket Council has previously turned down the notion of a service road. The consensus was that there would not be any further investigation done to look into a parallel road system. A recommendation could be noted in the EA document such as when the lands redevelop on the west side of Yonge Street that the application would have to take into consideration the Provincial Places to Grow Act and could at that point stipulate the addition of a service-type road as part of the land use application.

Action By

6. TIMELINE FOR COMPLETION OF EA PROCESS

As noted in the presentation, the TAC members will receive the electronic versions of the route evaluation results and draft Chapters 1 to 4 for review and comment. YC asks that comments on the route evaluation and potential station locations be received by January 24, and by February 9 for the draft Chapters.

MINUTES

TO: Notes to File **DATE:** July 12, 2007

FROM: C. Bastedo

SUBJECT: **North Yonge Street Corridor Environmental Assessment – May 29, 2007 TAC Meeting**

ATTENDEES: *York Consortium(YC)* – Candace Bastedo (CB), Lynton Erskine (LE), Brian Hollingworth
York Region – Jamal Ahmed, Salim Alibhai (SA), Paul Belton, Loy Cheah (LC), Steve Mota (SM)
TAC – Don Allan (DA), Mark Kryzanowski (MK), Marcel Lanteigne (ML), June Murphy, Brian Ogden, Phil Safos, Michael Sone (MS)

DISTRIBUTION: Attendees, David Atkins, Khaled El-Dalati, Tom Hogenbirk, Malcolm Horne, Wayne Hunt, Dan Stone, Steven Strong

Item Discussed	Action By
1. PUBLIC CONSULTATION CENTRE (PCC) #3 The PCC will be held during the week of June 18 on three different dates. These will be finalized and CB will send the TAC members the notice of the PCC.	CB
2. PUBLIC CONSULTATION CENTRE PRESENTATION MATERIAL The draft presentation material for PCC#3 was presented and distributed. YC asked that comments be received by June 11 to incorporate into the final presentation material. ML requested changing the wording in reference to increased pedestrian safety for Boards 17 and 18.	
3. REGIONAL AND MUNICIPAL REPORTS/PRESENTATIONS A report went to rapid transit steering committee and was approved in May. YC has presented to Richmond Hill Gridlock Task Force on May 16 and East Gwillimbury Committee of the Whole on May 22. A presentation to Aurora General Committee will take place on June 5. There will also be a Davis Drive visioning workshop with YR and Newmarket, which the date is still to be determined.	
4. OTHER DA asked how exactly the vehicles would operate with the two branches along Davis Drive and Green Lane. LE explained that the route designation would be on each of the vehicles as opposed to the existing Viva service where all of the vehicles terminate at the same location. ML requires a hard copy of the Richmond Hill section for him to discuss with Regional Councillor Vito	

	Action By
prior to a meeting with the Regional Councillors. CB to provide.	CB
The local option of accessing the GO Bus terminal at Eagle St and Davis Dr will be examined in the next phase. MS confirmed that GO Transit does not have any expansion plans at this terminal and there is no real affect on it due to the planned rail extension to Barrie in early 2008.	
YR explained that any widening of Regional Roads to six lanes must be to accommodate an HOV/Bus lane. In the section of Yonge Street between Davis Drive and Green Lane, the additional lanes could be changed to accommodate the rapidway if future demand changes and therefore is warranted.	
YR has undertaken a cycling master plan, which will be reviewed once approved by Council, and incorporated where necessary into our cross-sections.	

MINUTES

TO: Notes to File **DATE:** April 22, 2008

FROM: W. Leung

SUBJECT: **North Yonge Street Corridor Environmental Assessment – April 22, 2008 TAC Meeting**

ATTENDEES:
York Consortium(YC) – Khaled El-Dalati, Lynton Erskine (LE), Winnie Leung
York Region – Loy Cheah (LC), Steve Mota
York RegionTransit – Irene McNeil (IM)
GO Transit – Mike Sone (MS)
NCE – Edward Chiu, Karl Van Kessel
Town of Aurora – Jamal Massadeh
Town of Newmarket – Mark Kryzanowski
Town of East Gwillimbury – Dan Stone (DS)

DISTRIBUTION: Attendees, Salim Alibhai, Paul Belton, David Clark, Paul May, Candace Bastedo, Brian Hollingworth, Marcel Lanteigne, Joanne Leung, Wayne Hunt, Tom Hogenbirk, Beverly Beoth, June Murphy, Winston Wong, Brian Ogden, Steven Strong

Item Discussed	Action By

1. INTRODUCTION AND WELCOME

The meeting commenced with general introductions.

2. RECAP OF SELECTED TRANSPORTATION SOLUTIONS; SCHEDULE UPDATE

Overview of the project schedule noting the following:

- Municipal PPPs for Aurora, East Gwillimbury, Richmond Hill and Newmarket are scheduled for early May 2008.
- PCC meetings to occur in late May. Input from TAC on presentation material will be requested via email.
- Aurora and Oakridge PCC meetings may be combined.

3. RECOMMENDED DESIGN ALTERNATIVE – RICHMOND HILL

LE presented the recommended design of dedicated rapidway from 19th Avenue to Bloomington Road with 40m ROW between stations and major intersections. Proposed stations are at 19th Avenue, Tower Hill Road (future station), Jefferson Sideroad, King Road, Regatta Avenue, and Bloomington Road, with a provision for possible future station within median at Silver Maple Road.

	Action By
The following was discussed:	
• YC will check property impacts and see if it is practical to keep the right-in, right-out entrances.	YC
• LC commented on the possibility of removing the landscape median at Townwood Drive, YC will review their option.	YC
• RapidCo has the information on the new VIVA station at Jefferson Sideroad.	
• LC mentioned the southbound double left turn lane design has been done for the Bloomington Road intersection; will confirm the need for this in the future using the traffic model.	YR, YC

4. RECOMMENDED DESIGN ALTERNATIVE – AURORA

The extent of dedicated rapidway in the Aurora segment is still to be determined. YC has developed both mixed traffic and dedicated rapidway options, which were both available at the meeting. A meeting will be held on April 23rd, 2008 with GO Transit to discuss the plans for the Aurora GO bridge. Proposed curb-side station locations are at Henderson Drive, Golf Links Drive, Wellington Street (note: with short 36m platform on east side due to existing properties), Orchard Heights Boulevard, and St. John's Sideroad.

The following was discussed:

• Once decision is made regarding the extent of dedicated rapidway, the proper transition treatment will be included.	YC

5. RECOMMENDED DESIGN ALTERNATIVE – NEWMARKET

LE presented the recommended design of dedicated rapidway from Savage Road North to Davis Drive with 40m ROW between stations and major intersections, and 42.6m ROW mixed traffic with HOV lanes to the boundary of East Gwillimbury. Stations are at Savage Road North, Mulock Drive, Eagle Street, Davis Drive, and London Road.

The following was discussed:

• Once decision is made for the extent of dedicated rapidway, the proper transition treatment will be included.	YC
• YC will clarify the reason of the inconsistency of lane removal in northbound and southbound traffic between Savage Road North and William Roe Boulevard.	YR, YC
• YC will provide YR with the future traffic volumes by the end of week.	YC
• Signalized intersection at Davis Drive provides opportunity for northbound bus transition from dedicated rapidway to mixed traffic HOV lane	
Three options of Upper Canada Mall Station	
o YC will set up meeting to discuss option with Upper Canada Mall.	YC
o YRT will provide the capacity, number of bus bays, access information, and parking information to YC for further evaluation.	YRT
o YC will revise the drawing showing options as per YR's comments.	YC
o Extend and design the landscape median on Davis Drive (west of Yonge Street) will be included once the preferred option is selected.	YC
• IM noted that the section on service planning in the EA needs to reflect points of interest (i.e. malls, hospital etc).	YC

Action By

- IM had asked that there be some additional information provided regarding the timing/staging/need for the extension of the Davis Drive section east to Leslie Street / Highway 404.
- MS will provide a sketch of GO Transit route services to YC. — MS

6. RECOMMENDED DESIGN ALTERNATIVE – EAST GWILLIMBURY

6 lanes mixed traffic with HOV lanes continues up to Green Lane and turns east on Green Lane to the East Gwillimbury GO Station. The Rapid Transit will operate in this in mixed traffic. Stations on Green Lane, a mid-block between Yonge Street and East Gwillimbury GO Station to be developed in accordance with Official Plan policies, and at the East Gwillimbury GO Station. Details of the station at the GO station will be developed in consultation with GO Transit.

The following was discussed:

- DS will provide YC with a draft cross section of median transit design on Green Lane that East Gwillimbury has developed. — DS
- The justification where the transit service end will be included in the EA Report. — YC
- The EA Report will include discussion regarding protection of a 40m ROW in the event that widening of the Green Lane is required.

7. OTHER BUSINESS

a) Bike lanes

DS raised the safety concern of putting bike lanes adjacent to traffic lanes. He suggested putting them on the boulevard beside the pedestrian sidewalks. YR has developed a cycling master plan, which YC will review with respect to bike lanes at intersections with right-turn lanes.

Appendix M

Council Meeting Minutes and Resolutions

Town of
RICHMOND HILL
www.richmondhill.ca

A MEETING OF THE GRIDLOCK TASK FORCE

WILL BE HELD ON

WEDNESDAY, MAY 16, 2007

AT 2:00 P.M.

IN COMMITTEE ROOM #1

225 EAST BEAVER CREEK ROAD

AGENDA

1. Adoption of Agenda

2. Minutes of Previous meeting

   i) Minutes of meeting held April 18, 2007 *(pages 1 – 2)*

3. Presentation by Region of York on recently approved 10-year Capital Program:
   - 2007 Roads Construction Program – new programming criteria and changes to projects in Richmond Hill in 2007
   - HOV Roll-out – when, where, strategy
   - Project Status Updates – high level updates for active projects in Richmond Hill

4. Presentation by Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation:
   - Rapid Transit Network Plans
   - Status of ongoing public consultation (public meetings have been scheduled in the community for May 3 and June 7 with regards to the Yonge Street design criteria)
   - Evolution of the designs
   - Update on funding announcement made in March 2007

5. Presentation by York Region Rapid Transit on section north of Gamble Road to Newmarket:
   - preferred routing for the rapid transit in the centre median
   - preferred station location
   - potential cross-sections

6. New Business

7. Date of Next Meeting – June 20, 2007 at 2:00 p.m.

8. Adjournment

Town of
RICHMOND HILL
www.richmondhill.ca

GRIDLOCK TASK FORCE - GR#02-08

MINUTES

A meeting of the Gridlock Task Force was held on Wednesday, May 7, 2008 at 2:00 p.m. in the Mayor and Councillors' Boardroom with the following members of the Task Force in attendance: Councillor Chan (Chair), and Councillor Cohen. I. Brutto, Commissioner of Engineering and Public Works; E. Zawadowsky, Director of Transportation, Environmental and Development Engineering; M. Lanteigne, Manager of Transportation, Traffic and Site Plans; J. Leung, Manager Planning Urban Design; P. Freeman, Manager of Policy; G. Galanis, Project Manager; G. Flint, Development Coordinator; B. Osler, Economic Development Coordinator; and A.P. Crawford, Deputy Clerk, were also in attendance.

Mary-Frances Turner, Vice President, York Region Rapid Transit Corporation; David Clark, Chief Architect, York Region Rapid Transit Corporation; Paul May, Director, Infrastructure Planning, Planning and Development Services Department, York Region; Dale Albers, Chief Communication Officer, York Region Rapid Transit Corporation; Steve Mota, Program Manager – EA, Planning and Development Services Department, York Region; Tom Middlebrook, McCormick Rankin Corporation; and Candace Bastedo, Project Manager, Delcan, were present at the invitation of the Task Force.

ADOPTION OF AGENDA

Moved by: Councillor Cohen

That the agenda be received as distributed by the Clerk.

Carried Unanimously

DISCLOSURES OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

There were no disclosures of pecuniary interest by members of the Gridlock Task Force under the *Municipal Conflict of Interest Act*.

MINUTES OF PREVIOUS MEETING(S)

1. Minutes – Gridlock Task Force meeting GR#1-08 of January 16, 2008

Moved by: Councillor Cohen

That the minutes of the Gridlock Task Force meeting GR#01-08 held on January 16, 2008 be adopted.

Carried Unanimously

2. Extract – Council meeting C#09-08 of February 25, 2008

Moved by: Councillor Cohen

That the extract from Council meeting C#09-08 of February 25, 2008 regarding the minutes of the Gridlock Task Force meeting GR#01-08 held on January 16, 2008 be received.

Carried Unanimously

SCHEDULED BUSINESS

3. Meeting Investigator Services Agreement

Moved by: Councillor Cohen

That the memorandum dated January 28, 2008 from Donna McLarty, Town Clerk, regarding the Meeting Investigator Services Agreement be received for information.

Carried Unanimously

4. Presentation by York Region Rapid Transit on the Status of Various Rapid Transit Initiatives

Mary-Frances Turner, Vice President, York Region Rapid Transit Corporation, provided an overview of the York Region Rapid Transit Corporation's objectives to see the introduction of the necessary infrastructure to match the Region's rapid transit initiatives through the design of the next elements and execution of the capital construction projects. She addressed the elements that would be incorporated into the roadway redesigns to accommodate and promote multi-modal transit use.

i) Yonge Corridor Environmental Assessment (Y3)

David Clark, Chief Architect, Infrastructure & Development, York Region Rapid Transit Corporation, provided more detailed information regarding the Yonge Corridor Environmental Assessment (Y3) for the portion of Yonge Street from Gamble Road/19th Avenue to Bloomington Road within the Town. Specifically, he discussed the typical road cross section for that area including the bus rapidway, and the recommended station locations and alignment through that section. He confirmed that there had been consultation with business stakeholders in the Oak Ridges corridor and acknowledged that their concerns had been considered. He noted that meetings had been held with Town staff and confirmed that this project would need to be coordinated with the Town's work on developing its Official Plan. He reviewed the next steps to be taken with respect to this Environmental Assessment including the public open houses to be held in June, 2008, and advised that he expected construction to take place within the 2013 – 2015 window.

General discussion took place regarding the impact on traffic and pedestrian flow during and after construction work for this project. It was also noted that driveways along the length of the rapid transit median sections would be restricted to right in/right out turning movements with signalized u-turn capabilities at the cross road intersections to replace the current cross-traffic left turn capabilities.

ii) Highway 7 (H3)

David Clark, Chief Architect, Infrastructure & Development, York Region Rapid Transit Corporation, provided a status update with respect to the Highway 7 (H3) segment from Yonge Street Highway 407. He confirmed that the Environmental Assessment had been completed in March, 2007 followed by the conceptual design and provided details with respect to the 6-lane cross section for the road way including the bus rapid way, and discussed the optimal alignments throughout this section. He addressed the impact of the existing infrastructure on the proposed alignments, including the sections of the roadway that could not be widened due to existing bridges at Bayview Avenue and under Highway 404. He noted that a public meeting with landowners would be held in June, 2008, followed by consultation with the affected landowners with respect to necessary property acquisitions in Summer, 2008, two additional public meetings in Fall, 2008 with construction scheduled to commence in Fall, 2009.

Discussion took place regarding the visual impact of the road design including the placement of the station shelters. A request was made to ensure that all of the pedestrian crossings included count-down signals to provide reassurance to pedestrians crossing, given the width of the roadway. Accommodation of the existing grade separation at Bayview Avenue was addressed. It was confirmed that the design of the bus rapidway was such that it could be converted to accommodate the installation of an LRT service in future.

iii) Park and Ride Strategy

David Clark, Chief Architect, Infrastructure & Development, York Region Rapid Transit Corporation, provided an update on the status of the park and ride strategy. He discussed the current parking demand and the Richmond Hill Terminal and the interim work toward addressing the current operational challenges at that location. He advised that there was also work ongoing to develop long-term strategies for parking throughout the rapid transit system.

iv) Yonge Subway

Tom Middlebrook, McCormick Rankin Corporation, provided information regarding the preliminary design work that had been completed to date for the extension of the Yonge Street Subway from Finch Avenue to Highway 7. He discussed the specific issues related to the number and proposed location of stations, the constraints with respect to the necessary crossing of the East Don River, and the requirements for the Richmond Hill Centre. He also provided information regarding the various construction techniques that would be employed, including the challenges related to the Richmond Hill Centre; the need for a staging area; and the intersection of the multiple modes of transit at that location. He cited the recent construction of the Sheppard subway as an example of the type of work that would be undertaken. He addressed the current alignment proposals for the subway, noting that all of the designs were such that northerly extension would not be precluded. He also addressed the issue of parking to support the subway extension.

Discussion took place regarding the location and space requirement for the staging area, the degree of impact the construction would have on the area, and the anticipated length of time for construction. A concern was raised that the extension of the subway northward to the Richmond Hill Centre might impact the ongoing work toward all-day two-way GO train service from Richmond Hill due to competing interests.

Tom Middlebrook then provided information regarding the anticipated Environmental Assessment process and the timing of various meetings and public consultation events, and noted that the Region had expedited the front-end of the design and technical process in order to take early advantage of any funding announcements/initial capitalization that might arise. As such, the current schedule anticipated approval of the Environmental Assessment in approximately April, 2009 which would result in an in-service subway in 2016. He commented that the current early work would have the result of advancing the project by approximately 9 months.

Paul May, Director, Infrastructure Planning, Planning and Development Services Department, York Region, confirmed that the Region was updating the Regional Transportation Master Plan with a targeted release date for the draft in late June/early July 2008. He noted that Metrolinx was also engaged in a priority setting exercise with respect to transit initiatives and that the Yonge Subway project would be given a higher priority rating due to the design work already undertaken.

Tom Middlebrook reviewed the anticipated timelines under the expedited Environmental Assessment process and the current project schedule. He identified the multiple meetings that were required and the anticipated timing for each, including the upcoming meetings for the Yonge Subway Advisory Task Force and the date for the first public meeting on June 17, 2008.

Moved by: Councillor Cohen

That the presentation by representatives of York Region Rapid Transit Corporation and its consultants with respect to various rapid transit initiatives underway in the Region be received with thanks.

Carried Unanimously

5. Graffiti on Traffic Controller Boxes – (SREPW.08.036)

Moved by: Councillor Cohen

Rec. 1 That the Gridlock Task Force recommend to Council:

a) That staff be authorized to advertise in the local newspaper seeking submissions from local artists to airbrush murals on the two traffic controllers on Yorkland Street;

b) That the General Contract account 611-102120 be the funding source to cover the cost of the local artist airbrush murals.

Carried Unanimously

6. Posted Speed Limit Reduction along Yonge Street from Levendale Road to Elgin Mills Road and from Highway 7 to Major Mackenzie Drive – (SREPW.08.039)

Moved by: Councillor Cohen

Rec. 2 That the Gridlock Task Force recommend to Council:

a) That the current posted speed limit along Yonge Street from Levendale Road and Elgin Mills Road be reduced from 60 km/h to 50 km/hr;

b) That Chapter 1126, Schedule 'A' (Speed Limits) of the Municipal Code be amended by adding the following:

STREET	FROM	TO
Yonge Street	Levendale Road	Elgin Mills Road

c) That the Region of York be requested to lower the current posted speed limit onYonge Street between Highway 7 and Major Mackenzie Drive from 60 km/hr to 50 km/hr.

Carried Unanimously

7. Region of York Proposed Anti-Whistling Policy for Trains at Road/Rail Crossings – (SREPW.08.051)

Moved by: Councillor Cohen

Rec. 3 That the Gridlock Task Force recommend to Council:

a) That all costs for implementing an anti-whistling by-law affecting Regional Road/Rail Crossings remain the responsibility of the Region of York and not be passed on to the local municipality;

b) That a copy of this resolution be forwarded to the Region of York and all of the Region's local municipalities.

Carried Unanimously

NEW BUSINESS

i) Posted Speed Limit Reduction along a portion of Bayview Avenue

Moved by: Councillor Cohen

Rec. 4 That the Gridlock Task Force recommend to Council that the Region of York be requested to raise the current posted speed limit on Bayview Avenue from a point 50 metres south of Windhurst Gate to 50 metres north of Taylor Mills Drive (for a total distance of 380 metres) from 40 km/hr to 60 km/hr as there is no longer a school located on that section of Bayview Avenue.

Carried Unanimously

DATE OF NEXT MEETING

The next meeting of the Gridlock Task Force will be held on June 18, 2008.

ADJOURNMENT

Moved by: Councillor Cohen

That the meeting be adjourned.

Carried Unanimously

The meeting was adjourned at 4:25 p.m.

TOWN OF AURORA
GENERAL COMMITTEE MEETING MINUTES
NO. 07-26

Council Chambers
Aurora Town Hall
Tuesday, June 5, 2007

ATTENDANCE

COMMITTEE MEMBERS Councillor Gaertner in the Chair; Mayor Morris (arrived at 10:45 p.m.) Councillors Buck (left at 10:50 p.m.), Collins-Mrakas, Granger, Marsh, MacEachern, McRoberts and Wilson

MEMBERS ABSENT None

OTHER ATTENDEES Director of Corporate Services/Town Clerk, Director of Building, Director of Leisure Services, Director of Planning, Acting Director of Public Works, Director of Financial Services/ Treasurer, Town Solicitor, and Council/Committee Secretary.

Councillor Gaertner called the meeting to order at 7:02 p.m.

I DECLARATIONS OF PECUNIARY INTEREST

Councillor McRoberts declared an interest in item 17 by virtue of his employer being the York Region District School Board and did not take part in or vote on any questions in this regard or attempt in any way to influence the voting on such questions.

II APPROVAL OF AGENDA

General Committee recommends:

THAT the agenda as circulated by the Corporate Services Department, with the following additional items, be approved:

Ø Delegation c – York Region Rapid Transit Corporation
Re: North Yonge Street Corridor Public Transit and Associated
Road Improvements Environmental Assessment

Ø Revised Traffic Safety Advisory Committee Meeting Minutes of May 14, 2007

CARRIED

III ADOPTION OF PREVIOUS MINUTES

General Committee Meeting Minutes, 07-24, May 15, 2007

General Committee recommends:

THAT the General Committee Meeting minutes 07-24, with an amendment to the New Business section, be adopted.

CARRIED

IV DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION

Items 1, 2(3), 3(6), 4(9), 5(4), 5(6), 6, 7, 11, 12, 13, 14, 15, 17, 18 and 20 were identified for discussion.

V ADOPTION OF ITEMS NOT REQUIRING SEPARATE DISCUSSION

General Committee recommends:

THAT the following recommendations respecting the matters listed as "Items not Requiring Separate Discussion" be adopted as submitted to the General Committee and staff be authorized to take all necessary action required to give effect to same:

8. PW07-015 – Acceptance of Municipal Services – Bayview Meadows (St. John's Development) – Phase I – Registered Plan 65M-3677

THAT Council accept the municipal services contained within Registered Plan 65M-3497, being Phase I of the Bayview Meadows (St. John's Development) Subdivision; and

THAT Council enact By-law 4755-06.D for the assumption of the subject municipal services; and

THAT the Director of Public Works be authorized to issue a Certificate of Acceptance of Public Works for said lands as required under Section 3.10 of the Subdivision Agreement; and

THAT the Treasurer be directed to reduce the municipal servicing securities held in relation to the Bayview Meadows Phase I subdivision to $12,500.00; and

THAT notice to the homeowners be provided through the Notice Board advising them that the subject development has been assumed by the Town.

9. PW07-017 – Inspection of the Town of Aurora Drinking Water System by the Ministry of Environment

THAT report PW07-017 regarding an inspection of the Town of Aurora's drinking water system, performed on March 15, 2007 by the Ministry of Environment Inspector, be received for information.

10. PW07-018 – Award of Tender No. P.W.2007-01 - Reconstruction of Knowles Crescent and Morning Crescent

THAT Tender No. P.W.2007-01 "Reconstruction of Knowles Crescent and Morning Crescent" be awarded to the Barra Con Construction Ltd. at its tendered price of $968,105.00; and

THAT the variance in the water/sewer portion of the project of $43,327.40 be funded from the Water/Sewer Reserve; and

THAT Council authorize the Mayor and Municipal Clerk to execute the attached Form of Agreement between the Town of Aurora and Barra Con Construction Ltd. for the reconstruction of Knowles Crescent and Morning Crescent.

16. Municipal Proclamation Re: June is Recreation and Parks Month

General Committee recommends:

THAT the following proclamation be received and declared:

WHEREAS, in the Town of Aurora, we are fortunate to have a variety of recreation and parks systems providing

countless recreational opportunities for residents and visitors from around the world; and

WHEREAS, recreation enhances quality of life, balanced living and lifelong learning; helps people live happier and longer; develops skills and positive self image in children and youth; develops creativity; and builds healthy bodies and positive lifestyles; and

WHEREAS, recreational participation builds family unity; strengthens volunteer and community development; enhances social interaction; creates community pride and vitality; and promotes sensitivity and understanding to cultural diversity; and

WHEREAS, parks, open space and trails provide active and passive outdoor recreation opportunities, help maintain clean air and water; and promotes stewardship of the natural environment; and

WHEREAS, the benefits provided by recreation programs, services and parks, and open space, reduce healthcare and social service costs; serve to boost the economy, economic renewal and sustainability; enhance property values; attract new business; increase tourism; and

WHEREAS, all levels of government, the voluntary sector and private enterprise throughout the Province participate in the planning, development and operation of recreation and parks program, services and facilities;

NOW THEREFORE BE IT RESOLVED THAT Ontario does hereby proclaim that June, which witnesses the greening of Ontario and serves as a significant gateway to family activities, has been designated as Recreation and Parks Month, which will annually recognize and celebrate the benefits derived year round from quality public and private recreation and parks resources at the local, regional and provincial levels.

Therefore, I, Mayor Phyllis Morris, on behalf of Aurora Town Council, in recognition of the benefits and values of Recreation and Parks, do hereby designate the month of June as *Recreation and Parks Month*.

19. FS07-025 – Development Charge Reserve Fund Statement (Annual Report)

THAT the Financial Services report FS07-025 – Development Charge Reserve Fund Statement (Annual Report) be received for information; and

THAT the 2006 Development Charge Reserve Fund Statement (Annual Report) be forwarded to the Minister of Municipal Affairs and Housing in accordance with Section 43(3) of the Development Charges Act, 1997.

CARRIED

VI DELEGATIONS

(a) Mr. Grant Robinson, Senior Project Manager
Transportation and Works Department, Roads Branch, York Region
Re: Bathurst Street Noise Assessment Study Results

Mr. Grant Robinson addressed General Committee to provide a high level overview of the results of the Bathurst Street Noise Assessment Study. Mr. Robinson advised that a draft noise policy was presented to General Committee on June 21, 2005 and that the final policy was endorsed by Regional Council in March 2006, including $22 million in funding over 10 years. Mr. Robinson reviewed the requirements for noise barriers along Bathurst Street, within the study area, which was approximately between Wellington Street and St. John's Sideroad, indicating that about 1.2 km of noise barriers will be required. Mr. Robinson advised that 36 homes will benefit from the noise barrier and 7 homes will benefit from tree planting. In conclusion, Mr. Robinson advised that the detailed design of the barrier will be completed in 2007 and that construction will follow road construction in late 2008.

General Committee recommends:

THAT the comments of the delegate be received.

CARRIED

(b) Mr. Johnathan Rodger, Zelinka Priamo Ltd.
Re: Item 15 - BA07-004 – Request for Sign Variance –

14800 Yonge Street - No Frills Grocery Store

Mr. Jonathan Rodger from Zelinka Priamo Ltd., addressed General Committee to indicate his support of the recommendation within report BA07-004 regarding a sign variance for the east elevation, and to request a deferral regarding the south elevation to the June 19, 2007 General Committee meeting.

General Committee recommends:

THAT the comments of the delegate be received.

CARRIED

General Committee recommends:

THAT item 15 be brought forward for discussion.

CARRIED

**15. BA07-004 – Request for Sign Variance – 14800 Yonge Street
No Frills Grocery Store**

General Committee recommends:

THAT this matter be deferred to the June 19, 2007 General Committee meeting.

CARRIED

**(c) Mr. Lynton Erskine, York Consortium and
Mr. Steve Mota, Project Manager, Planning and Development Services, York Region
Re: North Yonge Street Corridor Public Transit and Associated
Road Improvements Environmental Assessment
(Added Item)**

Mr. Lynton Erskine and Mr. Steve Mota addressed General Committee to provide an overview of the project which was to assess the effects of the construction of the north Yonge Street public transit and associated road improvements and the operation of rapid transit service within the study area. The study area was from 19th Avenue/Gamble Road to the south, Green Lane to the north, Bathurst Street to the west and Highway 404 to the east, encompassing Richmond Hill, Aurora, Newmarket and East Gwillimbury. Mr. Erskine advised that there would be public consultations on June 20, 2007 at Aurora Town Hall from 4:00 p.m. – 8:00 p.m., on June 21, 2007 at Oak Ridges Community Centre from 6:00 p.m. – 9:00 p.m., and on June 23, 2007 at Upper Canada Mall from 9:30 a.m. – 6:00 p.m.

General Committee recommends:

THAT the comments of the delegate be received.

CARRIED

VII PRESENTATIONS BY THE COMMITTEE REPRESENTATIVE

None

General Committee recommends:

THAT item 18 be brought forward for discussion.

CARRIED

18. ADM07-007 – Green Bin Program: Collaborative Communications Plan

General Committee recommends:

THAT report ADM07-007 regarding the Collaborative Communications Plan for the Green Bin Program be received; and

THAT Council endorse the Northern Six collaborative public education plan.

CARRIED

General Committee recommends:

THAT item 17 be brought forward for discussion.

CARRIED

Councillor McRoberts, having previously declared an interest in item 17, did not take part in or vote on any questions in this regard or attempt in any way to influence the voting on such questions.

17. Resolution Tabled by Councillor Granger
Re: Dr. G.W. Williams High School

General Committee recommends:

THAT Council adopt the following resolution:

Notice of Motion: Concerning the best interest and responsibility of the Town of Aurora in following the Sustainability Strategy and good growth management policies associated in the Dr. G.W. Williams replacement school feasibility study/decision by the YRDSB.

WHEREAS it is in the best interest and responsibility of the Town of Aurora to follow and implement the Provincial policies and plans reflected in the "Places to Grow Legislation Act", 2005 and the York Region growth management policy "Planning for Tomorrow "; and

WHEREAS under the York Region "Sustainability Strategy draft 2007", growth management and Municipal responsibilities are identified for input to evaluate the community growth management decisions especially in the case where major community social, cultural and economic impact will be experienced affecting children, families and businesses; and

WHEREAS upon the release of the "*Pupil Accommodation Review Guidelines"* by Nancy Naylor, Assistant Deputy Minister, Business and Finance Division on October 31, 2006, under paragraph 26, subsection 8 (1) of the *Education Act*, the **Minister of Education may issue guidelines with respect to school boards' school closure policies.** These guidelines are now in effect and reflect the principles outlined in the February 17, 2005 document "*Good Places to Learn: Renewing Ontario's Schools"*; and

WHEREAS at **a minimum**, boards' accommodation review policies are to reflect the requirements of the ministry's "*Pupil Accommodation Review Guidelines" and that* school boards **are responsible for establishing and following their own accommodation review policies by March 31, 2007** or prior to the announcement of an accommodation review, whichever is earlier; and

WHEREAS when school boards are not obligated to undertake an accommodation review in accordance with these "*Pupil Accommodation Review Guidelines"*, **the board should provide appropriate notice of decisions that would affect the accommodation situation of students and respect the spirit of the guidelines outlined in the February 17, 2005 " *Good Places to Learn* announcement"**; and

WHEREAS the YRDSB Feasibility Study, issued May18th, does not allow for a public engagement prior to a final formal delegation meeting, thereby rapidly accelerating this process and precluding a proper critical analysis of

the YRDSB feasibility data and rational; and

WHEREAS the Town of Newmarket with a current population of 75,000 has 4 Public High Schools and in comparison to Aurora with an expected future population growth projection of 70,000 is told it will only get 2 Public High Schools as indicated in the present YRDSB Feasibility study; and

WHEREAS the YRDSB has failed to provide a fair and transparent consultation process not allowing for the full involvement of an informed local community where such process should be based on a broad range of criteria as indicated in the "Places to Grow Act, 2005" and the York Region "Planning for Tomorrow" with special attention towards the quality and servicing of the learning experience for students with recognition of the important role schools play in strengthening our communities, taking into account other government initiatives aimed at strengthening communities;

THEREFORE BE IT RESOLVED THAT the Council of the Town of Aurora requests that the Provincial Ministry of Education review the process undertaken by the York Region District School Board in the "replacement/closure" of Dr G W Williams School in Aurora; and

ALSO THAT the Provincial Ministry of Education ensure that the York Region District School Board demonstrates openly the justification and fair consideration of all applicable Provincial and Regional Planning policies and that the York Region District School Board is in compliance with the spirit and intent of the public consultation policies set out in the February 17, 2005 "Good Places to Learn" document; and

THAT this resolution be circulated to the Minister of Education, the Premier of Ontario and all MPPs in York Region; and

THAT, due to the timing of the decision by the York Region District School Board of July 3, 2007, the Council of the Town of Aurora requests that this be treated as an urgent request.

CARRIED

Councillor Gaertner relinquished the Chair to Councillor McRoberts at 9:12 p.m.

Councillor Gaertner resumed the Chair at 9:23 p.m.

VIII CONSIDERATION OF ITEMS REQUIRING SEPARATE DISCUSSION

1. EAC07-03 – May 3, 2007 Environmental Advisory Committee Meeting

(Delegation b – Re: Household Hazardous Waste Drop-Off Centre)

General Committee recommends:

THAT the recommendation on page 3 of the Environmental Advisory Committee Meeting minutes of May 3, 2007 be revised to delete the second paragraph, and that the following resolution be adopted:

THAT Council ask the Region of York to conduct two drop off days, May/June and September/October, for hazardous waste within Aurora.

CARRIED

General Committee recommends:

THAT the Region of York be requested to investigate an alternative, local, long term solution to hazardous waste management.

CARRIED

General Committee recommends:

THAT the balance of the Environmental Advisory Committee Meeting minutes from the May 3, 2007 meeting be received and the recommendations contained therein be adopted.

CARRIED

2. HAC07-03 – May 7, 2007 Heritage Advisory Committee Meeting

(3) PL07-041 – Consideration of Designation under Part IV of the *Ontario Heritage Act* – The Graham-Wood House, 95 Allaura Boulevard

General Committee recommends:

THAT the recommendation on page 3 of the Heritage Advisory Committee Meeting minutes of May 7, 2007, to conduct a heritage evaluation on the Graham-Wood House not be supported.

CARRIED

General Committee recommends:

THAT the recommendation on page 3 of the Heritage Advisory Committee Meeting minutes of May 7, 2007, be approved as amended:

THAT a working group comprised of J. McIntyre, S. Rycombel, J. Stuart and M. Seaman be created to evaluate homes in accordance with the document entitled Evaluation of Heritage Resources in Aurora.

CARRIED

General Committee recommends:

THAT the balance of the Heritage Advisory Committee Meeting minutes from the May 7, 2007 meeting be received and the recommendations contained therein be adopted.

CARRIED

3. EDAC07-03 – May 10, 2007 Economic Development Advisory Committee Meeting

(6) Memorandum from the Special Project Co-ordinator
Re: Gateway Signage

General Committee recommends:

WHEREAS the gateway sign proposal, in its current configuration, is of no economic development benefit to Aurora; and

WHEREAS the cost of gateway sign is in excess of the gift of $80,000 from SmartCentres; and

WHEREAS the Economic Development Advisory Committee should not be approving the spending of taxpayers' money, which is the domain of Council, as they were elected by the residents and are accountable to them;

THEREFORE BE IT RESOLVED THAT the matter regarding gateway signage for the Town of Aurora be forwarded to Council for a decision pertaining to the amount of additional funds to be allocated beyond the $80,000 provided by SmartCentres, as well as the final design of the sign.

CARRIED

General Committee recommends:

THAT the balance of the Economic Development Advisory Committee Meeting minutes from the May 10, 2007

meeting be received and the recommendations contained therein be adopted.

CARRIED

4. LSAC07-02 – May 17, 2007 Leisure Services Advisory Committee Meeting

(9) Memorandum from the Director of Leisure Services
Re: Special Events Sub-Committee

General Committee recommends:

THAT the recommendation in the second paragraph on page 3 of the Leisure Services Advisory Committee Meeting minutes of May 10, 2007, be approved as amended:

- To provide advice to the Leisure Services Department through the Special Events Co-ordinator with respect to the delivery of department operated annual events;

CARRIED

General Committee recommends:

THAT the second last paragraph on page 3 of the Leisure Services Advisory Committee Meeting minutes of May 10, 2007, be approved as amended:

THAT the Leisure Services Department ***and the Special Events Co-ordinator create*** volunteer groups as necessary in support of special events; and'

CARRIED

General Committee recommends:

THAT the balance of the Leisure Services Advisory Committee Meeting minutes from the May 17, 2007 meeting be received and the recommendations contained therein be adopted.

CARRIED

5. TSAC07-02 – May 14, 2007 Traffic Safety Advisory Committee Meeting
(4) Report TSAC07-007 – Volume Warrants in Town's All-Way Stop Warrant Policy

General Committee recommends:

THAT report TSAC07-007 - ***Volume Warrants in Town's All-Way Stop Warrant Policy*** be received for information; and

THAT the warrants in Public Works Department Policy no. 4 (Multi-way Stop Sign Installation) for vehicle and pedestrian volumes be updated to match the values in the Ontario Traffic Manual – Book 5; and

THAT staff review recent all-way stop installations to ascertain if they are in accordance with the revised policy and provide a report on the history of complaints and registered complaints currently on file.

CARRIED

General Committee recommends:

THAT the meeting be extended beyond 10:30 p.m.

CARRIED

(6) TSAC07-003 - Safety Concerns on Vandorf Sideroad

General Committee recommends:

THAT the delegations related to report TSAC07-003 – Safety Concerns on Vandorf Sideroad be received; and

THAT report TSAC07-003 - Safety Concerns on Vandorf Sideroad, be received for information; and

THAT multi-way stop sign control not be implemented at the intersection of Vandorf Sideroad and Engelhard Drive; and

THAT York Regional Police be requested to provide information relating to past and recent infraction statistics in the subject area; and

THAT staff bring forward a report in September, 2007 to include the following information:

- Options for the consideration of load restrictions for heavy trucks;
- Feedback related to results of contact with Van-Rob Inc. and Hallmark Cards regarding a request for those companies to use Vandorf Sideroad as right-in/right out ingress/egress for heavy vehicles;
- Noise abatement options available;
- York Regional Police to provide results and statistics of up-to-date speed study carried out over a two-week period;
- ***Investigation of a "No Stop Zone" on Vandorf Sideroad;*** and

THAT a letter be sent to all affected residents and businesses with the TSAC recommendations.

CARRIED

Mayor Morris arrived at 10:45 p.m.

General Committee recommends:

THAT the balance of the revised Traffic Safety Advisory Committee Meeting minutes from the May 14, 2007 meeting be received and the recommendations contained therein be adopted.

CARRIED

6. LS07-019 – York Region Demand Response Initiative

General Committee recommends:

THAT Council authorize staff to proceed with all necessary steps to execute an agreement to participate in the York Region Demand Response Program with Rodan Energy and Metering Solutions Inc.

CARRIED

Councillor Buck left the meeting at 10:50 p.m.

7. LS07-020 – 2007 Community Grant Requests

General Committee recommends:

THAT the 2007 grant requests, including Community Grants and Special Events Grants totalling $68,343, be approved for distribution as outlined.

CARRIED

11. FS07-022 – First Quarter Report Water/Wastewater Report

General Committee recommends:

THAT the water/wastewater budget report to the end of April 2007 be received.

CARRIED

12. CS07-029 – Televised Meetings of Council

General Committee recommends:

THAT the Corporate Services Department report CS07-029 be received; and

THAT Council maintain the current practice of televising only the Council meetings.

AMENDMENT:

General Committee recommends:

THAT, in the future, presentations of general interest be placed on the Council agenda where they are televised.

CARRIED

The main recommendation was CARRIED as amended.

13. CS07-028 – Corporate Group Benefits Package Renewal

General Committee recommends:

THAT Corporate Services report CS07-028 be received; and

THAT Council approve a six month contract with Sun Life Assurance Company for the Employee Group Benefits Package; and

THAT staff proceed with an RFP for group benefits.

CARRIED

14. FS07-023 – Whitwell Donation

General Committee recommends:

THAT the money received from Whitwell Developments Limited be deposited into the Whitwell Donation Discretionary Reserve Fund ***for downtown initiatives.***

CARRIED

20. Memorandum from Special Projects Co-ordinator
Re: Gateway Signage

General Committee recommends:

THAT the matter of gateway signage be deferred until the return of the CAO.

CARRIED

IX NEW BUSINESS/GENERAL INFORMATION – COUNCILLORS

Councillor Granger gave Notice of Motion regarding a donation from the Rotary Club to the Town of Aurora.

Councillor McRoberts reminded everyone about the Cancer Society's *Relay for Life* event, which is taking place on Friday, June 8, 2007 at Lambert Willson Park beginning at 7:00 p.m. and going through the night until 7: 00 a.m. on Saturday morning.

Mayor Morris advised that she was delayed for this meeting because she was attending an event at the ***Friends of Simon Wiesenthal Center for Holocaust Studies*** to hear Mr. Al Gore speak. Mayor Morris indicated that Mr. Gore was quite interested in the subject of "The Right to Dry" and that she gave him her t-shirt with the "Right to Dry" logo on it.

Councillor Granger requested an update on the street lights at Mosaics Avenue, to which the Town Solicitor responded that the historical information is currently being reviewed by her, the Acting Director of Public Works and the Director of Planning in order to provide a response.

X CLOSED SESSION

None

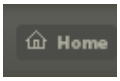
XI ADJOURNMENT

General Committee recommends:

THAT the meeting be adjourned at 11:30 p.m.

CARRIED

THE REPORT OF THE GENERAL COMMITTEE MEETING 07-26 IS SUBJECT TO FINAL APPROVAL AT COUNCIL ON TUESDAY, JUNE 12, 2007.



COMMITTEE OF THE WHOLE
MONDAY, MAY 5, 2008 AT 1:30 P.M.
COUNCIL CHAMBERS
MINUTES

For consideration of Council at its meeting of May 12, 2008

The regular meeting of the Committee of the Whole was held on Monday, May 5, 2008 at 1:30 p.m. in the Council Chambers, 395 Mulock Drive, Newmarket.

Members Present: Mayor Van Bynen
Regional Councillor Taylor (1:31 p.m. to 5:03 p.m.)
Councillor Blight
Councillor Emanuel
Councillor Kerwin
Councillor Ramsarran
Councillor Sponga
Councillor Vegh
Councillor Woodhouse

Staff: R. Prentice, Acting CAO/Commissioner of Community Services
R. Dixon, Commissioner of Corporate and Financial Services/Treasurer
S. Plamondon, Commissioner of Legal and Development Services/Municipal Solicitor
J. Koutroubis, Director of Engineering, Capital Projects & Asset Management Services
R. Nethery, Director of Planning
R. Tremblay, Director of Building & By-laws/Chief Building Official
B. Jones, Assistant Director of Public Works Services
I. McDougall, Assistant Director of Recreation and Culture
A. Moffatt, Council/Committee Co-ordinator
A. Moore, Town Clerk

The meeting was called to order at 1:31 p.m.

Mayor Van Bynen in the Chair.

ADDENDUM

Moved by Councillor Ramsarran
Seconded by Councillor Kerwin

THAT the order of the agenda be altered by adding the following items for consideration:

CONSENT ITEMS

ADDITIONS

Item 17 **Correspondence from Ms. Helen Clark, President, Board of Directors, Community Living Newmarket/Aurora District dated April 17, 2008 requesting that May, 2008 be proclaimed "Community Living Month" in the Town of Newmarket.**

Item 18 **Correspondence from the Honourable Diane Finley, P.C., M.P., Minister of Citizenship and Immigration received April 18, 2008 requesting participation in the 2008 Citation for Citizenship Awards.**

Item 19 **Holland River and Newmarket Trails Committee Minutes of April 22, 2008.**

Item 20 **Item 2a of the Holland River and Newmarket Trails Committee Minutes of April 22, 2008 with respect to the Memorial Trees and Plaques.**

Item 21 **Item 2b of the Holland River and Newmarket Trails Committee Minutes of April 22, 2008 regarding the Celebration Bench Program.**

Item 22 **Item 2c of the Holland River and Newmarket Trails Committee Minutes of April 22, 2008 regarding Fairy Lake Dredging.**

DISTRIBUTION

Item 4E **Correspondence from Ms. Angela Williams dated April 30, 2008 regarding Community Services Report – Engineering Services 2008-32 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Gail Parks Crescent.**

Item 4G **Correspondence from Mr. and Mrs. Victor Zdanski dated April 29, 2008 regarding Community Services Report – Engineering Services 2008-34 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Osborne Family Way.**

Item 4G **Correspondence from Mr. John Mumford dated May 1, 2008 regarding Community Services Report – Engineering Services 2008-34 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Osborne Family Way.**

Item 11 **Joint Report - CAO, Commissioners of Community Services and Corporate and Financial Services 2008-04 dated April 30, 2008 regarding the Supplementary Capital Budget.**

Item 12 **Comparison document highlighting changes to the original Purchasing Policy (2005-94) proposed in Corporate and Financial Services Report – Purchasing Department Report 2008-20 dated April 22, 2008.**

Item 13 **Community Services – Recreation and Culture Report 2008-06 dated April 22, 2008 regarding Miniature Electric Train Sponsorship and Programming.**

PRESENTATIONS

Item 15 **PowerPoint presentation related to the presentation by Ms. Mary-Frances Turner, Vice President and Mr. David Clark, Chief Architect, York Region Rapid Transit Corp regarding the North Yonge Rapid Transit Environmental Assessment – Preferred Alignment Recommendation to be distributed prior to the meeting.**

ACTION ITEMS

Item 23 **Smog Summit Toronto and Region 2008 Inter-Governmental Draft Declaration on Clean Air (Draft as of April 27, 2008)**

CONSENT ITEMS

DELETION

Item 12 **Corporate and Financial Services Report – Purchasing Department Report 2008-20 dated April 22, 2008 regarding a Proposed New Purchasing Policy to replace Purchasing Policy By-law 2005-94 - *WITHDRAWN*.**

DISTRIBUTION

Item 4a **Correspondence from Mr. Jim Kalogritsas dated May 2, 2008 regarding Community Services Report – Engineering Services 2008-27 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Woodfern Way.**

Item 4c **Correspondence from Mr. Darren Delaney dated May 5, 2008 regarding Community Services Report – Engineering Services 2008-30 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Matthew Boyd Crescent.**

Item 4c **Correspondence from Ms. Linda Tanfara dated May 5, 2008 regarding Community Services Report – Engineering Services 2008-30 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Matthew Boyd Crescent.**

Item 4e **Correspondence from Mr. Phil Jones and Ms. Stacie Baillie dated May 5, 2008 regarding Community Services Report – Engineering Services 2008-32 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Gail Parks Crescent.**

Item 4i **Correspondence from Ms. Natalie Freitas dated May 1, 2008 regarding Community Services Report – Engineering Services 2008-36 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Mynden Way.**

Item 4i **Correspondence from Mr. Steve Stavnitzky dated May 4, 2008 regarding Community Services Report – Engineering Services 2008-36 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Mynden Way.**

Item 4i **Correspondence from Ms. Ruth Corpuz and Mr. Fred Casuga dated May 5, 2008 regarding Community Services Report – Engineering Services 2008-36 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Mynden Way.**

Item 4j **Correspondence from Ms. Reyes dated May 5, 2008 regarding Community Services Report – Engineering Services 2008-37 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – William Booth Avenue.**

Item 4j **Correspondence and photos from Ms. Dragana Bork dated May 4, 2008 regarding Community Services Report – Engineering Services 2008-37 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – William Booth Avenue.**

ACTION ITEMS

Item 24 **Draft Resolution regarding the Oak Ridges Moraine.**

CARRIED

DECLARATIONS

Regional Councillor Taylor – see Page 17

Councillor Ramsarran – see Item 18

CONSENT ITEMS

The Committee agreed that Item 22 of the Committee of the Whole agenda (Item 11 of the Committee of the Whole minutes) with respect to Fairy Lake Dredging would be "received" only and adopted within the consent portion of the minutes.

Moved by Councillor Blight
Seconded by Councillor Woodhouse

THAT the following items be adopted on consent:

1. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 1
MAIN STREET DISTRICT BUSINESS IMPROVEMENT AREA COMMITTEE MINUTES

THAT the Main Street District Business Improvement Area Committee Minutes of April 15, 2008 be received.

2. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 2
COMMUNITY SERVICES REPORT – ES 2008-40
REQUEST FOR FINAL ACCEPTANCE AND ASSUMPTION OF SERVICES
MEADOWLANE RESIDENTIAL SUBDIVISION

THAT Community Services Report ES 2008-40 dated April 11, 2008 regarding Final Acceptance and Assumption of Underground and Aboveground Works and Services - Meadowlane Residential Subdivision be received and the following recommendations be adopted:

1. THAT the Town assume the underground and aboveground works in accordance with the recommendations of our checking consultant;

2. AND THAT all securities except for $5,000.00 be released and that Mr. John Pelosi of Dreamland Homes, 18977 Leslie Street, Sharon, ON L0G 1B0 and Mr. A.M. Candaras, P. Eng., A.M. Candaras Associates Inc., 8551 Weston Road, Suite 203, Woodbridge ON L4L 9R4 be notified.

3. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 3
CORPORATE AND FINANCIAL SERVICES REPORT – FINANCE 2008-13
2008 CAPITAL BUDGET REPORT – FIRST QUARTER

THAT Corporate and Financial Services Report - Finance 2008-13 dated April 24, 2008 regarding the Capital Budget Report for the first quarter of 2008 be received and the following recommendations be adopted:

1. THAT this report be received for information purposes;

2. AND THAT the Finance Department report to the Committee of the Whole in August 2008 with the results of the Capital accounts for the second quarter of 2008.

4. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 4
CORPORATE AND FINANCIAL SERVICES REPORT – FINANCE 2008-15
2008 UTILITY OPERATING BUDGET REPORT – FIRST QUARTER

THAT Corporate and Financial Services Report – Finance 2008-15 dated April 24, 2008 regarding the Utility Operating Budget Report for the first quarter of 2008 be received and the following recommendations be adopted:

THAT this report be received for information purposes;

AND THAT the Finance Department report to the Committee of the Whole in August 2008 with the results of the Utility accounts for the second quarter of 2008.

5. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 5
JOINT CAO/COMMUNITY SERVICES AND CORPORATE AND FINANCIAL SERVICES REPORT 2008-04
PROPOSED SUPPLEMENTARY CAPITAL BUDGET
2008 CAPITAL BUDGET REVISIONS

THAT Joint CAO, Community Services and Corporate and Financial Services Report 2008-04 dated April 30, 2008 regarding the proposed Supplementary Capital Budget be received and the following recommendation be adopted:

THAT notice be provided to the public that Joint CAO, Community Services and Corporate and Financial Services Report 2008-04 regarding the proposed supplementary capital budget with respect to additional financing from the Municipal Infrastructure Program, Province of Ontario Budget and contributions from GO Transit for infrastructure improvements will be considered by the Committee of the Whole at its regular meeting on May 20, 2008 and approved at the Council Meeting on May 26, 2008.

6. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 6
LIST OF OUTSTANDING MATTERS

THAT the list of outstanding matters be received.

7. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 7
COMMUNITY LIVING NEWMARKET/AURORA DISTRICT
PROCLAMATION REQUEST

THAT the correspondence from Ms. Helen Clark, President, Board of Directors, Community Living Newmarket/Aurora District dated April 17, 2008 requesting that May 2008 be proclaimed "Community Living Month" in the Town of Newmarket be received and the following recommendations be adopted:

1. THAT the Town of Newmarket proclaim May 2008 as "Community Living Month";

2. AND THAT the proclamation be advertised in the Town Page advertisement and on the Town's Web site www.newmarket.ca

8. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 8
2008 CITATION FOR CITIZENSHIP AWARDS

THAT the correspondence from the Honourable Diane Finley, P.C., M.P., Minister of Citizenship and Immigration received April 18, 2008 requesting participation in the 2008 Citation for Citizenship Awards be received and the following recommendation be adopted:

THAT any Member of Council who wishes to nominate an individual should contact the Town Clerk with the pertinent information no later than May 9, 2008.

9. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 9
HOLLAND RIVER AND NEWMARKET TRAILS COMMITTEE MINUTES

THAT the Holland River and Newmarket Trails Committee Minutes of April 22, 2008 be received.

10. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 10
HOLLAND RIVER AND NEWMARKET TRAILS COMMITTEE MINUTES – APRIL 22, 2008 – ITEM 2A – MEMORIAL TREES AND PLAQUES

1. **THAT the Town of Newmarket adopt a policy regarding no further memorial tree plaquing in any parkland;**

2. **AND THAT staff investigate a cost analysis for flush mounted plaques to replace the upright plaques;**

3. **AND THAT a letter be sent to the individuals who have purchased a memorial plaque requesting their cooperation in keeping the areas surrounding the memorial tree plaques free of plastic flowers and ribbons.**

11. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 11
HOLLAND RIVER AND NEWMARKET TRAILS COMMITTEE MINUTES – APRIL 22, 2008 – ITEM 2C – FAIRY LAKE DREDGING

THAT the Fairy Lake Dredging matter be received.

CARRIED

This concludes the consent portion of the agenda.

Moved by Councillor Emanuel
Seconded by Councillor Ramsarran

THAT Item 4 of the Committee of the Whole agenda with respect to various parking amendments be considered at this time.

CARRIED

12. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 12
COMMUNITY SERVICES REPORTS - ES
VARIOUS AMENDMENTS TO PARKING BY-LAW 1993-62

Deputations:

Ms. R. Corpuz addressed the Committee with respect to the proposed parking by-law amendment on Mynden Way and submitted a petition signed by neighbours.

Ms. D. Bork addressed the Committee with respect to the proposed parking by-law amendment on William Booth Avenue.

Ms. I. Lavalette addressed the Committee with respect to the proposed parking by-law amendment on William Booth Avenue.

Mr. C. Ros addressed the Committee with respect to the proposed parking by-law amendment on Dean Burton Lane.

Correspondence:

Correspondence from Ms. Angela Williams dated April 30, 2008 regarding Community Services Report – Engineering Services 2008-32 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Gail Parks Crescent. (Item 4e on the Committee of the Whole agenda)

Correspondence from Mr. and Mrs. Victor Zdanski dated April 29, 2008 regarding Community Services Report – Engineering Services 2008-34 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Osborne Family Way. (Item 4g on the Committee of the Whole agenda)

Correspondence from Mr. John Mumford dated May 1, 2008 regarding Community Services Report – Engineering Services 2008-34 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Osborne Family Way. (Item 4g on the Committee of the Whole agenda)

Correspondence from Mr. Jim Kalogritsas dated May 2, 2008 regarding Community Services Report – Engineering Services 2008-27 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Woodfern Way. (Item 4a of the Committee of the Whole agenda)

Correspondence from Mr. Darren Delaney dated May 5, 2008 regarding Community Services Report – Engineering Services 2008-30 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Matthew Boyd Crescent. (Item 4c of the Committee of the Whole agenda)

Correspondence from Ms. Linda Tanfara dated May 5, 2008 regarding Community Services Report – Engineering Services 2008-30 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Matthew Boyd Crescent. (Item 4c of the Committee of the Whole agenda)

Correspondence from Mr. Phil Jones and Ms. Stacie Baillie dated May 5, 2008 regarding Community Services Report – Engineering Services 2008-32 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Gail Parks Crescent. (Item 4e of the Committee of the Whole agenda)

Correspondence from Ms. Natalie Freitas dated May 1, 2008 regarding Community Services Report – Engineering Services 2008-36 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Mynden Way. (Item 4i of the Committee of the Whole agenda)

Correspondence from Mr. Steve Stavnitzky dated May 4, 2008 regarding Community Services Report – Engineering Services 2008-36 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Mynden Way. (Item 4i of the Committee of the Whole agenda)

Correspondence from Ms. Ruth Corpuz and Mr. Fred Casuga dated May 5, 2008 regarding Community Services Report – Engineering Services 2008-36 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – Mynden Way. (Item 4i of the Committee of the Whole agenda)

Correspondence from Ms. Reyes dated May 5, 2008 regarding Community Services Report – Engineering Services 2008-37 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – William Booth Avenue. (Item 4j of the Committee of the Whole agenda)

Correspondence and photos from Ms. Dragana Bork dated May 4, 2008 regarding Community Services Report – Engineering Services 2008-37 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 – William Booth Avenue. (Item 4j of the Committee of the Whole agenda)

Moved by Councillor Emanuel
Seconded by Councillor Woodhouse

THAT the deputations and all correspondence with respect to the various parking by-law amendments (Item 4 on the Committee of the Whole agenda) be received.

CARRIED

Reports:

Discussion took place with respect to proposed amendments to Mynden Way and William Booth Avenue.

Moved by Councillor Emanuel
Seconded by Councillor Kerwin

THAT Community Services Report – Engineering Services 2008-36 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 - Mynden Way be received and referred back to staff to examine concerns raised with respect to the cul-de-sac;

AND THAT Community Services Report – Engineering Services 2008-37 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 - William Booth Avenue be received and referred back to staff to examine the limitation of parking on one side of the street only;

AND THAT the various Community Services Reports regarding Amendments to the Parking By-law, with the exception of Engineering Services 2008-36 (Mynden Way) and Engineering Services 2008-37 (William Booth Avenue), be received and the following recommendations be adopted:

a) THAT Community Services Report – Engineering Services 2008-27 dated April 4, 2008 regarding Amendments to the Parking By-law 1993-62 be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Woodfern Way	East/ North	Bonshaw Avenue and Woodspring Avenue	Anytime

2. AND THAT the necessary by-law be prepared and submitted to Council for their approval.

b) THAT Community Services Report – Engineering Services 2008-29 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Alfred Smith Way	South	Matthew Boyd Crescent and Woodspring Avenue	Anytime

2. AND THAT the necessary by-law be prepared and submitted to Council for their approval.

c) THAT Community Services Report – Engineering Services 2008-30 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Matthew Boyd Crescent	West/South/East	Alfred Smith Way to Alfred Smith Way	Anytime

2. AND THAT the necessary by-law be prepared and submitted to Council for their approval.

d) THAT Community Services Report – Engineering Services 2008-31 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Dean Burton Lane	West	Alfred Smith Way to Matthew Boyd Crescent	Anytime

2. AND THAT the necessary by-law be prepared and submitted to Council for their approval.

e) THAT Community Services Report – Engineering Services 2008-32 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Gail Parks Crescent	West/South/East	Alfred Smith Way to Alfred Smith Way	Anytime

2. AND THAT the necessary by-law be prepared and submitted to Council for their approval.

f) THAT Community Services Report – Engineering Services 2008-33 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Knapton Drive	West	Alfred Smith Way to Osborne Family Way (north arm)	Anytime
Knapton Drive	East/south	Osborne Family Way (north arm) and William Booth Avenue	Anytime
Knapton Drive	East/north	William Booth Avenue and Mynden Way	Anytime

2. AND THAT the necessary by-law be prepared and submitted to Council for their approval.

g) THAT Community Services Report – Engineering Services 2008-34 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Osborne Family Way	East/south	Knapton Drive and Knapton Drive	Anytime

2. AND THAT the necessary by-law be prepared and submitted to Council for their approval.

h) THAT Community Services Report – Engineering Services 2008-35 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Beare Trail	East/south	Knapton Drive and Knapton Drive	Anytime

2. AND THAT the necessary by-law be prepared and submitted to Council for their approval.

i) THAT Community Services Report – Engineering Services 2008-38, dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62, be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Memorial Gardens Way	West	Woodspring Avenue and Mynden Way	Anytime

2. AND THAT the necessary by-law be prepared and submitted to Council for their approval.

j) THAT Community Services Report – Engineering Services 2008-39 dated April 8, 2008 regarding Amendments to the Parking By-law 1993-62 be received and the following recommendations be adopted:

1. THAT Schedule X (No Parking) of the Parking By-law 1993-62, as amended, be amended by adding the following:

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Aspenwood Drive	North	Yonge Street and Flagstone Way	Anytime
Aspenwood Drive	South	Yonge Street and Coachwhip Trail	Anytime

2. AND THAT the necessary by-law be prepared and submitted to Council for their approval.

CARRIED

Moved by Councillor Blight
Seconded by Councillor Woodhouse

THAT Community Services Report - Recreation & Culture 2008–06 dated April 22, 2008 regarding the Miniature Electric Train Sponsorship and Programming be considered at this time.

CARRIED

13. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 13
COMMUNITY SERVICES REPORT – RECREATION AND CULTURE 2008-06
MINIATURE ELECTRIC TRAIN SPONSORSHIP AND PROGRAMMING

Community Services Report - Recreation & Culture Report 2008–06 dated April 22, 2008 regarding the Miniature Electric Train Sponsorship and Programming.

Moved by Regional Councillor Taylor
Seconded by Councillor Emanuel

THAT Community Services Report - Recreation & Culture 2008–06 dated April 22, 2008 regarding the Miniature Electric Train Sponsorship and Programming be received and the following recommendations be adopted:

1. **THAT the Town purchase a miniature electric train upon signing of the advertising contract, with the Town owning, operating and maintaining said train throughout its entire service life;**

2. **AND THAT the Town enter into a contractual advertising agreement with Tim Horton's regarding a new miniature electric train;**

3. **AND THAT within the contract the Town agrees to ensure a minimum of 120 annual community usage hours for the train and that Tim Horton's retain advertising/naming signage on the train for its entire service life in exchange for $55,000 to be payable over a maximum term of ten years, with monthly payments commencing on the first day of the next month after the date of train delivery;**

4. **AND THAT, with the exception of the Annual Festival of Lights, the train be used in locations other than the Tom Taylor Trail.**

CARRIED

Moved by Regional Councillor Taylor
Seconded by Councillor Ramsarran

THAT the requests for proclamation be received and the following recommendations be adopted:

14. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 14
REQUESTS FOR PROCLAMATION

a) **THAT the correspondence from Ms. Susan Manahan, Manager of Community Engagement and Quality Assurance, DeafBlind Ontario Services dated April 8, 2008 requesting that June, 2008 be proclaimed "DeafBlind Awareness Month" in the Town of Newmarket be received and the following recommendations be adopted:**

   1. **THAT the Town of Newmarket proclaim June, 2008 as "DeafBlind Awareness Month";**

   2. **AND THAT the proclamation be advertised in the Town Page advertisement and on the Town's Web site www.newmarket.ca**

b) THAT the correspondence from Mr. John O'Mara and Ms. Barb Urman, Committee Co-Chairs, York Pride Fest Committee dated March 19, 2008 be received and the following recommendations be adopted:

1. THAT the Town of Newmarket proclaim June 16 to 22, 2008 as "Pride Week";

2. AND THAT the proclamation be advertised in the Town Page advertisement and on the Town's Web site www.newmarket.ca

c) THAT the correspondence from Mr. Lal Khan Malik, President, Ahmadiyya Muslim Community, Canada dated April 7, 2008 requesting that May 27, 2008 be proclaimed "Khilafat Day" or "Ahmadiyya Day" in the Town of Newmarket be received and the following recommendations be adopted:

1. THAT the Town of Newmarket proclaim May 27, 2008 as "Ahmadiyya Day";

2. AND THAT the proclamation be advertised in the Town Page advertisement and on the Town's Web site www.newmarket.ca

CARRIED

15. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 15
LEGAL AND DEVELOPMENT SERVICES REPORT- PLANNING 2008-14
APPLICATION FOR OFFICIAL PLAN AMENDMENT/ZONING BY-LAW AMENDMENT
ORTHOPROACTIVE CONSULTANTS INC. – 873 GORHAM STREET

Legal and Development Services Report Planning 2008-14 dated April 18, 2008 regarding an Application for Official Plan Amendment and Zoning By-law Amendment.

Moved by Councillor Kerwin
Seconded by Regional Councillor Taylor

THAT Legal and Development Services Report Planning 2008-14 dated April 18, 2008 regarding an Application for Official Plan Amendment and Zoning By-law Amendment be received and the following recommendations be adopted:

1. THAT the Application for Official Plan Amendment to the Convenience Commercial designation and Zoning By-Law Amendment Rural Residential (RR1) *Zone* as submitted by LARKIN + Associates on behalf of 2148212 Ontario Inc. to permit professional offices at 873 Gorham Street be referred to a public meeting;

2. AND THAT following the public meeting, issues identified in this report, together with comments from the public, Committee, and those received through the agency and departmental circulation of the application, are addressed by staff in a comprehensive report to the Committee of the Whole, if required;

3. AND THAT the following be notified of this action:

a. LARKIN + Associates, 1168 Kingdale Road, Newmarket, ON, L3Y 4W1

b. 2148212 Ontario Inc., 7181 Woodbine Avenue, Suite 113, Markham, ON, L3R 1A3.

CARRIED

16. COMMITTEE OF THE WHOLE – MAY 5, 2008 – ITEM 16
COMMUNITY SERVICES ES 2008-28
REQUEST FOR FINAL ACCEPTANCE AND ASSUMPTION OF SERVICES
ARMITAGE VALLEY HOMES LTD.

Community Services Report – ES 2008-28 dated April 10, 2008 regarding Armitage Valley Residential Subdivision Agreement dated April 5, 2002 and any amendments thereto, Request for Final Acceptance of Underground and Aboveground Works and Services.

Moved by Councillor Blight
Seconded by Councillor Woodhouse

THAT Community Services Report – ES 2008-28 dated April 10, 2008 regarding Armitage Valley Residential Subdivision Agreement dated April 5, 2002 between Armitage Valley Homes Ltd. (Menkes Subdivision) and the Corporation of the Town of Newmarket and any amendments thereto, Request for Final Acceptance of Underground and Aboveground Works and Services be received and the following recommendations be adopted:

1. THAT the underground and aboveground works and services within the Armitage Valley Residential Subdivision be finally accepted and assumed in accordance with provision of the subdivision agreement;

2. AND THAT the Town accept a $7,500.00 cash settlement for three small sections of sewer that have been repaired and are now functioning as intended, instead of an extended maintenance period, which would see a return of any deposit monies at the end of same;

3. AND THAT the remaining performance security be released after the payment of any outstanding fees and or accounts;

4. AND THAT the aforementioned recommendations be subject to the verifications of the Municipal Solicitor (including all sub-searches, etc., as necessary) and the Commissioner of Corporate and Financial Services/Treasurer respectively, and that all legal and financial obligations of the Owner under the captioned agreement have been complied with;

5. AND THAT Angelo A. Maurizio, Schaeffer & Associates Ltd., 64 Jardin Drive Unit 2 Concord, ON L4K 3P3 and Louie Morizio, Menkes 3650 Victoria Park Avenue Suite 500 Toronto, ON M2H 3P7 be notified of this action.

CARRIED

17. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 17
CORPORATE AND FINANCIAL SERVICES REPORT – CLERK'S 2008-16
FILM POLICY

Corporate and Financial Services Report – Clerk's 2008-16 dated April 22, 2008 regarding the Film Policy.

Moved by Councillor Sponga
Seconded by Councillor Blight

THAT Corporate and Financial Services Report – Clerk's 2008-16 dated April 22, 2008 regarding the Film Policy be deferred to the Committee of the Whole meeting of May 20, 2008.

MOTION LOST

An amendment was made to the Film Policy by replacing the word "permit" with "application" under the heading "Notice to Members of Council and Staff" on Page 4 of the policy.

Moved by Councillor Ramsarran
Seconded by Councillor Emanuel

THAT Corporate and Financial Services Report – Clerk's 2008-16 dated April 22, 2008 regarding the Film Policy be received;

AND THAT the Film Policy attached, as amended, be adopted.

CARRIED

Moved by Councillor Blight
Seconded by Councillor Woodhouse

THAT the Committee recess.

CARRIED

The Committee recessed at 3:45 p.m.

The Committee reconvened at 4:01 p.m.

Regional Councillor Taylor declared a pecuniary interest in Item 3 of the Committee of the Whole (Closed Session) agenda with respect to CAO 2008-14 – Security of Property because a member of his family has a pecuniary interest in the matter.

Mayor Van Bynen advised that the presentation by Ms. Mary-Frances Turner, Vice President and Mr. David Cark, Chief Architect, York Region Rapid Transit Corp. would take place at this time.

Councillor Ramsarran declared a pecuniary interest in the following Item (Item 18) with respect to the North Yonge Rapid Transit Environmental Assessment – Preferred Alignment Recommendation because he owns property on Penn Avenue that abuts Davis Drive.

PRESENTATION

18. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 18
NORTH YONGE – RAPID TRANSIT ENVIRONMENTAL ASSESSMENT
PREFERRED ALIGNMENT RECOMMENDATION

Ms. Mary-Frances Turner, Vice President and Mr. David Clark, Chief Architect, Infrastructure and Development, York Region Rapid Transit Corp. addressed the Committee with a PowerPoint presentation regarding the North Yonge Rapid Transit Environmental Assessment – Preferred Alignment Recommendation.

Moved by Councillor Blight
Seconded by Councillor Kerwin

1. THAT the presentation from the Region of York regarding the proposed Bus Rapid Transit system and Yonge Street and Davis Drive road improvements dated May 5, 2008 be received;

2. AND THAT Staff continue discussions with representatives of VIVA and the Region of York with respect to the design of the Bus Rapid Transit Corridor and road improvements on Yonge Street and on Davis Drive and the associated intersection and road realignments and report back to Council following the upcoming public consultation process.

CARRIED

Councillor Ramsarran took no part in the discussion or voting on the foregoing matter.

19. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 19
CORPORATE AND FINANCIAL SERVICES REPORT – FINANCE 2008-14
2008 TAX-SUPPORTED OPERATING BUDGET REPORT – FIRST QUARTER

Corporate and Financial Services Report – Finance 2008-14 dated April 24, 2008 regarding the Tax-Supported Operating Budget Report for the first quarter of 2008.

Moved by Councillor Blight
Seconded by Councillor Woodhouse

THAT Corporate and Financial Services Report – Finance 2008-14 dated April 24, 2008 regarding the Tax-Supported Operating Budget Report for the first quarter of 2008 be received and the following recommendations be adopted:

1. THAT this report be received for information purposes;

2. AND THAT the Finance Department report to the Committee of the Whole in August 2008 with the results of the tax-supported activities for the second quarter of 2008.

CARRIED

20. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 20
HOLLAND RIVER AND NEWMARKET TRAILS COMMITTEE MINUTES – APRIL 22, 2008 – ITEM 2B – CELEBRATION BENCH PROGRAM

Item 2B of the Holland River and Newmarket Trails Committee Minutes of April 22, 2008 regarding the Celebration Bench Program.

An amendment was made by adding Recommendation 5 as follows:

"5. AND THAT the program be extended to include replacement benches."

Moved by Councillor Kerwin
Seconded by Councillor Blight

1. THAT the Town of Newmarket introduce a program to allow individuals to sponsor the installation of a new park bench in municipal parks and facilities at a cost of $1,000 to the individual and $500 to the Town for each bench;

2. AND THAT the program allow for the placement of the sponsored bench at a location as designated by the Town for the installation of a bench upon the park design plans;

3. AND THAT the sponsorship be recognized through the installation of a 2.5" x 6" plaque mounted on the bench;

4. AND THAT the term of each sponsorship be for the life of the bench or 10 years, whichever comes first;

5. AND THAT the program be extended to include replacement benches.

CARRIED

21. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 21
REQUEST FOR SUPPORT – CORRECTIONS AND CONDITIONAL RELEASE

Correspondence from Ms. Connie Phillipson, Executive Director, Regional Municipality of York Police Services Board requesting support of an on-line petition regarding the *Corrections and Conditional Release Act.*

Moved by Regional Councillor Taylor
Seconded by Councillor Blight

THAT the Council of the Corporation of the Town of Newmarket endorse the on-line petition regarding the *Corrections and Conditional Release Act*.

CARRIED

22. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 22
SMOG SUMMITT TORONTO AND REGION
2008 INTER-GOVERNMENTAL DRAFT DECLARATION ON CLEAN AIR

Smog Summit Toronto and Region 2008 Inter-Governmental Draft Declaration on Clean Air (Draft as of April 27, 2008).

Moved by Councillor Vegh
Seconded by Councillor Sponga

THAT the Council of the Town of Newmarket endorses the Toronto and Region 2008 Inter-Governmental Draft Declaration on Clean Air and the Statement of Common Understanding attached to this Resolution.

CARRIED

23. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 23
DRAFT RESOLUTION – OAK RIDGES MORAINE

Draft Resolution regarding the Oak Ridges Moraine.

Moved by Councillor Ramsarran
Seconded by Councillor Blight

THAT Committee of the Whole receive the draft resolution regarding the protection of the Oak Ridges Moraine lands and forward same to the Council meeting of May 12, 2008 for formal adoption.

CARRIED

REPORTS BY REGIONAL REPRESENTATIVES

None at this time.

Moved by Regional Councillor Taylor
Seconded by Councillor Ramsarran

THAT the Committee of the Whole resolve into a closed session for the purpose of discussing the security of property of the municipality or local board; personal matters about an identifiable individual, including municipal employees or local board employees; litigation or potential litigation, including matters before administrative tribunals affecting the municipality or local board.

CARRIED

The Committee resolved into a Committee of the Whole (Closed Session) at 5:03 p.m.

The Minutes of the Committee of the Whole (Closed Session) are recorded under separate cover.

The Committee resumed into public session at 6:46 p.m.

24. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 24
NEW BUSINESS

a) Councillor Ramsarran requested staff investigate drainage issues on Coulter Avenue.

b) Councillor Sponga requested that staff provide an update with respect to the Hicksite Burial Grounds at the next Committee of the Whole meeting.

c) Councillor Sponga requested an update with respect to Regional land located on Cotter Street.

d) Councillor Sponga enquired regarding Prospect Street properties being sold as commercial property.

e) Councillor Sponga enquired with respect to the status of a report regarding the bridge located over the creek in Haskett Park (north of Millard Avenue, east of creek). The Commissioner of Community Services advised that a report would be forthcoming to a Committee of the Whole meeting in June 2008.

f) Councillor Sponga requested that staff investigate the positioning of a memorial stone located in the Memorial Walkway (Cenotaph).

25. COMMITTEE OF THE WHOLE MINUTES – MAY 5, 2008 – ITEM 25
NEW BUSINESS (CONTINUED) – APPOINTMENT – LIBRARY BOARD INTERVIEW COMMITTEE

Appointment – Library Board Interview Committee.

Moved by Councillor Ramsarran
Seconded by Councillor Emanuel

THAT the matter of the appointment to the Library Board Interview Committee previously approved by Council on April 14, 2008 (Council Item 38) be reconsidered at this time.

CARRIED BY A 2/3 MAJORITY VOTE

Moved by Councillor Ramsarran
Seconded by Councillor Sponga

THAT the appointment of Councillor Blight to replace Regional Councillor Taylor on Library Board Interview Committee be approved;

AND THAT the approval, in principle, be given in advance of the Council meeting of May 12, 2008.

CARRIED

Moved by Councillor Sponga
Seconded by Councillor Woodhouse

THAT the meeting adjourn.

CARRIED

There being no further business, the meeting adjourned at 6:55 p.m.

Tony Van Bynen, Mayor

Anita Moore, Town Clerk

TOWN OF NEWMARKET COUNCIL - EXTRACT - WEDNESDAY, OCTOBER 15, 2008					
	REF'D TO	COPY TO		REF'D TO	COPY TO
Mayor Tony Van Bynen			Legal and Development Services, Commissioner of		
Reg. Councillor Taylor			Building & Bylaws, Dir. of		
Councillor Vegh			Planning, Dir. of		
Councillor Emanuel			Fire Chief		
Councillor Kerwin			Community Services, Commissioner of		
Councillor Woodhouse			Parks, Recreation & Culture, Dir. of		
Councillor Sponga			Public Works and Environmental Services Dir. of		
Councillor Blight			Corporate and Financial Services, Commissioner of		
Councillor Ramsarran			Town Clerk		
CAO			Communications Manager		
Human Resources			Information Systems Manager		
			Purchasing Manager		
PENDING AGENDAS: COW					
COUNCIL			OTHER:		
JCC					
Letter: File:			ORIGINAL REPORT IN DEPARTMENT BINDER	√	

47. RESOLUTION R12-2008

A resolution to support the development of a Bus Rapid Transit System and road improvements on Yonge Street and Davis Drive.

Moved by Councillor Blight
Seconded by Councillor Woodhouse

BE IT RESOLVED by the Municipal Council of the Corporation of the Town of Newmarket as follows:

1. **THAT the Council of the Town of Newmarket supports the development of a Bus Rapid Transit System and road improvements on Yonge Street and Davis Drive that shows:**

   (i) **a southerly route alignment along Davis Drive between Main Street and Prospect Street that respects the preservation of the historic turning basins as part of the heritage lock system on the Holland River and that maximizes opportunities to maintain existing landscaped areas on the northerly side of Davis Drive, as illustrated on a concept drawing presented to Town staff at a meeting with Regional and VIVA staff on September 30, 2008 and presented to Committee of the Whole on October 6, 2008;**

   (ii) **a transitway station, as a contingency, in the Davis Drive right-of-way at the Southlake Regional Healthcare Centre pending successful discussions regarding the location of a transit station in the hospital property;**

TOWN OF NEWMARKET COUNCIL - EXTRACT - WEDNESDAY, OCTOBER 15, 2008					
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Reg. Councillor Taylor			Building & Bylaws, Dir. of		
Councillor Vegh			Planning, Dir. of		
Councillor Emanuel			Fire Chief		
Councillor Kerwin			Community Services, Commissioner of		
Councillor Woodhouse			Parks, Recreation & Culture, Dir. of		
Councillor Sponga			Public Works and Environmental Services Dir. of		
Councillor Blight			Corporate and Financial Services, Commissioner of		
Councillor Ramsarran			Town Clerk		
CAO			Communications Manager		
Human Resources			Information Systems Manager		
			Purchasing Manager		
PENDING AGENDAS: COW					
COUNCIL			OTHER:		
JCC					
Letter: File:			ORIGINAL REPORT IN DEPARTMENT BINDER	√	

(iii) the realignment of Parkside Drive to create a new intersection at Longford Drive/Parkside Drive/Davis Drive generally as shown on VIVA Next Drawing D-03 (August 8, 2008) attached to this Resolution; and

(iv) the realignment of Wilstead Drive to align with George Street generally as shown on VIVA Next Drawing D-02 (August 8, 2008) attached to this Resolution, recognizing that the implementation of this realignment will occur through the redevelopment of the affected properties and not through the VIVA Bus Rapid Transit project;

2. AND THAT the Region of York and VIVA Next be requested to complete a detailed transit service plan for the integration of the VIVA and York Region Transit systems on Yonge Street and Davis Drive and in particular, the operation of transit services at the Old Davis Tannery GO Train Station in order to address traffic flow restrictions caused by on-street operation of the York Region Transit buses which may be mitigated in part by bus cut-outs and right turn lanes;

3. AND THAT the Region of York be requested to ensure that the Region's Transportation Master Plan take into consideration the proposed design of Yonge Street and Davis Drive and that any additional transportation improvements required to address growth in travel demand be identified through the Master Plan;

4. AND THAT the Region of York/VIVA Next be requested to work with Newmarket staff during the detailed design of the project to address the following issues:

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Reg. Councillor Taylor			Building & Bylaws, Dir. of		
Councillor Vegh			Planning, Dir. of		
Councillor Emanuel			Fire Chief		
Councillor Kerwin			Community Services, Commissioner of		
Councillor Woodhouse			Parks, Recreation & Culture, Dir. of		
Councillor Sponga			Public Works and Environmental Services Dir. of		
Councillor Blight			Corporate and Financial Services, Commissioner of		
Councillor Ramsarran			Town Clerk		
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			Purchasing Manager		
PENDING AGENDAS: COW					
COUNCIL			OTHER:		
JCC					
Letter: File:			ORIGINAL REPORT IN DEPARTMENT BINDER	√	

(i) the design of the Davis Drive bridge structure over the Holland River to include a pedestrian path under the bridge on the east side of the river in addition to the existing path on the west side;

(ii) a detailed analysis of the traffic patterns on the local streets intersecting and running parallel to the Bus Rapid Transit route using sub-area modeling exercises to identify capacity and infiltration issues on these streets and intersections and to identify necessary improvements to minimize any increased infiltration as a result of the improvement on Davis Drive and Yonge Street as a result of the Bus Rapid Transit projects, and to implement such recommendations;

(iii) identification of an alternate east-west bicycle route parallel to Davis Drive and that the route be considered for Regional funding which may include the Pedestrian and Cycling Municipal Partnership Program;

(iv) confirmation from the Region that the Region will assume the cost of maintaining the landscaping in the centre median of the Bus Rapid Transit lanes;

(v) incorporation of the necessary relocation of existing municipal services as part of the cost of the regional contract; and

(vi) a review by the municipality for opportunities to update the capacity of services to facilitate redevelopment, enhance services and include within the road cross-section for future services;

5. AND THAT Newmarket Council authorize staff to proceed with the preparation of a Request for Proposal (RFP) to facilitate the early initiation

TOWN OF NEWMARKET COUNCIL - EXTRACT - WEDNESDAY, OCTOBER 15, 2008					
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Councillor Emanuel			Fire Chief		
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Councillor Sponga			Public Works and Environmental Services Dir. of		
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PENDING AGENDAS: COW					
COUNCIL			OTHER:		
JCC					
Letter: File:			ORIGINAL REPORT IN DEPARTMENT BINDER	√	

of the Yonge Street Regional Centre Secondary Plan, and that a further report regarding the proposed Secondary Plan be brought forward to Council prior to the setting of the 2009 budget.

CARRIED

Town of East Gwillimbury

COMMITTEE OF THE WHOLE COUNCIL MEETING MINUTES

TUESDAY, MAY 22, 2007, 3:30 P.M.

A meeting of the Town of East Gwillimbury Municipal Committee of the Whole Council was held on Tuesday, May 22, 2007, at 3:30 p.m. in the Civic Centre Council Chambers, 19000 Leslie Street, Sharon, Ontario

PRESENT:	Mayor	James Young
	Councillors	Cathy Morton Virginia Hackson Marlene Johnston Jack Hauseman
STAFF:	Chief Administrative Officer	Thomas Webster
	General Manager, Community Programs & Infrastructure	Wayne Hunt
	General Manager, Development & Legal Services	Don Sinclair
	Director of Corporate Services/Municipal Clerk	Lucille King
	Director of Finance/Treasurer	Rebecca Mathewson
	Fire Chief	Ken Beckett
	Deputy Clerk	Anna Knowles

ABSENT WITH NOTICE: L. Procter Maio, C.E.O., East Gwillimbury Public Library

LATE WITH NOTICE:

OTHERS: C. Cannon, Planner,
J. Cook, Manager, Human Resources & Organizational Development
C. Kellington, Manager, Community Planning & Development
D. McCulloch, By-laws/Provincial Offences Officer
L. Miguelo, Corporate Strategy & Communications Co-ordinator
G. Shropshire, Manager, Community Parks & Programs
D. Strong, By-laws/Provincial Offences Officer
L. Erskine & C. Bastedo, + one other person, York Region Rapid Transit Consortium
P. Reilly on behalf of residents of Cheltonwood Court
C. Weafer
B. Hammond
T. Garand
B. Sanderson

Mayor Young called the meeting to order at 3:30 p.m. A quorum was present.

A. DECLARATION OF INTEREST:

Mayor Young indicated a possible interest in Item E.2., as he resides on one of the streets under consideration. Mayor Young did not participate in the discussion or vote on the matter.

PRESENTATION(S)

There were no presentations.

B. DEPUTATION(S):

1. C. Bastedo, P.Eng., Project Manager, Programs and Project Management Division, Delcan Corporation re North Yonge Street E.A. Preliminary Preferred Alignment

   Lynton Erskine, E.A. Manager, provided an update on behalf of York Region with regard to the North Yonge Street E.A. (Environmental Assessment) for expansion of rapid transit northward and associated road improvements.
   Mr. Erskine advised that six (6) proposed route alternatives were evaluated and the preferred routing is Yonge Street to Davis Drive with two branches:
   1) east on Davis Drive to Leslie Street, and
   2) north on Yonge Street, then east on Green Lane to the East Gwillimbury GO Station. The preferred routing has been approved by Regional Council and is being prepared for presentation at upcoming public meetings scheduled be held in mid-June.
   Mr. Erskine displayed conceptual illustrations of phase II of the VIVA rapid transit system which will include the introduction of dedicated bus lanes, boulevards to improve pedestrian opportunities and to accommodate utilities, as well as sample stations along the route.
   He advised that at this time, York Region is seeking feedback from the Municipal Councils and, residents through a public consultation series which will include Newmarket, Richmond Hill and possibly Aurora. Feedback received will be incorporated into the final designs. In early 2008, the final E.A. Report will be submitted to the Ministry of the Environment for approval.

   Mayor Young thanked Mr. Erskine and Ms. Bastedo for their presentation and advised that Town of East Gwillimbury comments will be submitted shortly.

Moved by: Councillor Morton

BE IT RESOLVED THAT the Deputation by L. Erskine, E.A. Manager, and C. Bastedo, P.Eng., of the York Region Rapid Transit Consortium, with regard to the North Yonge Street E.A. Preliminary Preferred Alignment, be received and referred to the General Manager, Community Programs and Infrastructure for review and consideration.

Carried. CWC 2007-123CPI

2. Residents of Cheltonwood Court to request that Special Exception be granted to the current Sidewalk Policy as it relates to all Cul-de-sacs in the Town of East Gwillimbury

Mr. Pat Neilly spoke on behalf of the residents of Cheltonwood Court advising that the installation of a sidewalk at Lots 46 and 47 as it now exists would be creating a safety hazard rather than preventing one on the street. He advised that there are currently 14 - 15 children living on the street. Mr. Neilly presented a petition signed by all of the residents of Chelton wood Court to the Director of Corporate Services/Municipal Clerk.

Mayor Young thanked Mr. Neilly for his presentation and the time that he and the other residents had put into this issue. He noted that walkways are an important component of our communities however, in this case, he will not be supporting the installation of a sidewalk at this location. He explained that, in this instance, home purchasers were not provided with an opportunity to view the final detailed drawings of the proposed development.
A discussion ensued.
Councillor Hackson noted that the Sidewalk Policy is a guide, but common sense has to prevail when dealing with exceptions such as in this case.
Councillor Hauseman noted that it is hoped that the monies from the developer which were earmarked for construction of this sidewalk will be used for another purpose.
Councillor Johnston advised that while she is a strong proponent of sidewalks, in this case, the sidewalk is not all around the cul-de-sac. She requested that when reviewing development proposals for approval, Staff ensure that sidewalks go around the entire cul-de-sac or lead to a trail.

Moved by: Councillor Morton

BE IT RESOLVED THAT the deputation by P. Neilly, on behalf of residents of Cheltonwood Court, requesting that Special exception be granted to the current Sidewalk Policy as it relates to all Cul-de-sacs in the Town of East Gwillimbury, be received; and

THAT the sidewalk not be installed and that the Municipality address the compensation issue with the Developer; and

FURTHER THAT the Cheltonwood Court residents be informed of Council's decision.

Carried. CWC 2007-124CPI

C. DEVELOPMENT & LEGAL SERVICES: Jack Hauseman, Chair

1. Development and Legal Services, Planning Branch Report P2007-36, dated May 22, 2007 re 1422754 Ontario Limited (Beaverbrook Homes – Phase IIC), Part Lot Control Exemption Application, Part of Block 86, Registered Plan 65M-3902 [File: PLC.07.01]

Moved by: Councillor Morton

BE IT RESOLVED THAT Development and Legal Services, Planning Branch Report P2007-36, dated May 22, 2007 regarding 1422754 Ontario Limited (Beaverbrook Homes – Phase IIC), Part Lot Control Exemption Application, Part of Block 86, Registered Plan 65M-3902 [File: PLC.07.01], be received;

THAT staff be directed to prepare the required Development Agreement and forward such Agreement to Council for its consideration and the passage of a by-law to authorize the entering into of the Development Agreement between 1422754 Ontario Limited, KPMG Inc. (being the receiver and manager of the assets, property and undertaking of 694726 Ontario Limited and 787266 Ontario Limited) and the Town;

THAT Committee of the Whole Council recommend to Council the passage of a by-law to lift the Holding Symbols of By-law No. 97-50, as amended by By-law 2004-122, as they specifically pertain to the proposed 44 townhouse units in Phase IIC;

THAT Committee of the Whole Council recommend to Council the passage of Part Lot Control Exemption By-laws for Part of Block 86, Registered Plan 65M-3902 upon execution of the required Development Agreement and construction of the building foundations to the satisfaction of the Town's Chief Building Official; and

THAT upon registration of the respective transfers, Council pass a by-law to repeal the Part Lot Control Exemption By-law for Phase IIC.

Carried. CWC 2007-125DLS

2. Development and Legal Services, Planning Branch Report P2007-37, dated May 22, 2007 re Site Plan Application – Model Homes by Crystal Homes, Part of Lot 100, Concession 1, W.Y.S. [File: SPA.06.09]

Mayor Young thanked Staff for the work that was done in addressing the concerns of Council but stressed that Council is only prepared to move forward on a conditional basis: that Council's concerns and recommendations are addressed by the Developer(s). He noted that it is important to have all of the details finalized and agreed upon by all parties, in order that potential home buyers may be able to see the amenities of the community when considering their purchase.

In response to an inquiry from Councillor Johnston, Thomas Webster, Chief Administrative Officer, advised that a home purchase is a large investment and there is an expectation of full disclosure by the municipality, including parks, bicycle lanes, etc. He further advised that no pre-sales will be permitted until a water agreement is finalized with the Town of Newmarket.

Mayor Young summarized, stating that approval given today will permit model homes on the condition that there is acknowledgment and acceptance by the Developers of the issues raised by Council earlier today at the Council Education Workshop.

Carolyn Kellington, Manager, Community Planning and Development, noted that part of the recommendations of this report include direction that Staff prepare the required Site Plan Agreement and, pending the lifting of the Holding Symbols, forward this Agreement to Council for approval and the passage of a by-law authorizing the Mayor and Municipal Clerk to execute the agreement.

Moved by: Councillor Morton

BE IT RESOLVED THAT Development and Legal Services, Planning Branch Report P2007-37, dated May 22, 2007 regarding proposed model homes for the Harvest Hills subdivision, be received;

THAT Committee of the Whole Council receive the Site Plan Application for the proposed model homes [SPA.06.09];

THAT Staff be authorized to notify adjacent landowners, as prescribed in the Planning Act, of the Town's intent to remove the Holding Symbols as it applies to the seven (7) model home units within Phase I of the draft approved plan of subdivision [File: ZBA.04.03], subject to further discussions with the Region of York pertaining to the criteria currently in place for lifting the Holding provisions; and

THAT Staff be directed to prepare the required Site Plan Agreement and, pending the lifting of the Holding Symbols, forward this Agreement to Council for approval and the passage of a by-law authorizing the Mayor and Municipal Clerk to execute the agreement.

Councillor Hauseman requested that a recorded vote be taken:

Councillor Hackson	-	No
Councillor Hauseman	-	No
Councillor Johnston	-	Yes
Councilor Morton	-	No
Mayor Young	-	Yes

Defeated. CWC 2007-126DLS

Moved by: Councillor Morton

BE IT RESOLVED THAT Development and Legal Services, Planning Branch Report P2007-37, dated May 22, 2007 regarding proposed model homes for the Harvest Hills subdivision, be received;

THAT Committee of the Whole Council receive the Site Plan Application for the proposed model homes [SPA.06.09];

THAT Staff be authorized to notify adjacent landowners, as prescribed in the Planning Act, of the Town's intent to remove the Holding Symbols as it applies to the seven (7) model home units within Phase I of the draft approved plan of subdivision [File: ZBA.04.03], subject to further discussions with the Region of York pertaining to the criteria currently in place for lifting the Holding provisions; and

THAT Staff be directed to prepare the required Site Plan Agreement and, pending the lifting of the Holding Symbols, forward this Agreement to Council for approval and the passage of a by-law authorizing the Mayor and Municipal Clerk to execute the agreement; and

THAT the permit for the seven (7) homes be conditional on obtaining confirming agreement to issues raised at today's Council Education Workshop.

Councillor Hauseman requested that a recorded vote be taken:

Councillor Hackson	-	Yes

Councillor Hauseman - Yes
Councillor Johnston - No
Councilor Morton - Yes
Mayor Young - No

Carried. CWC 2007-127DLS

Moved by: Councillor Johnston

BE IT RESOLVED THAT Staff be directed to report on matters that must be satisfied prior to pre-sales occurring in draft Plans of Subdivision; and

FURTHER THAT this report be brought back to the June Committee of the Whole Council meeting or that the issue go on the pending list.

Carried. CWC 2007-128DLS

D. COMMUNITY PROGRAMS & INFRASTRUCTURE: Marlene Johnston, Chair

1. Community Programs and Infrastructure, Community Parks and Programs Branch Report CPI-2007-32, dated May 22, 2007 re Naming of New Park in Beaverbrook Phase II Development

Councillor Morton noted that there is some confusion with Reports 1 and 2 regarding the cost of the park sign, the first report indicating "not to exceed $50,000" and the second indicating "not to exceed $25,000".

Wayne Hunt, General Manager, Community Programs and Infrastructure, advised that discussions are currently underway with the consultant and a concept will be brought back before Council for approval. He noted that it may be necessary to look at a more substantial sign at this location than was needed for Sharon Hills, as the park entrance will be located on a main thoroughfare.

In response to an inquiry from Councillor Hackson, Thomas Webster, Chief Administrative Officer, advised that the Town's Sign Policy relates to facilities and gateways, but does not extend to parks at this time. In this instance, a double-sided sign will be required. The Chief Administrative Officer advised that concepts will be brought back to Council for approval.

Moved by: Councillor Hackson

THAT Community Programs & Infrastructure Report CPI-2007-32 dated May 22, 2007, regarding the naming of the new park in Beaverbrook Phase II Development be received and adopted.

THAT Council approve "Vivian Creek Park" as the official name for the new park being constructed as part of the Beaverbrook Phase II development in Mount Albert.

THAT Council authorize staff to investigate the design and cost of installing a park identification sign at the Centre Street entrance to the park.

Carried. CWC 2007-129CPI

2. Community Programs and Infrastructure, Community Parks and Programs Branch Report CPI-2007-33, dated May 22, 2007 re Tender Award for Contract 2007-3 – Vivian Creek Park Construction

Moved by: Councillor Hackson

THAT Community Programs & Infrastructure Report CPI-2007-33 dated May 22, 2007 regarding Tender Award for Contract 2007-3, be received and adopted;

THAT Council approve the low bid received from Gateman-Milloy Inc. in the amount of $830,094.73 (not including G.S.T.) for Contract 2007-3, Vivian Creek Park Construction.

THAT a by-law be passed to enter into an Agreement between the Corporation of the Town of East Gwillimbury and Gateman-Milloy Inc. with respect to Contract 2007-3.

THAT staff acquire additional securities in the amount of $355,100.00 from 1442754 Ontario Limited (Beaverbrook Homes) as per the arrangements outlined in Report P2007-03 and adopted by Council on January 29, 2007.

Carried. CWC 2007-130CPI

Councillor Hauseman left the meeting at 4:10 p.m.

3. Community Programs and Infrastructure, Operations and Fleet Branch Report CPI-2007-35, dated May 22, 2007 re Town Driveway Entrance Policy

Mayor Young enquired whether it is necessary to have a formal policy, or is it possible to ensure that common sense is used to obtain approval from Council and people in the area as circumstances require.

Wayne Hunt, General Manager, Community Programs and Infrastructure, advised that the present criteria used, which is far beyond MTO requirements, is essentially the policy presented with the addition of bringing the request back to Council. The process is not new to the industry, what is in addition to the existing procedures is bringing back a report to Council asking for a technically supportable driveway entrance.
The General Manager, Community Programs and Infrastructure, further advised that Staff had completed a survey of other municipalities and they do not go through a public process and one is not required under the *Planning Act*.

Councillor Johnston enquired how many requests for curb cuts for a second entrance are received.
The General Manager, Community Programs and Infrastructure, advised that one or two requests are received every couple of years, adding that many requests are not approved.

Moved by: Councillor Hackson

THAT Community Programs & Infrastructure Report CPI-2007-35 dated May 22, 2007 regarding the Town Driveway Entrance Policy be received.

Carried. CWC 2007-131CPI

4. Community Programs and Infrastructure, Operations and Fleet Branch Report CPI-2007-36, dated May 22, 2007 re Second Driveway Entrance to 12 Valley Mills Road

Councillor Johnston enquired whether Staff have met with the two residents.
Mayor Young advised that that Staff and Members of Council have spoken with the residents. He apologized that neighbouring residents were not advised and that Town Staff had moved forward with something that should not have been done. Mayor Young directed that the curb be re-poured and a letter of apology forwarded to the owners of 12 Valley Mills Road and the other affected residents.
Mayor Young advised that he will sign the letters on behalf of all Members of Council.

C. Weafer, owner of 12 Valley Mills Road, advised that the intent of requesting a second curb cut was to make his front yard safe for people coming and going from their vehicles due to the slope of the driveway in front of his house.
Councillor Morton noted that she can understand the concerns of all three parties, but the biggest concern is with regard to backing out of the driveway to the east side of the road.

Moved by: Councillor Hackson

THAT Community Programs & Infrastructure Report CPI-2007-36 dated May 22, 2007 regarding the Second Driveway Entrance to 12 Valley Mills Road, be received.

THAT regarding the request for the second driveway entrance at 12 Valley Mills Road, the curb be re-poured and that letters of apology be sent to all parties from Council.

Carried. CWC 2007-132CPI

E. CORPORATE & FINANCIAL SERVICES: Virginia Hackson, Chair

1. Corporate and Financial Services, By-law and Licensing Branch Report 2007-11, dated May 22, 2007 re New Proposed Fence By-law

In response to an inquiry from Councillor Morton, Deb McCulloch, By-laws/Provincial Offences Officer, advised that the permit fee remains at $120, the deposit it new.
In response to an inquiry from Councillor Morton with regard to damage to roads, sewage systems, and/or grading, Wayne Hunt, General Manager, Community Programs and Infrastructure, advised that grading issues on the lot could affect abutting lands, within easements. The deposit provides assurance that some securities to cover the damage are in place.

Mayor Young inquired when the Town knows that the required safety barriers are in place prior to water going into a pool or hot tub.
Deb McCulloch, By-laws/Provincial Offences Officer advised that when a pool or hot tub is installed, the resident is directed to contact the Town for a final inspection.
Mayor Young directed that Town Staff ensure that safety inspections are completed before water goes into a pool or hot tub.
Deb McCulloch, By-laws/Provincial Offences Officer, advised that there is a new section in the proposed by-law outlining this requirement.

Councillor Hackson enquired whether there is some means to follow up once a permit has been issued, if Town Staff have not been contacted within a certain time period for an inspection.
Councillor Hackson requested that Ms. McCulloch look into the process and come back with a recommendation(s).

Mayor Young enquired how many pool permits have been issued where there have not been final inspections.
The By-laws/Provincial Offences Officer advised that 2006 permits are being reviewed at this time and if a call has not been received, Staff will follow up with an inspection. Information for 2005 is not available at this time.

Moved by: Councillor Johnston

BE IT RESOLVED THAT Corporate Services, By-law and Licensing Branch Report 2007-11, dated May 22, 2007, regarding a new Fence By-law, be received and adopted;

THAT Committee of the Whole Council approve the recommended Option 1, contained in the Background/Analysis section of the report and further, that Council hold a public meeting regarding the new Fence By-law on Monday, June 18th, 2007 at 6:30 p.m.; and

THAT following the public meeting, the new Fence By-law be placed before Council for adoption at one of the next regularly scheduled Council meetings (June 18 or July 16, 2007).

Carried. CWC 2007-133CFS

Mayor Young indicated a possible interest in the following report as he resides on one of the streets under consideration. Mayor Young did not participate in the discussion or vote on the matter.

2. Corporate and Financial Services Report 2007-12, dated May 22, 2007 re On-Street Parking Pass Survey Results

Councillor Morton enquired about the possibility of considering individual streets for longer term or overnight parking where a greater positive response was received. She noted that Councillor Hauseman had previously recommended that some additional streets in Holland Landing be reviewed.
Deb McCulloch, By-laws/Provincial Offences Officer, advised that the option recommended is based on the total results, however, individual streets could be considered if Council direction is that this be undertaken.

Moved by: Councillor Johnston

BE IT RESOLVED THAT Corporate Services, By-law and Licensing Branch Report 2007-12, dated May 22, 2007 regarding the On-Street Parking Pass Survey results be received and adopted;

THAT Council adopt the proposed Option 3, which requires no change to the existing Parking By-law; and

THAT the results of the On-Street Parking Survey and Council's decision be communicated on the Town's page in the Era-Banner, the Bulletin and on the Town's Website.

Carried. CWC 2007-134CFS

Councillor Hauseman returned to the meeting at 4:45 p.m.

3. Corporate and Financial Services Report CF2007-13, dated May 22, 2007 re 2007 Property Tax Rates

Rebecca Mathewson, Director of Finance/Treasurer, advised that this a standard report and that a by-law to establish the 2007 property tax rates will be brought forward for adoption at the next meeting of Council.

Moved by: Councillor Johnston

BE IT RESOLVED THAT Corporate and Financial Services Report 2007-13, dated May 22, 2007 regarding 2007 Property Tax Rates be received and adopted; and

THAT Council establish the 2007 property tax rates for Town purposes as follows:

Property Assessment Class	Tax Ratio	Tax Rate
Residential	1.0	**0.347800%**
Multi-Residential	1.0	**0.347800%**
New Multi-Residential	1.0	**0.347800%**
Commercial	1.207	**0.419795%**
Industrial	1.3737	**0.477773%**
Pipelines	0.919	**0.319629%**
Farm	0.25	**0.086950%**
Managed Forests	0.25	**0.086950%**

Carried. CWC 2007-135CFS

F. EMERGENCY SERVICES: Cathy Morton, Chair

There were no reports.

Councillor Morton, Chair of Emergency Services, thanked Ken Beckett, Fire Chief, for arranging to have the new Mount Albert fire truck brought to the Civic Centre.

G. ADMINISTRATION: James Young, Chair

1. Internal Memorandum from J. Cook, Manager, Human Resources and Organizational Development, and K. Beckett, Fire Chief, dated May 22, 2007 re Bill 221 – *Workplace Safety and Insurance Amendment Act*

Moved by: Councillor Hauseman

BE IT RESOLVED THAT the Internal Memorandum from J. Cook, Manager, Human Resources and Organizational Development and K. Beckett, Fire Chief, dated May 22, 2007 with regard to Bill 221 – *Workplace Safety and Insurance Amendment Act*, be received.

Carried. CWC 2007-136CAO

2. Memorandum from the Office of the C.A.O., Communications Branch, dated May 22, 2007 re East Gwillimbury and Collaborative Communications Strategy for S.S.O. (Source Separated Organics)

Thomas Webster, Chief Administrative Officer, advised that the purpose of this memorandum is to provide Council with an overview of the communications strategy for the S.S.O. collection program. He further advised that two (2) summer students will be brought in to follow up on Council's directive.
Licinio Miguelo, Corporate Strategy & Communications Co-ordinator, noted that while some of the municipalities are content to wait until August, Town of East Gwillimbury will be hosting an open house/information session on Tuesday, June 26th and a second one in September to gear up for the launch of the program. A follow-up session will be scheduled once the program has been in place for a few weeks.

Councillor Hauseman noted that on page 3 of the report, the participation rate goal should be corrected to read 75% in East Gwillimbury.
This modification will be made.

A discussion ensued regarding the possibility of Town of East Gwillimbury obtaining their own "Binnie" costume to assist with the S.S.O. collection program promotion.

Moved by: Councillor Hauseman

BE IT RESOLVED THAT the Internal Memorandum from the Office of the C.A.O., Communications Branch, dated May 22, 2007, regarding East Gwillimbury and Collaborative Communication Strategy for S.S.O. (Source Separated Organics), be received.

Carried. CWC 2007-137CAO

H. OTHER BUSINESS:

- Mayor Young advised that consideration is being given to holding a second fundraising event, very similar to the one held last year, for construction of a cultural pavilion, possibly on June 25th. E. Radocchio is willing to host such an event for the Town.

- Thomas Webster, Chief Administrative Officer, advised that Council is looking at an alternative that would utilize the barn on the property to the north of the Civic Centre. At this time they are awaiting quotes on demolition and reconstruction.

- Councillor Hackson enquired about the possibility of setting another meeting of Council in place of the June 4th meetings that are being cancelled, as there may be issues of some urgency to be dealt with.
  Mayor Young advised that if there is a need, a Special Meeting of Council will be considered.

I. PENDING LIST:

J. IN-CAMERA:

In response to an enquiry from Councillor Hauseman, Mayor Young advised that the report of the Director of Finance/Treasurer has been postponed to the next meeting on June 18th.

K. ADJOURNMENT:

Moved by: Councillor Hauseman

BE IT RESOLVED THAT the Committee of the Whole Council Meeting adjourn at 5:06 p.m.

Carried. CWC 2007-138CFS

James R. Young, Mayor

Lucille King, Municipal Clerk

Meeting Minutes adopted on **June 18, 2007**.

Town of East Gwillimbury

COMMITTEE OF THE WHOLE COUNCIL MEETING MINUTES

Monday, May 5, 2008, 1:00 P.M.

A meeting of the Town of East Gwillimbury Committee of the Whole Council was held on Monday, May 5, 2008, at 1:00 p.m. in the Civic Centre Council Chambers, 19000 Leslie Street, Sharon, Ontario

PRESENT:	Mayor	James R. Young
	Councillors	Cathy Morton Virginia Hackson Marlene Johnston Jack Hauseman
STAFF:	Chief Administrative Officer	Thomas Webster
	General Manager, Development and Legal Services	Don Sinclair
	General Manager, Community Programs and Infrastructure	Wayne Hunt
	Director of Corporate Services/Municipal Clerk	Lucille King
	Director of Finance/Treasurer	Rebecca Mathewson
	Fire Chief	Ken Beckett
	Deputy Clerk	Anna Knowles
	Technical Clerk	Hajnulka Hartwick

ABSENT WITH NOTICE:

LATE WITH NOTICE:

OTHERS: M.F. Turner, York Region Rapid Transit Corporation + 1
K. Parsons, MegaWHAT + 1
K. Ramsay, Holland Landing Chiropractic and Wellness Centre
J. Hopkins
E. Newman, Joseph Bogdan Associates Inc.
D. Given, Malone Given Parsons
A. Callegari, Neiman, Callegari
W. Andrews, Manager, Operations and Fleet
C. Cannon, Planner
C. Kellington, Manager, Community Planning and Development
D. McCulloch, By-law and Licensing Co-ordinator
J. O'Reilly, Co-op Student, Development and Legal Services
R. Skinner, Environmental Planner

D. Stone, Manager, Policy Planning
Approximately 140 members of the public were present

Mayor Young called the meeting to order at 1:00 p.m. A quorum was present.

A. DECLARATION OF INTEREST:

Mayor Young declared an interest with regard to an item that is scheduled to be discussed In-Camera.
Councillor Johnston declared an interest with regard to an item that is scheduled to be discussed In-Camera.

B. DEPTUATION(S):

1. Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation, re North Yonge Street/Davis Drive Class E.A. – Transit Alignment

Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation, advised that the North Yonge Street/Davis Drive Class E.A. has been presented to the public and final public meetings seeking to obtain comments and input with regard to the proposed alignment are scheduled to be held in June.

Ms. Turner advised that rapid transit will be introduced in two stages. During the first stage, prior to 2015, rapid transit vehicles will utilize high-occupancy vehicle lanes along Yonge Street to Davis Drive, and then travel across Green Lane in mixed traffic lanes. The second stage after 2015, will see rapid transit travelling up Yonge Street and along Green Lane to the East Gwillimbury GO Station in high-occupancy vehicle lanes.

In response to an enquiry from Councillor Hackson, Ms. Turner advised that the future development of rapid transit can be viewed in step with growth that is anticipated to take place in to East Gwillimbury.

Mayor Young thanked Ms. Turner for her presentation and noted that rapid transit will play an important role as growth progresses in East Gwillimbury.

Moved by: Councillor Hackson

BE IT RESOLVED THAT the deputation by M.F. Turner, Vice-President, York Region Rapid Transit Corporation regarding the North Yonge Street/Davis Drive Class E.A. – Transit Alignment, be received.

Carried. CWC 2008-152CFS

2. Katharine Parsons on behalf of the York-Simcoe group, MegaWHAT, to bring forth concerns re Ontario Power Authority's Proposal for a 350MW Gas-fired Peaking Plant in Northern York Region

Mayor Young advised that Town of East Gwillimbury Council has not made a decision on this issue. There are a number of proponents and the Town is seeking to obtain additional information. He advised that a Development and Legal Services Staff Report, Item C.4., will be presented later during this meeting.

K. Parsons, speaking on behalf of the newly formed York-Simcoe group, MegaWHAT, advised that a request for qualifications was issued on January 28, 2008 and a request for bids went out March 28, 2008. She advised that residents have been left out of the decision making process, noting that the proposed locations have not yet been released to the public, nor has the public been consulted.

Ms. Parsons, along with Mr. Shore, also a member of MegaWHAT, outlined the organization's concerns with the Ontario Power Authority's proposal for a 350MW gas-fired peaking plant to be located in Northern York Region.
Mr. Shore advised that, in fact, peak demand is declining on a per capita basis due to conservation efforts that have been undertaken by residents and businesses over the past five years. He emphasized the importance of conservation by both residents and businesses.
Mr. Shore also questioned figures indicating that the population within Northern York Region is expected to double over the coming 20 years.

Ms. Parsons advised that a 350 MW power plant would draw 7.3 million litres of water per day, and not always for cooling. She advised that some water (mixed with ammonia) is utilized for emissions control. The actual amount of water utilized will depend on the model of turbine and its output. In the absence of 350 MW power plants in Canada, Ms. Parsons advised that the organization had contacted the State of California, which has a number of peaker plants and had learned that much smaller peaker plants are preferred. A 350MW plant operating 900 hours per year utilizes from 34-million to 374-million litres of water per year, with the average being 123-million litres.
Ms. Parson provided an overview of the major end-products produced by a power plant of the size that is being proposed and the known health and environmental consequences, adding that the impacts on health are most prevalent in the population of the area located nearest to the power plant.

Ms. Parsons provided Members of Council and Senior Management Staff with a copy of a letter that is being sent by MegaWHAT to the Hon. Julia Munro, M.P.P. York-Simcoe outlining their concern regarding the "breach of public process".

Ms. Parsons advised that Town of Georgina Council has recently passed two motions – one expressing the desire of the municipality to be recognized as an "unwilling host" and the second advising of their desire to participate in the public consultation process through the reforming of the Working Group. She requested that Town of East Gwillimbury draft a similar motion. Ms. Parsons further recommended that, should the Town look at proposals, they be contracted out to an independent E.A. review.
Ms. Parsons asked Town of East Gwillimbury Municipal Council for their leadership in environmental stewardship.

Mayor Young thanked Ms. Parsons for her time and effort in preparing the presentation and advised that the Town will call on her for more input when technologies are being considered.

Moved by: Councillor Hackson

BE IT RESOLVED THAT the deputation by Katharine Parsons on behalf of the York-Simcoe group MegaWHAT, to bring forth concerns regarding the Ontario Power Authority's proposal for a 350 MW gas-fired peaking plant in Northern York Region, be received; and

THAT the information be referred back to Staff for review and consideration.

Carried. CWC 2008-153CFS

At the request of Mayor Young, Carolyn Kellington, Manager, Community Planning and Development introduced John O'Reilly, who will be working as a Co-op Student in the Development and Legal Services Department. He is in his second year at University of Waterloo working towards a B.A. in Environmental Studies and is an honours Planning student.

At the request of Mayor Young, Wayne Hunt, General Manager, Community Programs and Infrastructure, introduced Tyler Dokovic, who will be working as a Co-op Student in Community Programs and Infrastructure. He is enrolled in the three-year Environmental Technology Program at Georgian College.

Mayor Young welcomed John O'Reilly and Tyler Ducovic to the Town of East Gwillimbury on behalf of himself and Members of Council.

3. Kelly Ramsay, Holland Landing Chiropractic and Wellness Centre re Proposed Run for 'Ramps and Rails'

Ms. Ramsay advised that in June 2007, information was forwarded to Town of East Gwillimbury Council indicating an interest in the community for the creation of a skateboarding park and advising that they would like to organize a fundraising event.

Mayor Young thanked Ms. Ramsay for her presentation and advised that the Town of East Gwillimbury is not in a position to build a skateboard park in the immediate future. He further advised that Council has concerns about money being raised for something that is not planned. As well, there are concerns about who will be handling the funds raised as no formal organization has been set up to date. Mayor Young indicated that Council does not wish the event to be portrayed as a fundraising event for a future Town-run facility, as the Town is not in a financial position to support such a facility at this time. There is a Park Recreation and Culture Strategic Master Plan currently underway which will review and recommend future facilities.

In response to an enquiry from Councillor Hauseman, Ms. Ramsay advised that the proposed event is capped at 200 registrants (at $28 or $32 each) for the 2008 run/walk, as well as some community sponsors. A silent auction is also planned in conjunction with the event. Ms. Ramsay further advised that it has not been determined yet whether this will be a yearly event as this year's run is not sanctioned by the Ontario Runners' Association but is being organized by the Running Room.

Councillor Hauseman advised that a second bicycle facility, similar to the one currently in Anchor Park, is being planned this year in the northwest area of Holland Landing. He advised that the skateboard park in Keswick was constructed at a cost of approximately $330,000, while the estimated cost of the skateboard to be constructed in Sutton is approximately $500,000. The cost of rebuilding Anchor Park, construction of a second bicycle facility and the enhancement of the trails system for all users, as well as the remaining amount owing on the second ice pad, prevent consideration of an additional expenditure for construction of a skateboard park at this time. Future growth and development may permit the Town to enter into a partnering agreement for such a park or other facility.

Councillor Hackson thanked Ms. Ramsay for her work to plan and organize this year's event and on finding a good sponsor to work with. Community events are an important feature in the Town.

Mayor Young concluded by stating that the Town is currently in the process of an Official Plan review and update, however, at this time $90,000 is the equivalent of a 1% tax increase. There are many priorities – good roads, good infrastructure, good parks and other amenities, and the municipality's funds do have to be managed responsibly to benefit all of our residents.

Moved by: Councillor Hauseman

BE IT RESOLVED THAT the deputation by K. Ramsay, Holland Landing Chiropractic and Wellness Centre, regarding the proposed Run for 'Ramps and Rails', be received.

Carried. CWC 2008-154CFS

4. Jack Hopkins of Mount Albert re Fill Permit Application by Mount Albert Pit Inc. [Report CPI-2008-24]

Jack Hopkins outlined his concerns with regard to the Fill Permit Application by Mount Albert Pit Inc., in particular, the possibility of hazardous materials leaching out from the fill and coming into his well at the back of the barn. He enquired whether there is a system in place to ensure that this would not occur. And, if there was such an occurrence, how would the Town know? What is the Town's responsibility and what is his responsibility?

Mayor Young thanked Mr. Hopkins for his presentation and advised that his concerns will be addressed along with the Staff Report on today's agenda.

Moved by: Councillor Johnston

BE IT RESOLVED THAT the deputation by J. Hopkins of Mount Albert, regarding Fill Permit Application by Mount Albert Pit Inc. [Report CPI-2008-24], be received; and

THAT the matter be referred to the Staff Report.

Carried. CWC 2008-155CFS

Mayor Young and Members of Council unanimously agreed to bring forward Items C.4. [Development and Legal Services Report P2008-40], and D.1., [Joint Community Programs and Infrastructure and Development and Legal Services Report CPI-2008-24], to be addressed at this time.

C.4. Development and Legal Services, Planning Branch Report P2008-40, dated May 5, 2008 re Ontario Power Authority RFQ Update – Northern York Region Power Procurement

Councillor Hauseman advised that East Gwillimbury Council has adopted a strategy of requesting further information on this issue before any decisions can be made. Conflicting information has been received. He stated that the population of this municipality will grow from the present 22,000 to 150,000 as part of the projected growth of the Greater Toronto Area (GTA). Two-

thirds of the municipality will be protected under the Green Belt and Oak Ridges Moraine Act. He noted that while conservation is a very important part of ensuring an adequate supply of electricity, climate/weather also plays a part and conservation will be a challenge. It is important to ensure that our residents have a safe and secure supply of electricity.

He further advised that it is important to take a balanced approach and only after a full education and review, will a final determination be made.

Councillor Johnston advised that while East Gwillimbury Council was advised who the proponents were, they have not been advised of the proposed location(s) of the site(s) at this time.

Councillor Johnston noted that on page 3 of Development and Legal Services Report P2008-40, it is stated that the Ontario Power Authority has indicated the type of facility that is required, which would require no water for cooling, and enquired whether water will be used for any other purposes? She directed that staff work to ensure that all water usage information for the proposed facility is provided.

Moved by: Councillor Morton

BE IT RESOLVED THAT Development & Legal Services Report P2008-40 dated May 5th, 2008, regarding the Ontario Power Authority RFQ Update Northern York Region Power Procurement update be received;

THAT Committee authorize staff to continue to gather information from the potential power plant proponents regarding proposed locations, environmental constraints and considerations, operating and overall design specifications, approval process(es) and requirements, and community benefits.

THAT the Ontario Power Authority be requested to report on their strategy for public consultation regarding the Northern York Region Power Procurement.

Carried. CWC 2008-156DLS

D.1. Joint Community Programs and Infrastructure and Development and Legal Services Report CPI-2008-24, dated May 5, 2008 re Fill Permit Application by Mount Albert Pit Inc.

Wayne Hunt, General Manager, Community Programs and Infrastructure, advised that the report summarizes the lengthy discussions with the proponent with regard to Mr. Hopkins' concerns regarding his well.

- The proponent will be required to carry out a well monitoring (hydrogeological) program for private wells in the area, commencing

prior to fill being brought in and periodically throughout the term of the project. It is not anticipated that there will be an issue, however If necessary, a new well or wells will be drilled. There are securities in place.

- The quality of fill must meet Ministry of the Environment (MOE) criteria for 'clean fill'. The proponent is required to hire an independent geotechnical consultant to test the site prior to commencement of filling and from time to time throughout the duration of the project in order to ensure that no contamination takes place .
- Municipal service fees are in accordance with the Town's by-law.
- The proponent is proposing a three-year term to complete the operation with a possible extension of two years if needed. The applicant is proposing to carry out a year round operation, with varying daily truck volumes, contingent upon weather and the availability of clean fill.

In response to enquiries from Mayor Young and Councillor Morton, the General Manager, Community Programs and Infrastructure advised that the applicant is required to pave the first 300 metres (1,000-ft) of the driveway entrance from Mount Albert Road, and to take whatever measures are necessary to control mud tracking and dust. There are securities in place and if needed, action to clean the road could be undertaken jointly with York Region.

In response to a further enquiry from Councillor Morton regarding monitoring of truck traffic, the General Manager, Community Programs and Infrastructure advised that the volumes will be monitored by way of tickets which will be provided monthly. In addition, monitoring assistance may be requested from Staff if required.

In response to an enquiry from Councillor Morton regarding the approximate depth of top soil for agricultural uses, the General Manager, Community Programs and Infrastructure advised that an amount could be added into the agreement to make it more specific, but the intent is to return the site to agricultural uses.

In response to a further enquiry from Councillor Morton, the General Manager, Community Programs and Infrastructure advised that it is understood that the applicant will be advised if the Fill By-law is amended.

In response to a request for clarification of the term 'keeping the road clean' by Councillor Johnston, the General Manager, Community Programs and Infrastructure advised that while this may be open to interpretation to some extent, it means that any dust or mud from the site that could potentially create traffic problems/concerns is cleaned. The Town will, of necessity rely

a great deal on information received from Town and Regional staff and the public.

In response to a further enquiry from Councillor Johnston, the General Manager, Community Programs and Infrastructure advised that D. Sinclair, General Manager, Development and Legal Services/Town Solicitor, will review and determine the Schedules to be included in the final agreement.

Angelo Callegari of Neiman, Callegari, requested clarification with respect to loads and averages on behalf of his client.

Wayne Hunt, General Manager, Community Programs and Infrastructure, advised that it will be necessary to monitor and manage the loads. The figure of 2,400 loads per month will be used as a guideline/rule, in order to complete the project as quickly as possible.
Don Sinclair, General Manager, Development and Legal Services/Town Solicitor, advised that the wording in the agreement will be addressed with regard to this issue.

Moved by: Councillor Hackson

BE IT RESOLVED THAT Community Programs & Infrastructure and Development Legal Services Report CPI-2008-24 dated May 5, 2008 regarding the Fill Permit Agreement – Mount Albert Pit Inc. be received; and

THAT Committee recommend to Council the passage of a By-law to authorize the Mayor and Municipal Clerk to execute the Fill Permit Agreement between Mount Albert Pit Inc. and the Town of East Gwillimbury substantially in the form attached hereto; and

FURTHER THAT staff monitor truck traffic to the site on a monthly basis to ensure that an average of approximately 100 loads per working day entering the site is complied with.

Carried. CWC 2008-157CPI

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Council Workshop - Official Plan Review: **– Mayor James R. Young, Chair**

Official Plan Financial Update

Presented by Rebecca Mathewson, Director of Finance/Treasurer

- Watson & Associates DC Background Study – Proposed Residential/Non-Residential DC Rates
- Community Capital Contribution Discussion

Rebecca Mathewson, Director of Finance/Treasurer, provided a detailed overview of Development Charges, Community Capital Contribution and Fiscal Impact Analysis,

noting that $77.1-million ($15.4-million annually) will be needed from taxes and rates, or other sources to meet Gross Capital costs of $165-million over the five-year life of the Development Charges By-law.
The Director of Finance/Treasurer requested Council's approval in order to enter into discussions to review the Draft Development Charges with the development community (BILD) and to solicit preliminary comments.

Mayor Young replied, no, that it is Council's intention to deal with Development Charges and Community Capital Contributions all at once and once a decision has been finalized, the industry will then be consulted. Mayor Young directed Ms. Mathewson to prepare a report to bring back to Council at a future meeting.

Mayor Young thanked Ms. Mathewson for her presentation and noted that most items will be attributable to growth. He questioned the community and supportive housing initiatives as these are not under the Town's jurisdiction.

In response to an enquiry from Mayor Young, Don Sinclair, General Manager, Development and Legal Services, advised that the Town of Milton case has been settled and the development community there will be paying over and above the development charges rates. He advised that he will be meeting with the lawyer later in the week.

In response to an enquiry from Councillor Hauseman, Don Sinclair, General Manager, Development and Legal Services, advised that the agreements with Queensville are still under negotiation.

Thomas Webster, Chief Administrative Officer, advised that the current numbers are leveling the Queensville Community approach municipality-wide.

Mayor Young advised that it is important to put business practices into place in order to collect the funds so that the costs of growth will not have to be placed on existing residents.

A lengthy discussion ensued.

Mayor Young noted that both development charges and the community capital contribution components are very time sensitive, as well as the growth fiscal impact study.

Mayor Young directed that the recommendations, as well as detail of the Town of Milton and City of Brampton cases be brought back to the next Committee of the Whole Council meeting.

C. DEVELOPMENT & LEGAL SERVICES: Marlene Johnston, Chair

Council Workshop - Official Plan Review

Preliminary Green Lane Urban Design Concepts

Joseph Bogdan Associates Inc., presented by Ellie Newman

Ellie Newman of Joseph Bogdan Associates Inc., provided a general overview of urban design objectives in residential; mixed use and commercial; employment and office space; streetscape and open space development, and a design concept overview for the future development of the Green Lane Corridor and Yonge Street, 2nd Concession Road, and Leslie Street north of Green Lane.

Councillor Hauseman expressed concern and stressed the importance of maintaining the flow of traffic along Green Lane, indicating that he hoped there would be a limited number of entrances/exits along Green Lane (Yonge Street to Leslie Street). Mr. Nelson advised that the intent is to reinforce the transportation function along Green Lane.

Councillor Hauseman noted that proposed density appears to be considerably higher than had been expected and enquired what type of infrastructure is being considered, i.e., parks, schools, a library, etc.
Councillor Hackson also expressed concern regarding social issues caused by higher densities enquiring how many people per square kilometre were expected to be accommodated in the proposed concept(s).

Mr. Nelson advised that the highest density development is proposed to be closest to Yonge Street and immediately around the GO Station, with a scaling to lower densities towards Sharon.

Mayor Young noted that higher density is desirable for the Green Lane corridor, and if the market does not justify the higher density development in the near future, the municipality should wait until it is able to.

<u>Official Plan Update</u>

Malone Given Parsons – presented by Don Given

- Overview of Residential/Non-Residential Employment Linkages
- Highway 404/Green Lane Employment Corridors Urban Expansion

Don Given of Malone Given Parsons, advised that the Official Plan document consists of policies and major land use designations as a planning framework to set out general parameters. Community/neighbourhood plans and more detailed site specific uses will be determined by subsequent plans. This approach will provide Council with latitude to make decisions closer to the time of buildout rather than at this time.

Don Given advised that the Regional mean for development is 50 people and jobs per hectare and noted that 700 hectares can be accommodated in the Green Lane Corridor. He recommended that a settlement boundary be set for buildout to 2021 and to 2031 as the projected increase in population of 90,000 to 2031 cannot fill Green Lane from Yonge Street to Leslie Street.

Councillor Johnston and Councillor Hauseman concurred with the proposed approach, which would allow Council to undertake phasing during discussions of community/neighbourhood plans and to take advantage of unique opportunities that may arise in the future.

Mr. Given further recommended a system of nodes and corridors to create identity points, i.e. Green Lane and Highway 404 – high density, job concentration; Green Lane and Yonge Street – high density, retail dominated uses. He noted that high density development is penalized by development charges in the Greater Toronto Area at this time.

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1. Development and Legal Services, Policy Planning Branch Report P2008-35, dated May 5, 2008 re Energy Conservation Week Participation, Thinking Green Initiative

Moved by: Councillor Morton

BE IT RESOLVED THAT Development & Legal Services, Policy Planning Branch Report P2008-35, dated May 5, 2008 re: Energy Conservation Week Participation, be received;

THAT Council support Energy Conservation Week from May 25th-31st, 2008 by endorsing the Town's commitment to participate and promote Energy Conservation Week to all residents and businesses,

THAT Council direct staff to establish and implement a promotional strategy and explore the options available for the Town to participate in the event, with respect to municipal facilities and services.

Carried. CWC 2008-158DLS

2. Development and Legal Services, Policy Planning Branch Report P2008-36, dated May 5, 2008 re Thinking Green! Initiative – Leadership in Energy and Environmental Design (LEED), Building/Development Industry Training Session

Moved by: Councillor Morton

BE IT RESOLVED THAT Development & Legal Services, Policy Planning Branch Report P2008-36, dated May 5, 2008 re: Leadership in Energy and Environmental Design (LEED) Building/Development Industry Training Session, be received.

Carried. CWC 2008-159DLS

3. Development and Legal Services, Community Planning and Development Branch Report P2008-39, dated May 5, 2008 re Subdivision Registration, Harvest Hills Development Corp. (Crystal Homes) and Minto Communities Inc., Part of Lot 100, Concession 1, W.Y.S. [File: 19T-04001]

Moved by: Mayor Young

BE IT RESOLVED THAT Development and Legal Services Report P2008-39, dated May 5th, 2008, regarding the Harvest Hills Subdivision, be deferred to the next meeting of Committee of the Whole Council (May 20, 2008).

Carried. CWC 2008-160DLS

Mayor Young and Members of Council unanimously agreed to bring forward the following item, C., .to be addressed immediately following Item B.4. - Deputation by J. Hopkins re Fill Permit Application by Mount Albert Pit Inc.

4. Development and Legal Services, Planning Branch Report P2008-40, dated May 5, 2008 re Ontario Power Authority RFQ Update – Northern York Region Power Procurement

D. COMMUNITY PROGRAMS & INFRASTRUCTURE: Jack Hauseman, Chair

Mayor Young and Members of Council unanimously agreed to bring forward Item D.1.to be addressed following Item C.4. –Development and Legal Services Report P2008-40.

1. Joint Community Programs and Infrastructure and Development and Legal Services Report CPI-2008-24, dated May 5, 2008 re Fill Permit Application by Mount Albert Pit Inc.

2. Community Programs and Infrastructure, Operations and Fleet Branch Report CPI-2008-25, dated May 5, 2008 re Tender Awards for Contracts:
   i) M-2008-18, Two (2) Commercial Zero-turn Radius Mowers
   ii) M-2008-19, One (1) Front End Tractor Loader

Wayne Andrews, Manager, Operations and Fleet, advised that there has been a significant change in the price of the units from the budget-approved amount, resulting in considerable savings. He advised that this is due to the number of manufacturers producing the equipment.

Moved by: Councillor Hackson

BE IT RESOLVED THAT Community Programs & Infrastructure Report CPI-2008-25, dated May 5, 2008, regarding Tender Awards, be received; and further,

THAT Council approve the low bids (no G.S.T. included) for the following tenders:

1) Contract M-2008-18 - Two (2) Commercial Zero-Turn Radius Mowers:
B. E. Larkin Equipment Ltd. in the amount of $25,449.12.

2) Contract M-2008-19 - One Front End Tractor Loader:
B. E. Larkin Equipment Ltd. In the amount of $41,344.56.

Carried. CWC 2008-161CPI

W. Andrews, Manager, Operations and Fleet, left the meeting at 4:48 p.m.

E. CORPORATE & FINANCIAL SERVICES: Marlene Johnston, Chair

1. Corporate and Financial Services, Finance Department Report CFS2008-16, dated May 5, 2008 re Recent Funding Announcements

Moved by: Councillor Johnston

BE IT RESOLVED THAT Corporate and Financial Services Report CFS2008-16, dated May 5, 2008, regarding recent funding announcements, be received; and

THAT the General Manager of Community Programs and Infrastructure and Director of Finance/Treasurer prepare recommendations to Council regarding an appropriate investment of the forthcoming grant funding of $372,800 for municipal road and bridge capital needs; and

THAT the Director of Finance/Treasurer be authorized to make adjustments to the approved 2008 Budget to recognize the newly-approved grants as described in Report CFS208-16.

Carried. CWC 2008-162CFS

2. Internal Memorandum from D. McCulloch, By-law and Licensing Co-ordinator, Corporate and Financial Services, dated May 5, 2008 re Canada Post Rural Route Post Office Issues

Moved by: Councillor Johnston

BE IT RESOLVED THAT the Internal Memorandum from D. McCulloch, By-law and Licensing Co-ordinator, Corporate and Financial

Services, dated May 5, 2008, regarding Canada Post Rural Route Post Office Issues, be received; and

THAT staff be directed to contact Canada Post to appear before Council to speak to the following issues described in this memorandum:

1. Mailbox location issues
2. Snow issues around mailboxes
3. Resinstatement of rural route mail delivery
4. Postal Code issues; and

FURTHER THAT Council does wish to schedule Canada Post Staff to speak at a future Committee of the Whole Council workshop.

Carried. CWC 2008-163CFS

F. EMERGENCY SERVICES: Virginia Hackson, Chair

There were no reports.

Ken Beckett, Fire Chief, advised that at last week's Ontario Firefighters Conference, it was advised that Linda Jeffrey, M.P.P. – Brampton-Springdale, will be bringing forward a Member's Bill by the end of May 2008, which would give municipalities the option to enact their own by-law(s) to supersede the Building Code requirements for residential sprinklers.
In response to an enquiry from Councillor Morton, the Fire Chief advised that the Provincial regulations will pertain to sprinklers in residential buildings of three-stories or higher, however, most fire-related deaths occur in single family dwellings.

G. ADMINISTRATION: Cathy Morton, Chair

There were no reports.

Licinio Miguelo, Corporate Strategy and Communications Co-ordinator, advised that arrangements are being made with Colour Works to take photographs of Members of Council and Senior Staff, as well as a complete Town Staff photograph in the Atrium, on the date of the next Committee of the Whole meeting (Tuesday, May 20, 2008). Further information will be provided once the date has been confirmed, including location, time(s) and appropriate dress attire.

H. OTHER BUSINESS:

- Councillor Hauseman advised that concerns have been received with regard to signage used by a seller of produce in the area of Leslie Street and Ravenshoe Road. He directed that By-law Enforcement staff review and ensure that signage that is being used is in compliance with the Town's Sign By-law requirements.

- Councillor Morton noted that the Blackwater Golf Course on Highway 48 is being advertised and enquired whether this is a legal golf course.

  Mayor Young directed that the General Manager, Development and Legal Services look into the information with regard to this property and report back at the next Committee of the Whole Council meeting.

I. PENDING LIST:

Thomas Webster, Chief Administrative Officer, advised that the Pending List is in the process of being updated as some items have been partially completed. A revised Pending List will be brought forward to the next meeting of Committee of the Whole Council.

At 4:55 p.m., Mayor Young and Members of Council unanimously agreed to hold over Items J., [In-Camera], and K. [Adjournment] until end of the Council Meeting.

Mayor Young and Members of Council reconvened the Committee of the Whole Council Meeting at 5:14 p.m, in order to address the following items.

J. IN-CAMERA:

- Security of municipal property
- Personal matters about an identifiable individual(s)
- Labour relations or employee negotiations
- Litigation or potential litigation, including matters before administrative tribunals

Moved by: Councillor Johnston

BE IT RESOLVED THAT we proceed In Camera at 5:15 p.m. in order to address matters pertaining to:

☒ Security of municipal property;

☒ Personal matters about an identifiable individual(s);

☐ A proposed or pending acquisition or sale of land for municipal purposes;

☒ Labour relations or employee negotiations;

☒ Litigation or potential litigation, including matters before administrative tribunals;

☐ Receiving advice subject to solicitor/client privilege;

☐ Education and training;

☐ A matter in respect of which Council has authorized a meeting to be closed under another Act.

Carried. CWC 2008-164CFS

Moved by: Councillor Morton

BE IT RESOLVED THAT we Rise and Report from In-Camera at 6:05 p.m.

Carried. CWC 2008-165CFS

Out of In-Camera:

Moved by: Councillor Morton

BE IT RESOLVED THAT the Human Resources and Organization Branch and Emergency Services Report CAO2008-07, dated May 5, 2008 regarding the Full Time Firefighters rate of pay, be received; and

THAT Council authorize the proposed salary rate to enable the recruitment for the positions of Full Time Firefighter.

Carried. CWC 2008-166CAO

K. ADJOURNMENT:

Moved by: Councillor Hackson

BE IT RESOLVED THAT the Committee of the Whole Council Meeting adjourn at 6:10 p.m.

Carried. CWC 2008-167CFS

James R. Young, Mayor

Lucille King, Municipal Clerk

Meeting Minutes adopted on **May 20, 2008**.

2

NORTH YONGE STREET PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT PRELIMINARY PREFERRED DESIGN

The Rapid Transit Public/Private Partnership Steering Committee recommends the following:

1. **The presentation by Paul May, Director, Infrastructure Planning and Dave Clark, Chief Architect, be received; and**

2. **The recommendations contained in the following report, May 1, 2008, from the Vice-President, York Region Rapid Transit Corporation and the Commissioner of Transportation and Works, be adopted:**

1. RECOMMENDATIONS

It is recommended that:

1. Council endorse the preliminary preferred design developed through the North Yonge Street Corridor Transit and Associated Road Improvements Environmental Assessment as described in this report.

2. Staff be authorized to proceed with the final round of public consultation in June and upon consideration of public input received and completion of the environmental assessment report, file the project for the mandatory 30-day public review.

3. Copies of this report be forwarded by the Regional Clerk to the Clerks of the Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury.

2. PURPOSE

The purpose of this report is to seek Council's endorsement of the preliminary preferred design for rapid transit and associated road improvements, and provide authorization to proceed with the final round of public consultation for the environmental assessment.
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3. BACKGROUND

The environmental assessment study area, illustrated in *Council Attachment 1*, extends from Bathurst Street in the west to Highway 404 in the east, and from 19th Avenue in Richmond Hill in the south to East Gwillimbury's Green Lane corridor in the north.

The environmental assessment has been progressed based on extensive consultation since the last report to Council in May 2007

On May 24, 2007, Council endorsed the recommended alignment for rapid transit service in the Yonge Street Corridor north of 19th Avenue, ending in Newmarket and East Gwillimbury, with two easterly branches, one along Davis Drive from Yonge Street to the Highway 404 area, and the second along Green Lane from Yonge Street to the Green Lane GO Transit Terminal.

In June 2007, the project team presented these findings at public consultation centres on the 20th, 21st and 23rd in Aurora, Oak Ridges and the Upper Canada Mall, respectively. The public and stakeholders were generally supportive of the recommended alignment and expressed interest in being kept involved as the project proceeds.

Since that time, the project team has also undertaken extensive consultation with the local municipalities and with key landowners and other stakeholders along the segments of the proposed rapidway, including the section of Davis Drive from Yonge Street to the Southlake Regional Health Centre and through downtown Oak Ridges. On Davis Drive, many of the landowners indicated an interest in land use evolution in the corridor and rapid transit's role in supporting more intense transit-oriented development.

Small business owners and tenants along the Davis corridor and in Oak Ridges raised concerns about the impact of the rapidway construction programme on the viability of their businesses. Retail businesses remain concerned about how the new access regime will affect their customers and business operations. The stakeholders expressed a desire to limit impacts on existing businesses to the greatest extent possible.

In January 2008, Newmarket Council adopted a committee resolution supporting rapid transit service on Yonge Street between Mulock Drive and Green Lane, extending easterly along both Green Lane and Davis Drive to the Southlake Regional Health Centre.

Regional staff also met with East Gwillimbury regarding the function of Green Lane and options for bringing rapid transit services along the corridor to intersect with the GO facility. East Gwillimbury staff is supportive of the Green Lane rapid transit service to support the growth being considered in their Official Plan.

A joint presentation was made by Rapid Transit staff and senior Richmond Hill staff to Richmond Hill Council on May 7th. The preferred alignment and station locations were reviewed with Richmond Hill staff in April of this year. The station locations reflect inputs received from staff.

Staff is also scheduled to present the preliminary preferred design to the Councils of Richmond Hill, Aurora, Newmarket and East Gwillimbury in early May. Comments

received from the local Councils will be addressed in finalizing the environmental assessment report.

The Environmental Assessment will be completed under the new Class Environmental Assessment process

The Ministry of the Environment approved an amended Municipal Engineers Association Class Environmental Assessment in the fall of 2007 including for the first time municipal transit projects within the Class Environmental Assessment process. Ministry of the Environment approval includes provisions for projects that were started as Individual Environmental Assessment's to be completed under the new Class Environmental Assessment process. Completion of the North Yonge Transit Environmental Assessment under the class process will benefit the project schedule significantly since the class process does not require formal sign-off by a Provincial agency review team and does not require formal approval by the Minister of the Environment, as is the case for an Individual Environmental Assessment.

In March 2008, the public was notified that the Individual Environmental Assessment was being transitioned to the newly approved Municipal Engineers Association Class Environmental Assessment process.

The final environmental assessment submission is scheduled for early August of this year. After the 30-day comment period, the environmental assessment could be automatically approved by mid-September 2008.

Davis Drive operational and safety improvements environmental assessment will be incorporated

The transit environmental assessment project team has been working with the project team that has been undertaking the Davis Drive Operational and Safety Improvements Environmental Assessment to integrate this scope of work into the broader North Yonge Corridor Transit Environmental Assessment, in accordance with Council's direction on September 27, 2007.

Extensive technical analysis has been undertaken

Since the round of Public Consultation Centres in June 2007, the project team has been developing the details of the preliminary preferred design, confirming the preferred station locations, the extent of dedicated rapidway (taking into consideration constrained areas such as through downtown Aurora, as well as other considerations, such as background traffic congestion, forecast transit ridership and adjacent land use and transit-oriented development opportunities), and also undertaking the detailed assessment and developing mitigation of effects of the proposed infrastructure.

Province has committed funding for the North Yonge Corridor rapidway

Given the early need for transit improvements to the hospital, the Region advanced these segments as a Quick Win project to Metrolinx for transit project funding.

The Province, in its spring 2008 budget, committed $100 million in funding for preliminary engineering, vehicles and intelligent transportation systems for Viva Phase 2, which includes segments of the North Yonge Street corridor. Specifically, $29 million was identified for the northern segment from Mulock Drive to Green Lane, including transit improvements on Green Lane and Davis Drive.

4. ANALYSIS AND OPTIONS

A preliminary preferred design on Yonge Street has been developed

The preliminary preferred design (*see Council Attachment* 2) for Viva rapid transit on Yonge Street through north Richmond Hill calls for the widening of the existing roadway to accommodate dedicated median rapidway lanes from 19th Avenue, the limit of the previously approved South Yonge Environmental Assessment, to north of Bloomington Road, incorporating median stations at 19th Ave./Gamble Road, Tower Hill Drive (future), Jefferson Sideroad, Silver Maple Road (future), King Road, Regatta Avenue and Bloomington Road.

In Aurora, insertion of rapidway lanes is constrained by the existing narrow right-of-way through the historic downtown neighbourhood. Consequently, Viva service is planned to continue operating in mixed traffic with new curb side station platforms north of the Wellington intersection. North and south of the downtown, the existing right-of-way permits consideration of widening for median transit lanes and on-going consultation with Aurora and GO Transit (owners of the Barrie Line rail overpass) will lead to final recommendations on the extent of rapidway south of Golf Links Drive and north of Orchard Heights. Stations are planned at Henderson Drive, Golf Links Road, Wellington Street, Orchard Heights Drive and St. Johns Sideroad.

Entering Newmarket, median rapidway would again be constructed from Savage Road to Davis Drive, in a widened roadway maintaining four general purpose lanes. This design incorporates median stations at Savage Road North, Mulock Drive, Eagle Street and Davis Drive.

North of Davis Drive, the preferred Yonge Street design to address rapid transit and road operational needs comprises widening to achieve the Region's six-lane Great Streets cross-section with rapid transit operating in the curb-lane designated as a high occupancy vehicle lane. In this section, curbside stations are planned at London Road and Green Lane.

A preliminary preferred design on Davis Drive and Green Lane has been developed

The preferred design for rapid transit service on the Davis Drive East branch of the 'F' configuration calls for roadway widening to accommodate median rapidway and new left turn lanes at key intersections between Yonge Street and the Southlake Regional Health Centre. Median stations are planned in the Longford area, at Main Street and the Health Centre. Integration of the station at the Southlake Health Centre within the hospital site is currently being planned and coordinated with the expansion plans for the hospital.

The transit ridership and background traffic level do not warrant the construction of dedicated rapidway lanes east of the hospital. However, the environmental assessment is recommending Viva service to continue east on Davis Drive to the Leslie Street/Highway 404 area.

In the same manner, Viva service on the Green Lane arm of the 'F' is recommended to operate in mixed traffic along Green Lane to GO Transit's Rail station in East Gwillimbury. While current ridership projections and background traffic levels do not warrant dedicated rapidway lanes at this time, East Gwillimbury's preliminary land use planning along Green Lane justifies the environmental assessment recommendation to extend Viva service and protection within the right-of-way for future physical infrastructure to be defined (high occupancy vehicle lanes or rapidway) as development in East Gwillimbury proceeds, traffic levels increase and transit ridership grows.

The need for high occupancy vehicle lane conversion to rapidways will be carefully monitored as part of the emerging land use vision for Green Lane and will be dealt with through the new expedited environmental assessment process.

Intersection reconfigurations are being considered along Davis Drive

The consolidated environmental assessment includes reviewing the existing connecting road network. The study team is currently working with Newmarket and adjacent landowners to optimize the final details of the proposed infrastructure along Davis Drive, including potential rationalization and realignment of the local road network at some intersections (examples of intersections under investigation include at George St./Wilstead and at Longford/Parkside). Fine tuning recommendations for streetscape improvements along this corridor are also ongoing.

Transit interface at Davis Drive and Yonge Street and Southlake Regional Health Centre is being finalized

Similar to the work we are doing with Southlake Regional Health Centre to locate a trasit facility on-site, the project team has been working with Newmarket and the Upper Canada Mall to look at opportunities for on-site transit facilities at the mall. From a transit service perspective, it is certainly desirable to closely integrate transit service with

these key ridership generators if feasible. The preferred direction is to indicate in the environmental assessment that the four corners at Davis Drive and Yonge Street provide excellent opportunities for intensification by bringing built-form up to the corner. As a major place-making opportunity, the master planning of all four corners should examine opportunities to integrate an intermodal transit facility and the language in the environmental assessment will support this initiative. The preferred environmental assessment will continue to show the station for rapid transit on Yonge Street south of Davis Drive.

A final public meeting is being considered for June

Following this final round of consultation and consideration of comments received, the project team will finalize the preferred design, complete the assessment report and file the Class Environmental Assessment for the mandatory 30 day public review in the fall of 2008.

5. FINANCIAL IMPLICATIONS

The budget for the consulting services to complete the North Yonge Street Corridor Rapid Transit environmental assessment is included as part of the Yonge Street – Steeles Avenue to Richmond Hill Centre Terminal (Y1) O&M agreement between York Consortium 2002 and York Region.

6. LOCAL MUNICIPAL IMPACT

Extensive consultations have occurred with local Councils, municipal staff, stakeholders and the public in the development of the preferred preliminary design. As noted above, staff is also scheduled to present the preliminary preferred design to the Councils of Richmond Hill, Aurora, Newmarket and East Gwillimbury in early May. Comments received from those local Councils will be addressed in finalizing the environmental assessment report.

7. CONCLUSION

The North Yonge Environmental Assessment has identified a preliminary preferred design for a rapid transit service between 19th Avenue in Richmond Hill through to Newmarket and East Gwillimbury including associated road improvements.

The details of the preliminary preferred design will be presented to the public at an upcoming public consultation centre in June. Following this final round of consultation and consideration of comments received, the project team will finalize the preferred

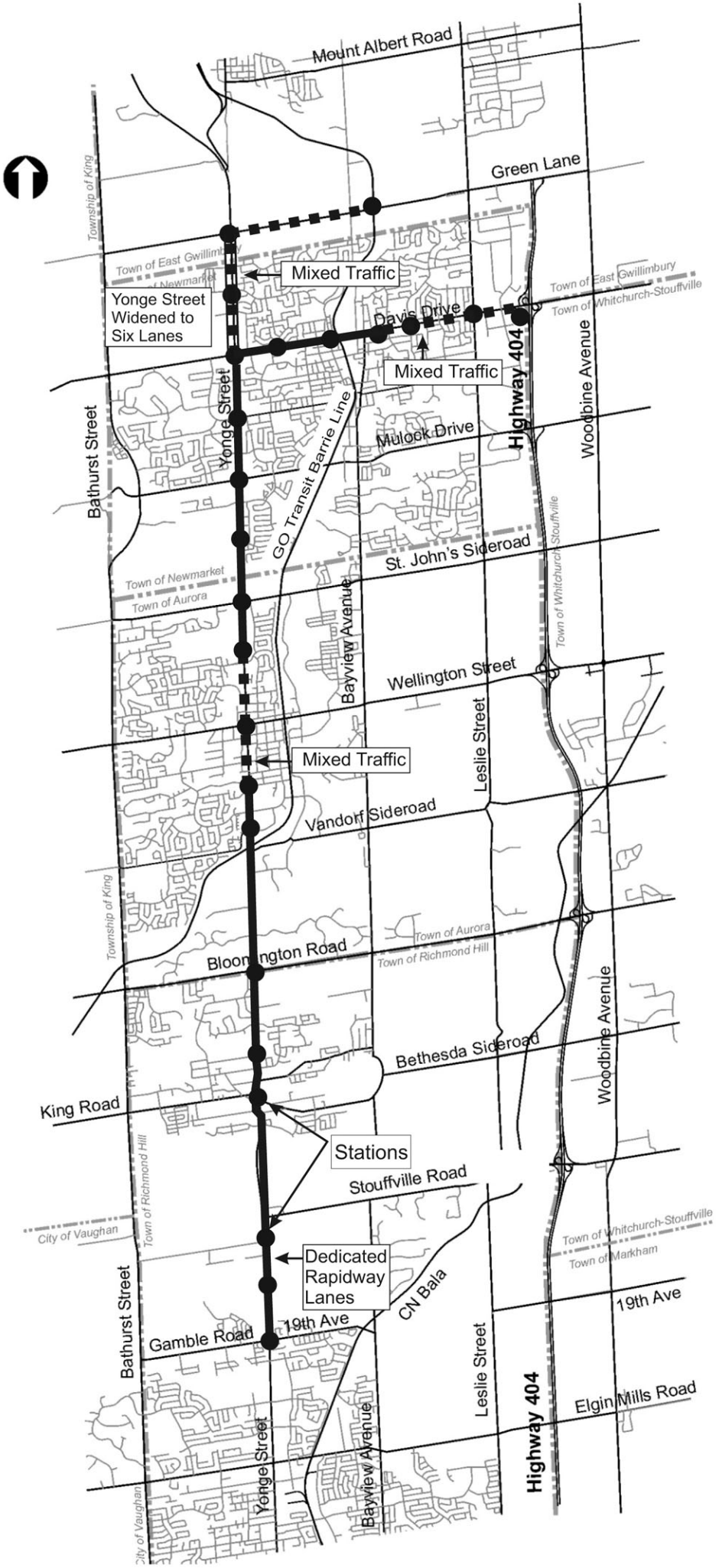
design, complete the assessment report and file the Class Environmental Assessment for the mandatory 30 day public review.

For additional information, please contact Mary-Frances Turner, Vice-President, York Region Rapid Transit Corporation at (905) 886-6767 ext. 2226.

The Senior Management Group has reviewed this report.

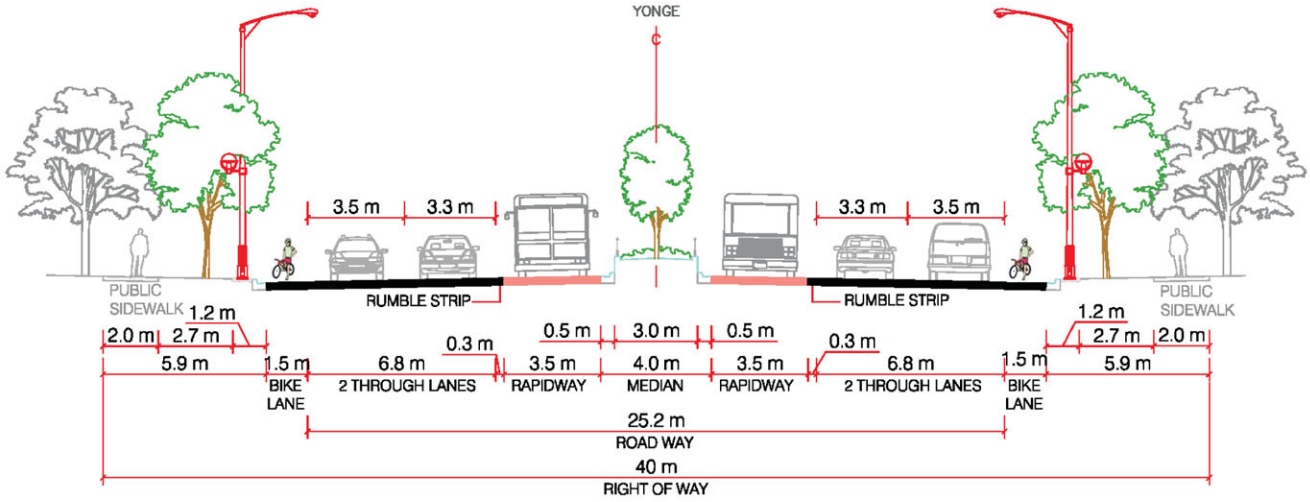
(The two attachments referred to in this clause are included with this report.)

Council Attachment 1

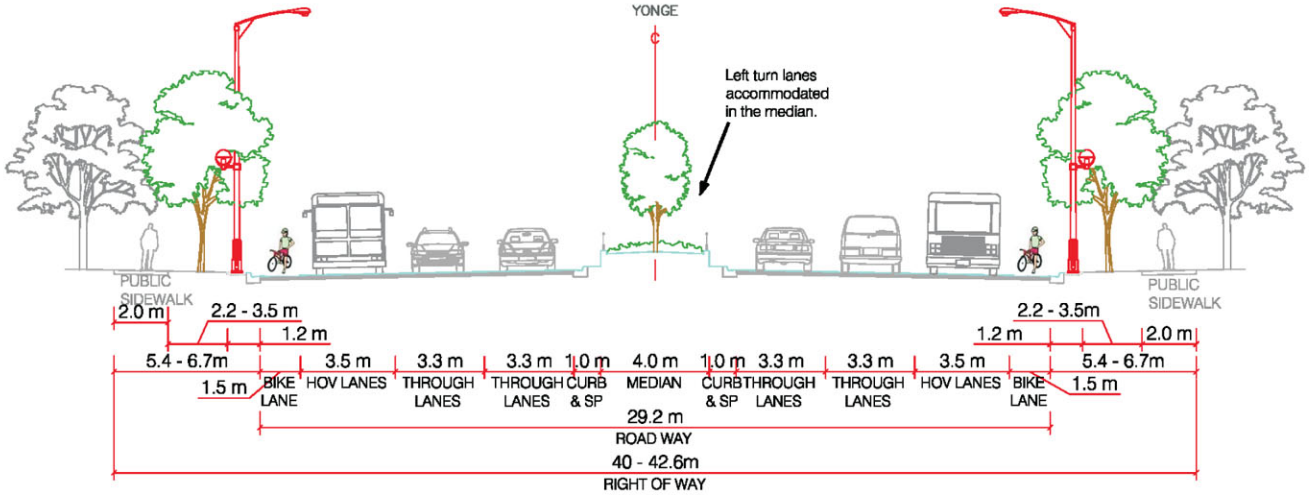


North Yonge Environmental Assessment
Preliminary Preferred Design

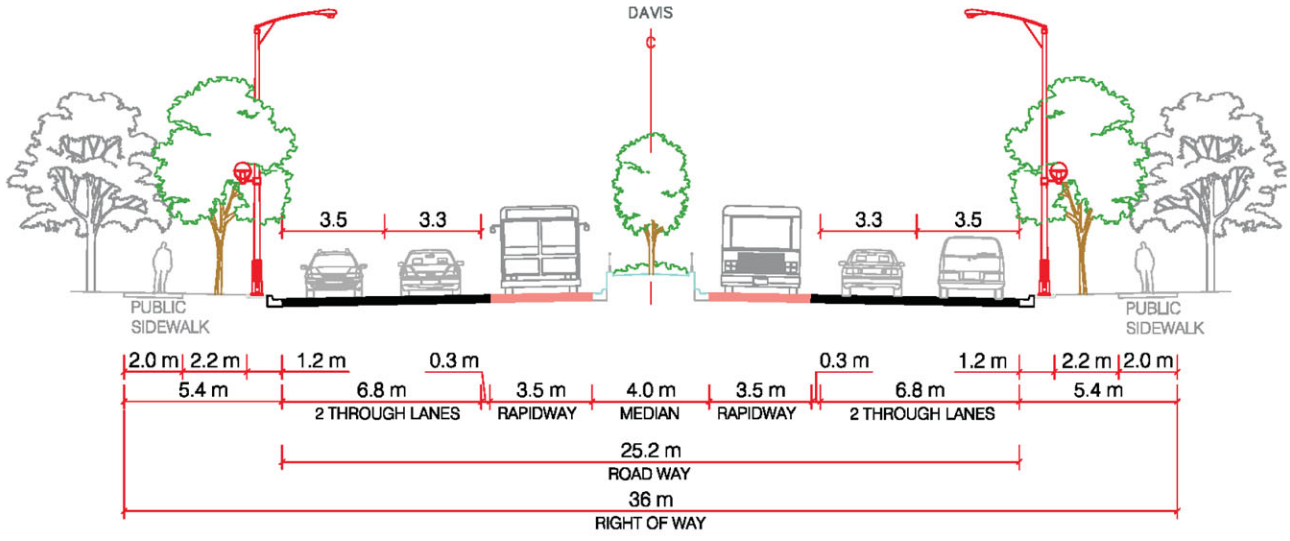
Typical Rapidway Cross-Sections Between Stations and Major Intersections



4-lane with dedicated median rapidway on Yonge Street



4-lane with 2-lane HOV on Yonge Street from Davis Drive to Green Lane



4-lane with dedicated median rapidway on Davis Drive