

**Comments on the Draft ESR
North Yonge Street Corridor Public Transit and Associated Road Improvements**

Comment #	Agency and Representative	Comment	Response/Action
1	Town of Newmarket, Rob Prentice and Rick Nethery	<p>a) Section 2.3.1, page 2.4: The text refers to the widening of Leslie St. Currently, York Region is undertaking a Schedule C EA on Leslie St. with the first Public Consultation Centre at the end of this month. The widening is proposed for 2015, not 2011, as noted in the text. As well, the text seems to have some duplication re. Leslie St. This needs to be reviewed and corrected.</p> <p>b) Section 3.3.2.2, page 3.13: Under the screenline information, the text refers to the unfeasibility of widening Bayview Ave. through downtown Newmarket. Bayview Ave. does not traverse downtown Newmarket. Bayview Ave. becomes Prospect St. and goes through an older area of Town with limited road allowance for widening.</p> <p>c) Table 4-4 and other Tables: It appears when the preferred alternative is highlighted in blue, the responsiveness indicators (quarter circle) is not coloured properly, and come out white. This should be corrected as this does create confusion when reviewing the evaluation ranking.</p> <p>d) Section 10.1, page 10.1: The text indicates that there will be a station at Savage Road North, but Figure 10-1 and the subsequent design plates indicate a station at Savage Road South. This should be corrected.</p> <p>e) Figure 3-6, page 3.7: The land use plan is not the final approved Schedule A.</p>	<p>a) Text has been updated.</p> <p>b) Text has been updated.</p> <p>c) Comment noted. All of the responsiveness indicators have been made black for consistency throughout the ESR.</p> <p>d) Text has been updated. The station is at Savage Road South.</p> <p>e) Figure 3-6 has been updated with final Schedule A.</p>
2	Town of Richmond Hill, Marcel Lanteigne	Figure 3-9: A road link is missing on Bayview Ave. from Stouffville Rd. to Bethesda Sideroad.	Done. Figure has been updated.
3	Town of Aurora, Jamal Massadeh	a) Back in June, 2008 we got drawings of the project for the Town of Aurora section and there are some changes/differences between the alignment in June and the one showing in the October 2008 draft report. In June 2008 drawings the alignment	The transitway limits shown in the EA report are the final recommendations. The transitway from Murray Drive to Golf Links Drive was removed to address concerns with the impact to existing

		in the south end of the Town starts at Bloomington Road and ends up at Golf Links/Dunning Avenue and Yonge Street intersection, where as the draft report is showing the alignment from Bloomington Road to Murray Drive/Edward Street and Yonge Street intersection. There are no changes for the alignment for the north end of the Town. Could you please clarify the exact limits for the alignment in the Town.	businesses along this section of Yonge Street.
4	York Region Rapid Transit Corporation, Jon Hulse	Letter is attached. Comments made regarding utility power transmission lines.	Comments noted and will be considered during the detail design phase.



TOWN OF NEWMARKET

Community Services Commission
Engineering Services
905-953-5300, Ext. 2500
engineering@newmarket.ca

November 19, 2008

Steve Mota, P.Eng, Project Manager
Infrastructure Planning
Planning and Development Services Department
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1

**Re: North Yonge Street Corridor Transit and Associated Road Improvements
Draft Environmental Study Report – Preliminary Comments
Our File No: T.30.13.3**

The Town has reviewed the North Yonge Street Corridor Public Transit and Associated Road Improvements draft Environmental Study Report dated October 2008, and would offer the following comments.

1. Section 2.3.1, page 2.4. The text is referring to the widening of Leslie Street. Currently, York Region is undertaking a Schedule 'C' EA on Leslie Street with the first Public Consultation Centre at the end of this month. The widening is proposed for 2015, not 2011 as noted in the text. As well, the text seems to have some duplication in the text regarding Leslie Street. This would need to be reviewed and corrected.
2. Section 3.3.2.2, page 3.13. Under the screenline information, the text refers to the unfeasibility of widening Bayview Avenue through downtown Newmarket. Bayview Avenue does not traverse downtown Newmarket. Bayview Avenue becomes Prospect Street and goes through an older area of Town with limited road allowance for widening.
3. Table 4-4 and other Tables. It appears when the preferred alternative is highlighted in 'blue', the responsiveness indicators (quarter circle) is not colored properly, and come out white. This should be corrected as this does create confusion when reviewing the evaluation ranking.

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4. Section 10-1, page 10.1. The text indicates that there will be a station at Savage Road North, but Figure 10-1 and the subsequent design plates indicate a station at Savage Road South. This should be corrected.
5. Figure 3-6, page 3.7. The Land Use Plan is not the final approved Schedule "A". The correct version is on page 3 of this letter.

If you have any questions, please do not hesitate to contact the undersigned.

Yours truly,



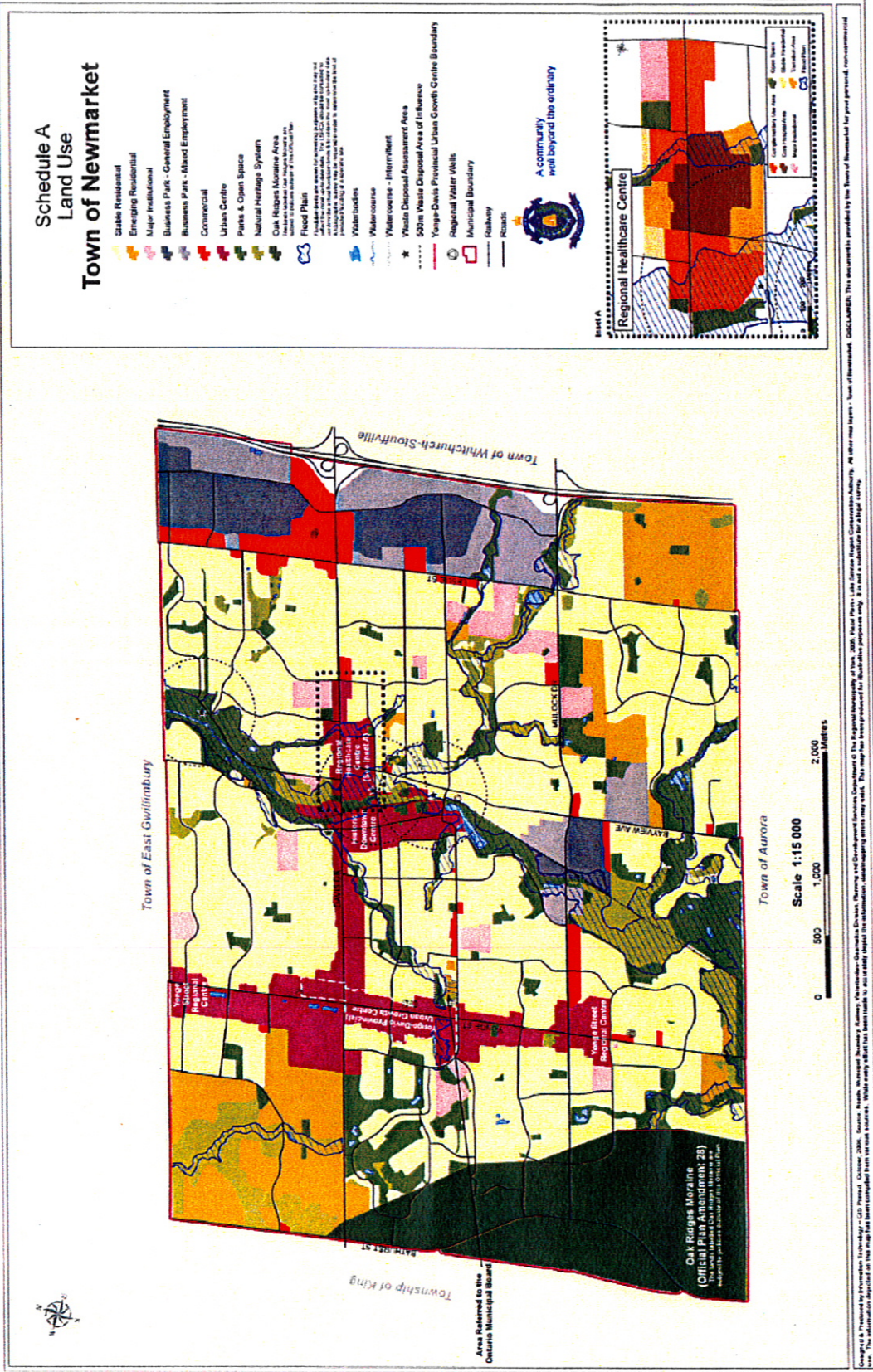
R. Prentice
Commissioner of Community Services



R. Nethery
Director of Planning

MK:mk
MK043L

Copy: Mayor Tony Van Bynen
Regional Councillor John Taylor
J.G. Koutroubis, B.Eng., P.Eng., Director of Engineering Services
M. Kryzanowski, B.E.S., MCIP, RPP, Senior Transportation Coordinator
Mary-Frances Turner, York Region Rapid Transit Corporation
Dale Albers, Chief Communications Officer
Lynton Erskine, Delcan Corporation



To: Steve Mota,

Reference: YRRTC-Eng-0024-2008

From: Jon Hulse

CC: G.Cosgrove, T.Closs (File),

Date: November 27th, 2008

Re: **North Yonge EA comments**

We have reviewed the draft EA and our comments are limited to the following:

Plate 10-82

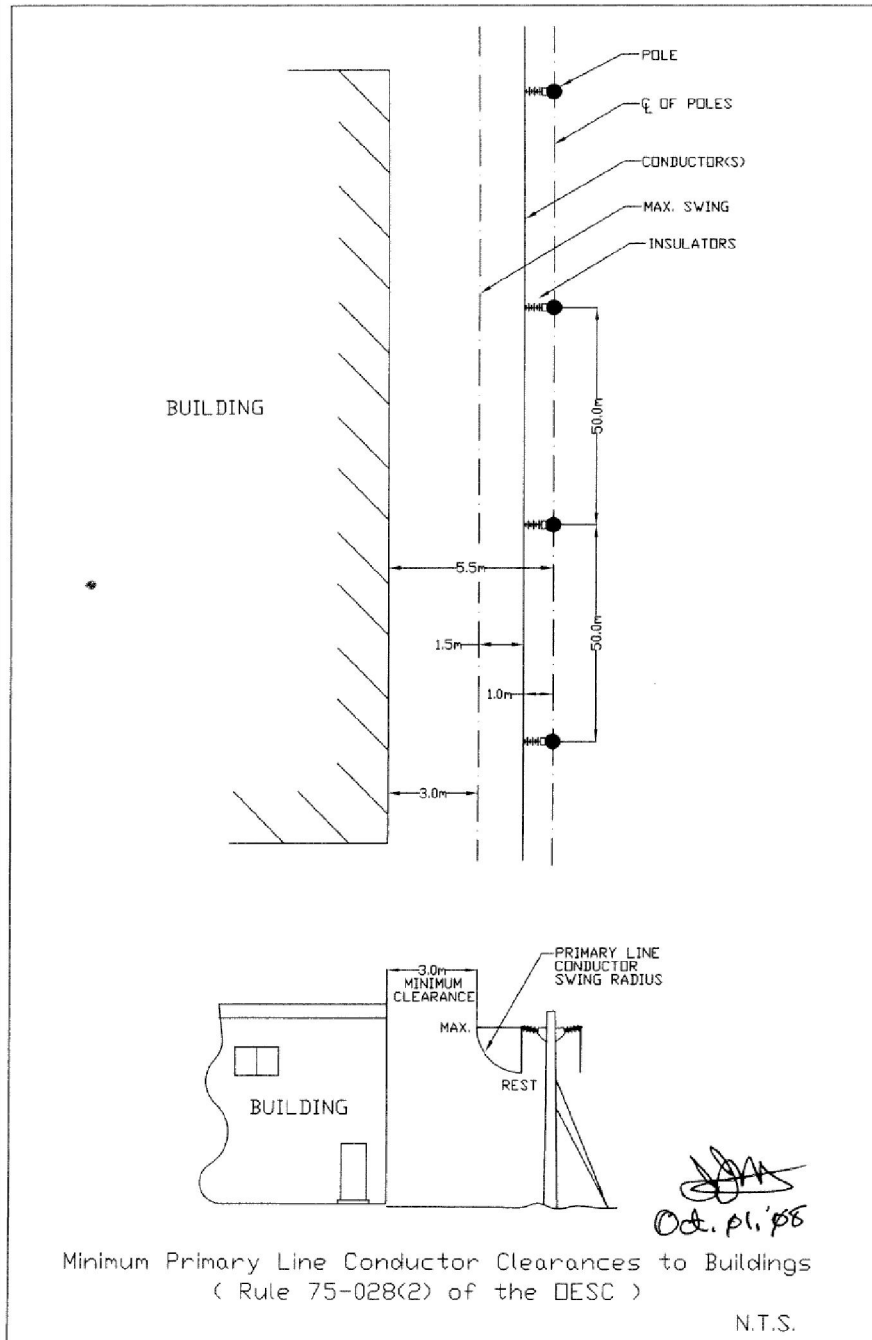
North and south of Davis Drive, and immediately west of Lorne Ave, we are concerned that road widening and the necessary power transmission line relocation will cause a conflict with those properties. The transmission lines will need to be set back from the curb, but will also require a clearance of 5.5m from the centreline of the poles to any property higher than one storey (see following figure). This could therefore require undergrounding of the transmission lines and requires further investigation.

In addition for the apartment blocs on the south side of Davis Drive and immediately west of Lorne Ave, we are concerned that there may be underground parking that could cause conflict with the road widening and this requires further investigation.

Plate 10-85

Similarly north and south of Davis Drive, and immediately west of both Bayview Parkway, Charles St, and Lundy's Lane, we are concerned that road widening and the necessary power transmission line relocation will cause a conflict with those properties. The transmission lines will need to be set back from the curb, but will also require a clearance of 5.5m from the centreline of the poles to any property higher than one storey. This could therefore require undergrounding of the transmission lines and requires further investigation. It is understood that through the hospital corridor transmission lines are undergrounded in any case, and so should not be affected.

The potential for similar conflicts and the need for undergrounding must therefore be reviewed all along Davis Drive,



By Mail and Email (steve.mota@york.ca)

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

Dear Mr. Mota:

**Re: Response to first submission of entire DRAFT Environmental Study Report (ESR)
Municipal Class Environmental Assessment – Transit – Schedule C
Yonge Street Transit and Road Improvements
Gamble Road/19th Avenue to Bloomington Road
Humber River and Rouge River Watersheds
Town of Richmond Hill; Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff has reviewed the documents received October 31, 2008 as noted in Appendix A. We would like to provide an overall summary of the alternatives in Appendix B and TRCA staff comments in Appendix C. The body of this letter will summarize the key points. We understand the RMOY staff would like to file this ESR by December 5, 2008; therefore, TRCA staff has expedited their review from the standard review time period.

Summary of Proposal:

TRCA staff understands that this Environmental Assessment (EA) involves defining transit needs and associated road improvements along Yonge Street from Gamble Road/19th Avenue to Green Lane in Newmarket. Note that the TRCA's jurisdiction encompasses only the southern section of Yonge Street from Gamble Road/19th Avenue to Bloomington Road. For the area north of Bloomington Road please contact the Lake Simcoe Region Conservation Authority at 905-895-1281.

Overview of Alternative Solutions and Preferred Solution:

Alternative Solutions were identified, screened and evaluated in the Draft ESR on pages 3-16 to 3-18 as indicated in the summary in Appendix B of this letter. The ESR indicated the Preferred Solution is "Rapid Transit Corridor Initiatives including Current Commitments" on Yonge Street between Gamble Road and Bloomington Road within the TRCA's jurisdiction. Bus Rapid Transit (BRT) has been identified as the interim scenario for technology with Light Rail Transit (LRT) as the ultimate scenario.

Overview of Alternative Designs and Preferred Design:

Alternative Designs were identified, screened and evaluated in the Draft ESR on pages 9-1 to 10-1 as indicated in the summary in Appendix B in this letter. The ESR indicated the Preferred Design is "Exclusive Two-Lane Median Dedicated Rapidway" on Yonge Street from Gamble Road to Bloomington Road within the TRCA's jurisdiction.

TRCA Staff Concern Areas

As noted in TRCA's previous correspondence (May 14, 2004) the study area, which includes the Humber watershed in the north and Rouge Watershed in the south, involves numerous areas of concern. These areas of concern include:

- Aquifers
- Areas of Natural and Scientific Interest (ANSI)
- Environmentally Significant Areas (ESAs)
- Greenbelt
- Oak Ridges Moraine - (in particular, the 1 kilometre with Natural Core Area and Natural Linkage Area)
- Regional Storm Floodplains
- Regulated Areas
- Stream Corridors
- Terrestrial Natural Heritage System
- TRCA Property (West side of Yonge Street between Gamble Road and Jefferson Side Road)
- Valley Corridors
- Watercourses
- Wetlands

Implications of the Preferred Alternative Design on the Natural Environment:

Exclusive Two- Lanes in the Median for BRT and LRT translates into road widenings, station locations and subsequent potential impacts to the natural environment such as:

- potential new culverts/structures or extensions to existing structures
- potential water quality effects
- potential removal of wetlands
- potential removal of vegetation, ANSIs, ESAs
- potential impacts to wildlife passage
- potential removal of wildlife habitat
- potential Right of Way encroachments into Key Natural Heritage Features

The major concerns at this time involve:

- a) the proponent providing commitments at this EA stage to be carried through to the detailed design stage for wildlife passage improvement primarily through the 1 kilometre Oak Ridges Moraine section and other sections of the study area;
- b) the proponent providing commitments for minimizing the footprint of the road widening/station locations in the Regulated Areas and Key Natural Heritage Features within the Oak Ridges Moraine. The balance of the comments and revisions are generally for clarification.

TRCA Staff Supports Preferred Alternative Solution and Designs

Provided that the RMOY provides written confirmation in the ESR regarding the ecological and engineering concerns, TRCA staff supports the Preferred Alternative Solution for "Rapid Transit Corridor Initiatives including Current Commitments" and the Preferred Alternative Design of "Exclusive Lanes in the Median" with BRT and LRT along Yonge Street between Gamble Road and Bloomington Road.

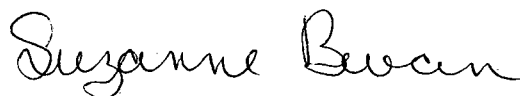
Next Steps:

Please review the attached documents, modify the draft ESR according to the comments in Appendix C and provide the following:

- 5 hard copies of a cover letter with the completed Appendix C column that identifies how and where (with page numbers) the TRCA staff's concerns have been addressed in the final ESR;
- 2 hard copies of the final ESR
- 1 hard copy of the final Appendices
- 1 digital copy of the final ESR and Appendices that have been filed;
- 1 hard copy of the Notice of Completion.

To ensure file continuity, direct all communications, emails and telephone inquiries to June Murphy, the Project Manager for your file at 416-661-6600 extension 5304 or jmurphy@trca.on.ca.

Sincerely,



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

JM/ag

Encl. Appendix A – Documents Received and Reviewed
Appendix B – Summary of Alternatives
Appendix C – TRCA Staff Comments on draft ESR received October 31, 2008

cc: **(By Email ONLY)**

Lynton Erskine, Delcan (l.erskine@delcan.com)
Salim Alibhai, RMOY (salim.alibhai@york.ca)
Carolyn Woodland, TRCA, Director
Beth Williston, TRCA, Manager – EAS
Quentin Hanchard, TRCA, Manager - Richmond Hill
Gary Wilkins, TRCA, Humber Watershed Specialist
David Burnett, TRCA, Manager, Provincial and Regional Policy (ORM, Greenbelt)
George Leja, TRCA, Property (TBC West side of Yonge, North of Gamble)
Margie Kennedy, TRCA, Archaeologist (TBC West side of Yonge, North of Gamble)
Barb Davies, Rouge Watershed Specialist (barb_davies@rougepark.com)
Doreen McCarty, Rouge Park (dmccarty@rougepark.com)
Tom Hogenbirk, Engineer, LSRCA (t.hogenbirk@lsrca.on.ca)

Appendix A**DOCUMENTS RECEIVED AND REVIEWED**

DRAFT Environmental Study Report (hard copy) North Yonge Street Corridor Public Transit and Associated Road Improvements ESR; dated October 2008; received October 31, 2008; prepared by York Region Rapid Transit Corporation; on behalf of the Regional Municipality of York.

DRAFT Environmental Study Report and Appendices (on Disk): North Yonge Street Corridor Public Transit and Associated Road Improvements ESR Report & Appendices Draft; dated October 2008; received October 31, 2008; prepared by York Region Rapid Transit Corporation; on behalf of the Regional Municipality of York.

List of Appendices submitted on disk

- Appendix A – Terms of Reference
- Appendix B - Transportation Assessment Report
- Appendix C - Natural Sciences Report
- Appendix D - Geotechnical Study Report
- Appendix E - Environmental Assessment (Contaminated Sites) Report
- Appendix F - Storm Water Management Preliminary Assessment Reports
- Appendix G - Cultural Heritage Resource Report
- Appendix H - Stage 1 Archaeological Assessment Report
- Appendix I - Noise and Vibration Impact Assessment Report
- Appendix J - Air Quality Impact Assessment Report
- Appendix K - Detailed Rouge Alternative Evaluation Tables
- Appendix L 1- Public Consultation Centre #1 Report
- Appendix L 2- Public Consultation Centre #2 Report
- Appendix L 3- Public Consultation Centre #3 Report
- Appendix L 4- Public Consultation Centre #4 Report
- Appendix M - Record of Consultation
- Appendix N - Davis Drive Micro Simulation Summary

Appendix B- CFN 40877**ALTERNATIVE SOLUTIONS:**

Summary of Alternative Solutions and Preferred Solution
(pages 3-16 to 3-18 of ESR)

- Do Nothing
- Current Commitments including Priority Transit & Transportation Demand Management
- Road Capacity Increase Including Current Commitments & Further Road Expansion
- Enhanced Bradford Line Commuter Rail and Inter- Regional Bus Services
- **Rapid Transit Corridor Initiatives including Current Commitments (Preferred)**

ALTERNATIVE ROUTES: (within TRCA's jurisdiction from Gamble Road to Bloomington Road)
(Section 6, page 6-2, Table 6-1)

- RH1- Yonge Street/King Road/Bathurst Street
- **RH2- Yonge Street (Preferred)**
- RH3- Yonge Street/Stouffville Road/Bayview Avenue
- RH4- Yonge Street/Stouffville Road/Leslie Street
- RH5- Yonge Street/Stouffville Road/Highway 404

ALTERNATIVE TRANSIT TECHNOLOGIES:

(Table 6-4, page 6-11)

- Conventional Bus Service
- **Bus Rapid Transit (BRT) (Preferred Interim)**
- **Light Rail Transit (LRT)(Preferred Ultimate)**
- Automated Light Rail Transit
- Heavy Rail (Subway)
- Diesel Multiple Unit

ALTERNATIVE DESIGNS:

Summary of Alternative Designs and Preferred Design
(to locate a Rapidway in a Roadway)
(page 9-1 and 10-1 of ESR)

- **Exclusive Two – Lane Median Dedicated Rapidway (Preferred)**
- Exclusive Curb Lanes
- Interior or Off-set Exclusive Bus Lanes

ALTERNATIVE DESIGNS:

Station Locations (between Gamble Road and Bloomington Road)

- **Bloomington Road (North)**
- **Regatta Avenue**
- **King Road**
- **Jefferson Side Road**
- **Tower Hill Drive**
- **19th Avenue/Gamble Road (South)**

	General Comments from TRCA Letter dated November 27, 2008	RMOY/Consultant's response
a	<p><u>Summary of Proposal:</u> TRCA staff understands that this Environmental Assessment (EA) involves defining transit needs and associated road improvements along Yonge Street from Gamble Road/19th Avenue to Green Lane in Newmarket. Note that the TRCA's jurisdiction encompasses only the southern section of Yonge Street from Gamble Road/19th Avenue to Bloomington Road. For the area north of Bloomington Road please contact the Lake Simcoe Region Conservation Authority at 905-895-1281.</p>	Limit of TRCA jurisdiction is acknowledged. LSRCA has been consulted.
b	<p><u>TRCA Staff Concern Areas</u> As noted in TRCA's previous correspondence (May 14, 2004) the study area, which includes the Humber watershed in the north and Rouge Watershed in the south, involves numerous areas of concern. These areas of concern include:</p> <ul style="list-style-type: none"> • Aquifers • Areas of Natural and Scientific Interest (ANSI) • Environmentally Significant Areas (ESAs) • Greenbelt • Oak Ridges Moraine - (in particular, the 1 kilometre with Natural Core Area and Natural Linkage Area) • Regional Storm Floodplains • Regulated Areas • Stream Corridors • Terrestrial Natural Heritage System • TRCA Property (West side of Yonge Street between Gamble Road and Jefferson Side Road) • Valley Corridors • Watercourses • Wetlands 	Noted. The TRCA areas of interest have been described in the Natural Sciences Report, Appendix C, except for the issue of TRCA property. TRCA property on the west side of Yonge Street between Gamble Road and Jefferson Sideroad has been identified in Section 7.3.1 of the ESR.
c	<p><u>Implications of the Preferred Alternative Design on the Natural Environment:</u> Exclusive Two- Lanes in the Median for BRT and LRT translates into road widenings, station locations and subsequent potential impacts to the natural environment such as:</p> <ul style="list-style-type: none"> -potential new culverts/structures or extensions to existing structures -potential water quality effects -potential removal of wetlands -potential removal of vegetation, ANSIs, ESAs -potential impacts to wildlife passage -potential removal of wildlife habitat -potential Right of Way encroachments into Key Natural Heritage Features. <p>The major concerns at this time involve:</p> <ol style="list-style-type: none"> a) the proponent providing commitments at this EA stage to be carried through to the detailed design stage for wildlife passage improvement primarily through the 1 kilometre Oak Ridges Moraine section and other sections of the study area; b) the proponent providing commitments for minimizing the footprint of the road widening/station locations in the Regulated Areas and Key Natural Heritage Features within the Oak Ridges Moraine. The balance of the comments and revisions are generally for clarification. 	<p>Commitment to review during the detailed design phase opportunities to provide wildlife passage in the Oak Ridges Moraine area has been added to the ESR (Table 11-3, C2 - Barriers to Wildlife Movement)). The Region will work with TRCA during design to provide for improvements to wildlife passage and implement as part of the project.</p> <p>Commitment to work with TRCA during design to minimize the footprint of the project within Regulated Areas and in the vicinity of Key Natural Heritage Features has been added to the ESR (Table 11-3, C2 – Destruction/disturbance of Wildlife Habitat).</p>
d	<p><u>TRCA Staff Supports Preferred Alternative Solution and Designs</u> Provided that the RMOY provides written confirmation in the ESR regarding the ecological and engineering concerns, TRCA staff supports the Preferred Alternative Solution for "Rapid Transit Corridor Initiatives including Current Commitments" and the Preferred Alternative Design of "Exclusive Lanes in the Median" with BRT and LRT along Yonge Street between Gamble Road and Bloomington Road.</p>	Noted.

Appendix C Item #	2008 –1st submission-entire Draft Environmental Study Report (ESR)	Topic	TRCA Staff Comments and Actions Required	RMOY/Consultant's response
1	Draft Environmental Study Report (ESR)	Executive Summary	<p>TRCA Staff Comment</p> <ul style="list-style-type: none"> • Add a one page Executive Summary at the very beginning of the EA document that includes brief bullet points on: • Problem/Opportunity • Study Area • Notice of Initiation date • Alternative Solutions (page #) • Evaluation (page #) • Preferred Solution (page #) • Alternative Designs (page #) • Evaluation (page #) • Preferred Designs (page #) • Notice of Completion date • Add a one key map which includes the entire study area and indicates Preferred Solutions and Preferred Designs (such as Figure 10-1) 	Executive summary has been provided in Final ESR.
2	Draft Environmental Study Report (ESR)	Hard copies	<p>TRCA Staff Comment:</p> <ul style="list-style-type: none"> • For this submission the RMOY provided the draft ESR in hard copy and the Appendices on disk. • While we are all striving to reach a paperless society, we do appreciate hard copies of applicable appendices to review. • In future, please contact the Project Manager and ascertain which appendices would need to be printed by the consultant and how many copies would be required. • For this project, TRCA staff took time to print colour copies of Appendices C, D, F and K. • For the filed version TRCA staff will require 2 hard copies of the ESR and 2 hard copies of all the appendices. 	Hard copies will be provided with the final submission of the ESR.
3	Draft Environmental Study Report (ESR)	Engineering	<p>TRCA Staff Comment:</p> <ul style="list-style-type: none"> • As all alternative designs have the same alignment within the TRCA jurisdiction, each is equally feasible for advancement as a preferred design from an engineering perspective. 	Noted.
4	Draft Environmental Study Report (ESR)	Geotechnical Engineering	<p>TRCA Staff Comment:</p> <ul style="list-style-type: none"> • At this stage, the geotechnical engineering issues do not appear to be outstanding to screen out any of the studied alternatives for the project. • There are no objections to the preferred alternative. 	Noted.
5	Draft Environmental Study Report (ESR)	Hydrogeology	<p>TRCA Staff Comment:</p> <ul style="list-style-type: none"> • From the information provided, no one alternative is better or worse than another in terms of hydrogeological issues. • Based on the plan and profiles for the Yonge Street routing within the TRCA jurisdiction, the Y1 watercourse crossing (immediately south of the King Road / Yonge Street intersection) potentially involves culvert extensions on the east and west sides. • Given that there is an existing structure (assuming that a replacement is not required), there should not be significant groundwater concerns for their construction at this stage of the project. • Although mention was made to potential groundwater quantity and quality impacts within the Natural Environment Report [Appendix C] for the roadway widening, the actual impacts within the TRCA area would likely be minimal to negligible from a hydrogeological perspective. 	Noted.
6	Draft Environmental Study	Ecology – Wildlife	TRCA Staff Comment	

Appendix C Item #	2008 –1st submission-entire Draft Environmental Study Report (ESR)	Topic	TRCA Staff Comments and Actions Required	RMOY/Consultant's response
	Report (ESR)	Passage	<ul style="list-style-type: none"> Ecology staff supports the proposed Yonge Street route as the preferred alignment for the transit way within TRCA jurisdiction. However Ecology staff does not support the conclusions with regard to ecological impacts, based on the preliminary design as proposed. Although none of the Ecology comments are expected to affect the selection of Yonge Street as the preferred route, Ecology staff request that the ESR document be revised to provide the following modifications to the proposed design at the detailed design phase. <p>Action Required Add the following statement to design criteria in the ESR document which needs to be incorporated into the detailed design:</p> <ul style="list-style-type: none"> The design of Yonge Corridor will incorporate improvements to provide for wildlife passage across the segment of Yonge Street that bisects the Oak Ridges Moraine through the areas identified as Natural Core and Natural Linkage in the Oak Ridges Moraine Conservation Plan (ORMCP), in the vicinity of Bond Lake in particular, and other areas as appropriate. Modify the ESR to include a commitment to provide wildlife passage at the detailed design stage in consultation with TRCA staff. Note that RMOY has included a wildlife passage due east of this site in the Leslie Street ESR (Bethesda to Bloomington) which was filed in November 2008. We suggest that you contact mark.nykkoluk@york.ca in this regard for details. 	Commitment to review during the detailed design phase opportunities to provide wildlife passage in the Oak Ridges Moraine area has been added to the ESR (Table 11-3, C2 - Barriers to Wildlife Movement). The Region will work with TRCA during design to provide for improvements to wildlife passage and implement as part of the project.
7	Draft Environmental Study Report (ESR)	Ecology – Oak Ridges Moraine	<p>TRCA Staff Comment:</p> <ul style="list-style-type: none"> TRCA Ecology Staff was pleased with the level of investigation that was undertaken to assess the existing conditions along the proposed alignment. Action Required: Add these statements to the body of the ESR There are significant natural areas that exist along the route within the Oak Ridges Moraine planning area. Of particular significance is the approximately 1km stretch of Yonge Street, between stations 17+600 and 18+600 (approximately). In this area, the roadway bisects the Oak Ridges Moraine through its narrowest point east-west. This area is identified as both “Natural Core” and “Natural Linkage” areas, with Yonge Street the boundary between these two designations. Significant effort, by the public, TRCA and all levels of government, has gone into ensuring the preservation of this corridor, and future plans for the restoration of these lands, particularly the linkage areas on the west side, are extensive. <p>Action Required:</p> <ul style="list-style-type: none"> Modify the ESR to include a commitment to provide wildlife passage at the detailed design stage in consultation with TRCA staff. 	<p>The statements noted have been added to Section 3.2.1.3 of the ESR.</p> <p>As noted in Comment #6 above; a commitment has been added to Table 11-3 (C2 - Barriers to Wildlife Movement) of the ESR.</p>
8	Draft Environmental Study Report (ESR)	Ecology -Natural Sciences Report and crossings	<p>TRCA Staff Comment</p> <ul style="list-style-type: none"> Section 2.5 of The Natural Sciences Report identified the significance of this Oak Ridges Moraine area for herptofauna, and identified the heaviest bird and mammal corridor usage through this area. Further, studies found that “the continuous stretch of natural habitats, from Estate Garden/Old Colony Road down to the south side of Bond Lake, contained the greatest amount of mammal activity. Tracks, feces, calls, trail and regularly used corridors were more evident in this section of the study area than anywhere else.” 	

Appendix C Item #	2008 –1st submission-entire Draft Environmental Study Report (ESR)	Topic	TRCA Staff Comments and Actions Required	RMOY/Consultant's response
			<ul style="list-style-type: none"> It was noted that all of the habitats in this area, on both sides of Yonge Street, were all connected by regularly used mammal corridors. The Natural Sciences Report also noted that where there were no under highway routes to travel, above ground crossings between natural features were evident. Action Required: <ul style="list-style-type: none"> Modify the ESR to include a commitment to provide wildlife passage at the detailed design stage in consultation with TRCA staff. 	As noted in Comment #6 above; a commitment has been added to Table 11-3 (C2 - Barriers to Wildlife Movement) of the ESR.
9	Draft Environmental Study Report (ESR)	Ecology – Conclusions in EA document – re wildlife crossing	TRCA Staff Comment: <ul style="list-style-type: none"> However, despite reporting that the existing Yonge Street “currently pose(s) a significant barrier to wildlife movement”, which will be increased as a result of the upgrades proposed (2 lanes, centre median, sidewalks), along with an increased risk of mortality for wildlife that crosses the road, the ESR concludes that these impacts are considered minor and of no significance. Further, there does not appear to have been any discussion or consideration of options or measures to reduce these specific impacts, or any discussion of why wildlife crossing structures cannot be provided. TRCA Ecology Staff disagrees with the conclusion, and feels that without mitigation of these impacts, the proposed transit way will result in an unacceptable, incremental net loss and degradation of the ecological integrity of this area. Action Required: <ul style="list-style-type: none"> Modify the ESR to include a commitment to provide wildlife passage at the detailed design stage in consultation with TRCA staff. 	Level of significance in Table 11-3 (barriers to wildlife movement) has been revised from negligible to moderately significant and a commitment to work with TRCA during design to provide improved wildlife passage has been included in the ESR. Commitment has been added to Table 11-3 of the ESR.
10	Draft Environmental Study Report (ESR)	Ecology – wildlife crossing	TRCA Staff Comments: <ul style="list-style-type: none"> Options to address wildlife crossing issues can be addressed at detailed design; however the ESR needs to identify wildlife passage as a commitment in order to meet the stated Project Objective C- “ to protect and enhance the natural environment in the corridor and to be consistent with the requirements of the ORMCP” (section 41). TRCA Ecology Staff note in Table 11-3 in the ESR, the use of oversized culverts to promote wildlife passage under the road, and the use of staggered culvert inverts (at water course crossings) to provide wet and dry culverts was identified as a Built-in Positive Attribute and/or Mitigation, which we fully support and are promoting for application for this key area on the ORM. Action Required: <ul style="list-style-type: none"> Modify the ESR to include a commitment to provide wildlife passage at the detailed design stage in consultation with TRCA staff. 	Commitment has been added to Table 11-3 (C2 - Barriers to Wildlife Movement) of the ESR.
11	Draft Environmental Study Report (ESR)	Ecology- Encroachments into the KNHF	Action required: Add this statement to the body of the ESR: <ul style="list-style-type: none"> The lateral alignment within the existing Right of Way (ROW), and any additional ROW requirements, in the vicinity of the Phillips-Bond-Thompson wetland complex will be determined through the detailed design phase to minimize encroachments into and impacts to this key natural heritage feature. TRCA Staff Comment: <ul style="list-style-type: none"> Impacts to the Phillips-Bond-Thompson Wetland complex are identified (page 57, Appendix B), and appear to include partial infill of this Key Natural Heritage Feature (KNHF). It is not clear if options to adjust the alignment of the roadway or relocation of the proposed station in this area have been considered to avoid this. Action Required:	Statement has been added in the ESR, Table 11-3 under issue “Destruction/Disturbance of Wildlife Habitat”.

Appendix C Item #	2008 –1st submission-entire Draft Environmental Study Report (ESR)	Topic	TRCA Staff Comments and Actions Required	RMOY/Consultant's response
			<ul style="list-style-type: none"> If the alignment shown is preliminary, the ESR needs to clearly identify (with notes on the design plates, and sentences in the body of the ESR) that the station location and alignment in this area will be subject to further investigation at detailed design, and may require the relocation or removal of this station. <p>TRCA Staff comment</p> <ul style="list-style-type: none"> Ecology Staff suggests that there could be implications to properties on the east side of Yonge Street that will need to be addressed if all options to avoid negative impacts to this feature are to be considered. The Regional Municipality of York will be required to demonstrate compliance with ORMCP through this area, as well as all areas throughout the ORM.. York Region has the opportunity to make a significant contribution to improving the ecological integrity of the ORM through the implementation of this project if the above issues related to wildlife corridor and footprint in relation to the KNHF can be addressed. 	<p>Statement has been added to Plates 10-09 and 10-10.</p> <p>Comments noted. We will work with TRCA during design to improve wildlife passage and minimize project footprint in environmentally sensitive areas.</p>
12	Draft Environmental Study Report (ESR)	Ecology-Watercourses	<p>Action Required:</p> <ul style="list-style-type: none"> TRCA Ecology Staff notes that there are a number of watercourse crossings that have not been identified in the ESR, and these need to be identified on appropriate figures and plates and discussed in the text of the ESR. Watercourse Locations: <u>Yonge Street - Approximately 800m north of Gamble Rd. at Jefferson Forest Drive/Tower Road (Sta. 15+700).</u> TRCA fish sampling data has identified Brook Trout in this tributary. (This is Tributary C of the Rouge River.) There is likely some significant groundwater discharge occurring in this location. <u>Yonge Street - Approximately 500m south of Stouffville Road.</u> This Rouge Tributary is most likely intermittent at this point, and appears to be the outlet for the Phillips Bond Thompson Wetland complex area located on the north side of Stouffville Road, west of Yonge, just north of Harris Ave. The outlet for this feature may have been modified fairly recently, and may in fact run parallel to Yonge in a "ditch" feature. This needs to be confirmed at the detailed design stage with a site visit with RMOY/TRCA and the Design Consultant. <u>TRCA watercourse layer shows a channel running from the Phillips Bond Thompson Wetland complex at the South West corner of Estate Garden Drive and Yonge Street, along Yonge Street to Bond Crescent, and then paralleling Bostwick Crescent to the Lake Wilcox-St. George wetland complex feature north of King Road.</u> <u>At Black Forest Drive/Worthington Road (Sta. 20+300)</u> There is a culvert and watercourse that outlets from the Wilcox-St. George wetland. <ul style="list-style-type: none"> Revise the ESR to identify these crossings, and provide an assessment of impacts that may result from the proposed undertaking, and any mitigation measures that will be applied to reduce negative impacts, or to enhance or improve upon an existing condition. At the detailed design stage, the first site visit with TRCA/RMOY and the Consultant will need to focus on filling in the "TRCA Watercourse Chart" and providing an aerial photo which indicates all the structure crossings on Yonge Street from Gamble Road to Bloomington Road. 	<p>Text has been added in Section 7.2.4.3 of the ESR and Section 2.3.3.1 of the Natural Sciences Report in Appendix C.</p> <p>There does not appear to be a direct crossing of Yonge Street at the location 500 metres south of Stouffville Road. This will be confirmed at the detail design phase as suggested by TRCA.</p> <p>Text has been added to Section 6.2.4.2 of the ESR and Section 2.3.3.3 of the Natural Sciences Report in Appendix C.</p> <p>Noted</p>

Appendix C Item #	2008 –1st submission-entire Draft Environmental Study Report (ESR)	Topic	TRCA Staff Comments and Actions Required	RMOY/Consultant's response
			<ul style="list-style-type: none"> Add this note; "Where culverts/structures will be removed in their entirety and replaced, there is a requirement to provide a 100year/Meander Belt Analysis. These details will be confirmed at the detailed design stage. 	Note has been added to Table 11-3 (C1 – Loss of Site-Specific Habitat)
13	Draft Environmental Study Report (ESR) Page 2-1, Section 2.1	Oak Ridges Moraine	<p>Action Required:</p> <ul style="list-style-type: none"> Modify Section 2.1 to list the Oak Ridges Moraine Conservation Plan (ORMCP) as a reference document. 	Section 2.1 of the ESR has been revised.
14	Draft Environmental Study Report (ESR) Page 2-1, Figure 2-1	Watershed Divide	<p>Action Required:</p> <ul style="list-style-type: none"> At Bloomington Side Road, on Figure 2-1 draw the watershed divide and add in the north "Lake Simcoe Region Conservation Authority" jurisdiction and in the south add "Toronto and Region Conservation Authority" jurisdiction. 	Figure 2-1 of the ESR has been revised.
15	Draft Environmental Study Report (ESR) Page 2-3, Section 2.3,1	Roads Milestone Chart	<p>Action Required:</p> <ul style="list-style-type: none"> Contact Sean Woods, (sean.woods@york.ca) RMOY to obtain a copy of the RMOY's Milestone chart for Roads Projects. Some of the dates for the road reconstruction listed are out of date (i.e. Bloomington Road has not been widened to date, Gamble Road requires modifications to their plans and a re-issuance of the permit, Bayview was not widened in 2008) 	The dates noted in Section 2.3.1 have been revised based on latest information.
16	Draft Environmental Study Report (ESR) Page 3-3, Section 3.2.1,1	Greenbelt	<p>Action Required</p> <ul style="list-style-type: none"> To paragraph 3, where it says (refer to Section 6.3.4) add whether it is referencing this ESR, or Section 6.3.4 of the Greenbelt Act, since there is no Section 6.3.4 in the ESR. 	The reference has been correct in the ESR.
17	Draft Environmental Study Report (ESR) Page 3-3, Section 3.2.1,2	Greenbelt Maps	<p>Action Required:</p> <ul style="list-style-type: none"> Delete this wording in the first paragraph (i.e." Lands that are located within the Oak Ridges Moraine are subject to the provisions in the Greenbelt Act, 2005") and add this sentence: "Where the Greenbelt and the Oak Ridges Moraine (ORM) overlap, the legislation from the ORM takes precedence." Add this sentence: In this study area, the Greenbelt is located along Yonge Street from Elgin Mills Road in the south to Vandorf Road in the north, which encompasses part of the study area from Gamble Road to Vandorf Road. Include a copy of Maps 45 and 31 from the Greenbelt Plan in Section 3.2.1.2 and identify with a line the study area on the maps. Revisit the wording of this section and add this statement: "Within the jurisdiction of TRCA from Gamble Road to Bloomington Road, the lands are designated in the Greenbelt Plan as "Towns and Villages" south of Bloomington to just north of Stouffville Road and "Oak Ridges Moraine Area" from just north of Stouffville Road to Gamble Road Likewise we suggest you add a sentence for the designations in the Greenbelt in the Lake Simcoe Region Conservation Authority's jurisdiction, north of Bloomington Road. Visit this web link to obtain the maps and legislation http://www.mah.gov.on.ca/Page1392.aspx 	<p>Section 3.2.1.2 has been revised.</p> <p>Section 3.2.1.2 has been revised.</p> <p>Maps have been included in Figures 3-3 and 3-4.</p> <p>Statements have been added to Section 3.2.1.2.</p> <p>Statements have been added to Section 3.2.1.2.</p>
18	Draft Environmental Study Report (ESR) Page 3-3, Section 3.2.1,3	Oak Ridges Moraine	<p>Action Required</p> <ul style="list-style-type: none"> Include a copy of Map 3 from the Oak Ridges Moraine Conservation Plan in Section 3.2.1.3 and indicate the study area on the map. Revisit the wording of this section and add this sentence: "Within the jurisdiction of TRCA on Yonge Street from Gamble Road to Bloomington Road the lands are designated in the Oak Ridges Moraine Conservation Plan as "Natural Core Area" on the east side of Yonge Street surrounding Bond Lake and "Natural Linkage Area" on the west side of Yonge Street, west of Bond Lake. Further south on Yonge Street, on the east side, south of Stouffville Road the area is designated as "Natural Linkage Area" with a small section on the west side of Yonge Street as well. A very small section of "Countryside Area" is located on the east side of Yonge Street, south of Stouffville Road. The balance of the lands in TRCA's jurisdiction is designated as 	<p>Map has been included in Figure 3-5.</p> <p>Comment has been added to Section 3.2.1.3 of the ESR and Section 2.0 of the Natural Sciences Report (Appendix C of the ESR).</p>

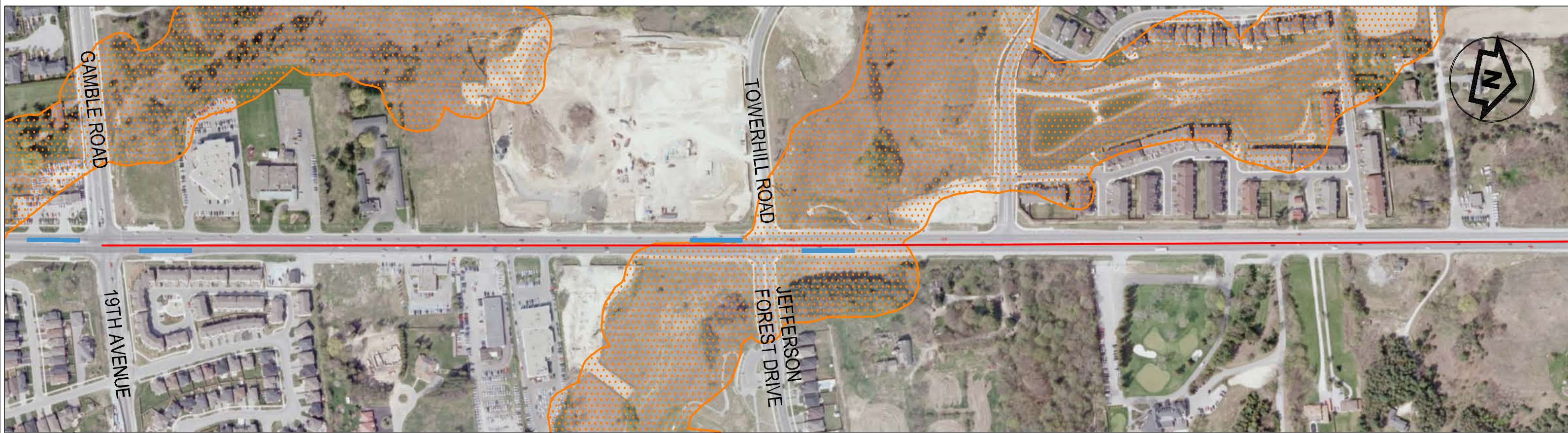
Appendix C Item #	2008 –1st submission-entire Draft Environmental Study Report (ESR)	Topic	TRCA Staff Comments and Actions Required	RMOY/Consultant's response
			<p>“Settlement Area.”</p> <ul style="list-style-type: none"> Likewise we suggest you add a sentence for the designations in the ORM in the Lake Simcoe Region Conservation Authority's jurisdiction, north of Bloomington Road Add The Oak Ridges Moraine Conservation Plan, Infrastructure and Servicing section to the Appendices Provide in the main body of the ESR a chart which indicates the ORM legislation on the left regarding infrastructure and servicing, and on the right the ways in which the preferred design adheres to that legislation. Include a statement that the ORMCP also provides direction to municipalities for Transportation, Infrastructure and Utilities projects that are within areas designated as “Natural Core” or “Natural Linkage” areas, and cross Key Natural Heritage Features (KNHF). Visit this weblink to obtain the maps and legislation http://www.mah.gov.on.ca/Page1743.aspx 	<p>Comment has been added to Section 3.2.1.3.</p> <p>Appendix O, Oak Ridges Moraine Conservation Plan, Infrastructure and Servicing, has been added to the ESR. Oak Ridges Moraine Conservation Plan Compliance has been provided in Section 5 of the Natural Sciences Report, Appendix C of the ESR. Statement has been added to Section 3.2.1.3.</p>
19	Draft Environmental Study Report (ESR) Page 3-4, Figure 3-3	Legend	<p>Action Suggested</p> <ul style="list-style-type: none"> Revisit the colours in the legend and the colours on the Figure and make them match. (i.e. ORM appears grey on the map, but beige in the legend) Define where “The Parkway Belt” appears on the Figure Label the “Provincial Freeway” name (Bradford Bypass) 	<p>The map has been scanned from the Regional OP and the quality cannot be improved at this time. Figure 3-6 of the ESR has been revised to identify these features.</p>
20	Draft Environmental Study Report (ESR) Page 3-4 and Page 3-5, Figure 3-4	Richmond Hill OP	<p>Action Required:</p> <ul style="list-style-type: none"> If technically feasible, add names of Regional Roads to give the Figure context The Official Plan for Richmond Hill is identified as current as of 1998. Confirm whether this is the most recent update. There should have been an update to conform to ORMCP which came into effect in 2001. 	<p>Figure 3-7 was provided by the Town of Richmond Hill in October 2008.</p>
21	Draft Environmental Study Report (ESR) Page 3-9, Section 3.2.3.2	Watershed Areas	<p>Action Required:</p> <ul style="list-style-type: none"> Since the Don watershed divide is located south of Elgin Mills Road and is outside the study limits at Gamble Road, remove the first paragraph on the Don River Watershed. Modify the top opening sentence and state: Within the study area there are two watersheds (Rouge, Humber) within the TRCA's jurisdiction and one (Holland) if this is the case within the LSRCA's jurisdiction. Add “The watershed divide between the two conservation authorities is approximately located at Bloomington Road.” To the Humber section remove “Metro Toronto Remedial Action Plan” and replace with “the Humber River Watershed Plan.” 	<p>Section 3.2.3.2 has been revised in the Final ESR.</p>
22	Draft Environmental Study Report (ESR) Page 3-11, Table 3-2	ESA	<p>Action Required:</p> <ul style="list-style-type: none"> Change Environmentally “Sensitive” Area to Environmentally “Significant” Area at the bottom of the chart and throughout the EA document and appendices. 	<p>The ESR has been revised.</p>
23	Draft Environmental Study Report (ESR) Page 3-11, Section 3.3	Table 3-1	<p>Action Suggested</p> <ul style="list-style-type: none"> We suggest that you change “evaluation of the above alternative solutions” to “evaluation of the alternative solutions indicated in Table 3-1.” 	<p>The ESR has been revised.</p>
24	Draft Environmental Study Report (ESR) Page 3-15, Section 3.3.3, Page 4-4 Page 6-1 Page 6-14 Page 9-1	Preferred Alternatives	<p>Action Required</p> <ul style="list-style-type: none"> Add a title such as “Preferred Alternative Solution” and bold and underline this statement: As a result, the “York Region Rapid Transit Corridor Initiatives” Solution was selected as the preferred alternative to the undertaking. Likewise, for consistency, we suggest that you bold the preferred alternative solution for the northern area on page 4-4. On page 6-1 bold and underline the preferred alternative routes, in particular RH2 Yonge 	<p>The ESR has been revised.</p>

Appendix C Item #	2008 –1st submission-entire Draft Environmental Study Report (ESR)	Topic	TRCA Staff Comments and Actions Required	RMOY/Consultant's response
	Page 10-1		<p>Street within the TRCA's jurisdiction.</p> <ul style="list-style-type: none"> On page 6-14 we suggest you bold the preferred alternative technology (BRT and LRT) for the TRCA's jurisdiction. On page 9-1 we suggest you bold the preferred alternative design – Exclusive Lanes in Median. On page 10-1 we suggest you bold the preferred design – Two Lane Median Dedicated Rapidway (Ultimate) with Six Lane HOV Section (Interim). 	
25	Draft Environmental Study Report (ESR) Page 3-15, Table 3-3 And Page 4-5, Table 4-4		<p>Action Required:</p> <ul style="list-style-type: none"> Since Section 4 involves the section on “Yonge Street between Mulock Drive and Green Lane,” add that geographic area to the top of Table 4-4. To the top of Table 3-3 add the geographic area that this table references (i.e. Yonge Street from Gamble Road to Mulock Drive?) 	<p>Table 4-4 of the ESR has been revised.</p> <p>Table 3-3 of the ESR has been revised.</p>
26	Draft Environmental Study Report (ESR) Page 7-4, Section 7.2.4.6	Butternut	<p>Action Required:</p> <ul style="list-style-type: none"> Add this statement “Butternut is regulated by the Endangered Species Act, and can not be harmed in any way without prior written consent from the MNR.” 	Comment added to Section 7.2.4.6 of the ESR.
27	Draft Environmental Study Report (ESR) Page 10-1,	Stations	<p>Action Required</p> <ul style="list-style-type: none"> For the stations located in TRCA's jurisdiction add an aerial photo showing the regulation lines in the ESR and plot the 6 stations. Ensure that all the stations are located outside TRCA's regulated area. 	Stations have been plotted and are attached to this table.
28	Draft Environmental Study Report (ESR) Page 10-2, Figures 10-2 to 10-4	Cross Sections for ROW	<p>Action Required</p> <ul style="list-style-type: none"> Staff notes there are cross sections for the proposed ROW for the area north of Bloomington only. Add a cross section for the area from Gamble Road to Bloomington. 	The cross-section in Figure 10-2 presents the typical cross-section for the Yonge Street segment between Gamble Road to Bloomington Road.
29	Draft Environmental Study Report (ESR) Page 10-8, Section 10.3.1	Approvals	<p>Action Required:</p> <ul style="list-style-type: none"> To the Pre Construction Phase add the list of approvals required such as: Obtain approval from the TRCA for “Development, Interference with Wetlands, Alterations to Shorelines and Watercourses.” 	Statement added to Section 10.3.1.
30	Draft Environmental Study Report (ESR) Plates 10-1 to 10-19	Watercourses Regulation Lines	<p>Action Required On the Plates between Gamble Road and Bloomington Road</p> <ul style="list-style-type: none"> Add all watercourses to the Plates Add all Regulation Limits to the plates Add all watercourses in a blue bolded line Add and label all culvert/structure crossings to the plan view and profile Add dimensions of existing culvert/structures and proposed dimensions of structures (LxWxH) or (dia. x L) Add limits of sensitive environmental features (PSWs, ESAs, ANSIs, etc) Note beside significant treed sections that there will be the requirement to provide an Edge Management Plan / vegetation compensation where forest edges are removed. 	<p>Items have been added to the plates in Chapter 10 of the ESR.</p> <p>Comment noted and commitment has been added to Table 11-3 (disturbance to vegetation through edge effects).</p>
31	Appendix A –Terms of Reference	TOR	<p>TRCA Staff Comment:</p> <ul style="list-style-type: none"> No Revisions Required 	
32	Appendix B - Transportation Assessment Report	Transportation	<p>TRCA Staff Comment:</p> <ul style="list-style-type: none"> No Revisions Required 	

Appendix C Item #	2008 –1st submission-entire Draft Environmental Study Report (ESR)	Topic	TRCA Staff Comments and Actions Required	RMOY/Consultant's response
33	Appendix C - Natural Sciences Report	Ecology- Timing of submission	<p>TRCA Staff Comment:</p> <ul style="list-style-type: none"> • TRCA staff noted that the Draft Natural Sciences Report is dated July, 2008; however TRCA staff received it October 31, 2008. • For future EAs, the draft reports should be submitted to TRCA by the proponent as they become available, even in advance of the draft ESR if possible. • This Natural Sciences Report is the main document required for TRCA Ecology staff to review, and is one of the key base documents used to evaluate route alternatives and impacts. • Early review of this document by TRCA staff would have allowed the Region more time to be able to address key concerns within the ESR. 	Comment noted.
34	Appendix C - Natural Sciences Report-Section 4.3	Ecology- culvert extensions	<p>TRCA Staff Comment:</p> <ul style="list-style-type: none"> • TRCA staff does not expect that the culvert extensions proposed will require Authorization under the Federal Fisheries Act. • Design, construction phasing and mitigation should be sufficient to allow the works to proceed under a Letter of Advice. • Staff will confirm this at detailed design. 	Comment noted.
35	Appendix C - Natural Sciences Report-Page 8	Ecology – Rouge River	<p>TRCA Staff Comments:</p> <ul style="list-style-type: none"> • As indicated in the comments regarding the ESR, there is one significant crossing of the Rouge River that is not included. • Although no impacts may be expected (i.e. No culvert extension) this feature (as well as the others as noted) needs to be identified as there may be implications for stormwater/groundwater management. <p>Action Required:</p> <ul style="list-style-type: none"> • Identify the crossing of the Rouge River in Figures, in text and identify in the body of the ESR whether there may be implications for Stormwater/groundwater management. 	Changes have been made to the Natural Sciences Report in Appendix C of the ESR.
36	Appendix C - Natural Sciences Report-Sub Appendix B	Ecology – Wildlife Crossing Figure	<p>Action Required:</p> <ul style="list-style-type: none"> • Provide a figure provided to identify the locations of the wildlife crossings as discussed. 	<p>A figure to illustrate wildlife crossing locations would be misleading and probably misinterpreted. It would suggest that crossing locations are actual locations readily identifiable by some physical attribute and this is not the case. Conditions under which an animal elects to cross a barrier are constantly variable throughout the various seasons during the year.</p> <p>Commitment to review during the detailed design phase opportunities to provide wildlife passage in the Oak Ridges Moraine area has been added to the ESR (Table 11-3, C2 - Barriers to Wildlife Movement). The Region will work with TRCA during design to provide for improvements to wildlife passage and implement as part of the project.</p>
37	Appendix C - Natural Sciences Report-Page 58	Ecology - Salt Spray	<p>TRCA Staff Comment:</p> <ul style="list-style-type: none"> • With regard to salt spray, additional mitigation of salt spray impacts can be provided with landscaping/planting of salt tolerant species to intercept salt spray adjacent to sensitive features. <p>Action Required:</p> <ul style="list-style-type: none"> • Ensure that salt tolerant species are included in the landscape drawings at the detailed design stage. 	Comment noted. Statement has been added to Section 10.5 of the ESR (under Landscape Plan).

Appendix C Item #	2008 –1st submission-entire Draft Environmental Study Report (ESR)	Topic	TRCA Staff Comments and Actions Required	RMOY/Consultant's response
38	Appendix D - Geotechnical Study Report	Geotechnical	TRCA Staff Comment: <ul style="list-style-type: none"> No Revisions Required 	
39	Appendix E - Environmental Assessment (Contaminated Sites) Report	Contaminated Sites	TRCA Staff Comment: <ul style="list-style-type: none"> No Revisions Required 	
40	Appendix F - Storm Water Management Preliminary Assessment Reports	Stormwater Management-Water Quality and Water Quantity	TRCA Staff comment <ul style="list-style-type: none"> TRCA's Water Management Analyst has reviewed the preliminary Storm Water Management (SWM) Report, and for the section of the project within TRCA's jurisdiction, (Gamble to Bloomington) the proposed SWM plan is typical of roadway drainage design, and is acceptable. As noted in the SWM Report, the details of the particular SWM measures for each segment will be worked out as the project moves forward to detailed design. Action Required: <ul style="list-style-type: none"> TRCA staff would like to make it very clear at this EA stage that since there are some very significant and sensitive receiving waters, the entire roadway surface needs to be treated to protect the sensitive stream systems and wetlands, rather than just the pavement increases. Areas of particular sensitivity are at Jefferson Forest Drive (which is coldwater tributary to the Rouge River), the wetland located at Jefferson Side Road, and through the Bond Lake area. At this EA stage provide written confirmation of the commitments during the detailed design stage regarding SWM. <ul style="list-style-type: none"> Submit a final SWM Report at the detailed design stage that builds upon the concepts presented at the EA stage and ensures among other items that water quality is addressed, especially in the sensitive areas. 	The Region will work with TRCA during the design phase to provide enhanced treatment, particularly in sensitive areas, where feasible. The commitment has been added to Table 11-3 (C-1 – Minimize Adverse Effects on Aquatic Ecology).
41	Appendix G - Cultural Heritage Resource Report	Cultural Heritage	TRCA Staff Comment: <ul style="list-style-type: none"> No Revisions Required 	
42	Appendix H - Stage 1 Archaeological Assessment Report	Archaeological	TRCA Staff Comment: <ul style="list-style-type: none"> Note that TRCA owns property within the "Study Limits" however the design plates indicate that the widening of Yonge Street between Gamble Road and Jefferson Side Road will not encroach onto TRCA's property on the west side. Action Required: <ul style="list-style-type: none"> At the detailed design stage, ensure that TRCA's landholdings are verified to confirm that no acquisitions will be required from the TRCA. Should acquisitions be required, contact in writing will need to be made with TRCA's Archaeologist, Margie Kenedy, and TRCA's Real Estate Co-ordinator, George Leja. Note that the land acquisition process and archaeological investigation process can be lengthy and this requirement needs to be incorporated into the timeline, if necessary. 	Comment noted. Confirmation will be provided to TRCA during the design stage. Text has been added to Section 7.3.1.
43	Appendix I - Noise and Vibration Impact Assessment Report	Noise	TRCA Staff Comment: <ul style="list-style-type: none"> No Revisions Required 	
44	Appendix J - Air Quality Impact Assessment Report	Air	TRCA Staff Comment: <ul style="list-style-type: none"> No Revisions Required 	
45	Appendix K - Detailed Route Alternative	Evaluation Tables	TRCA Staff Comment: Ecology to comment	

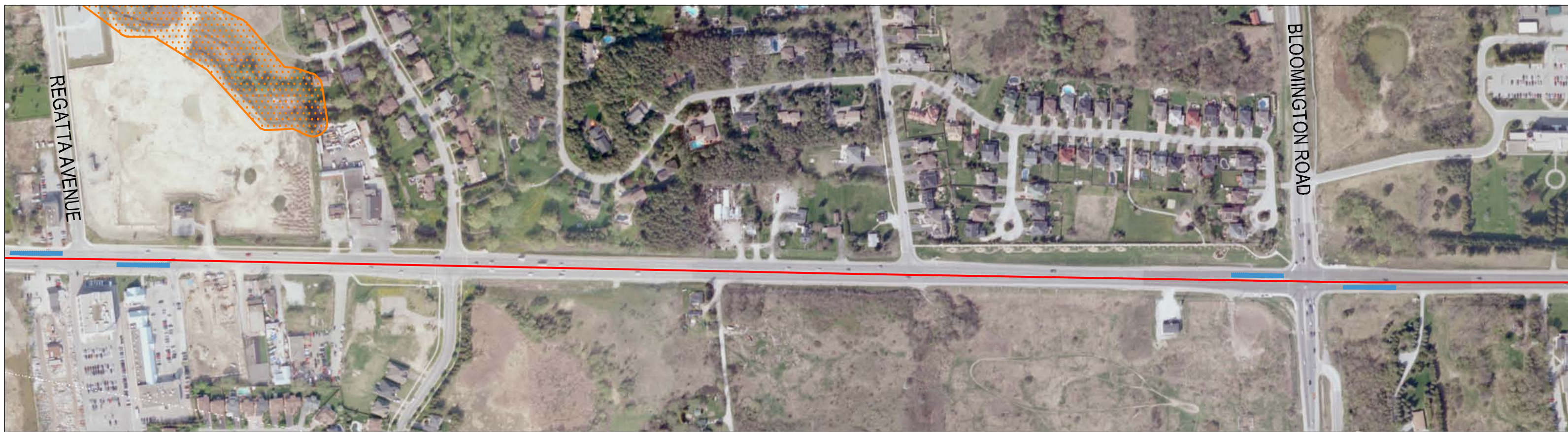
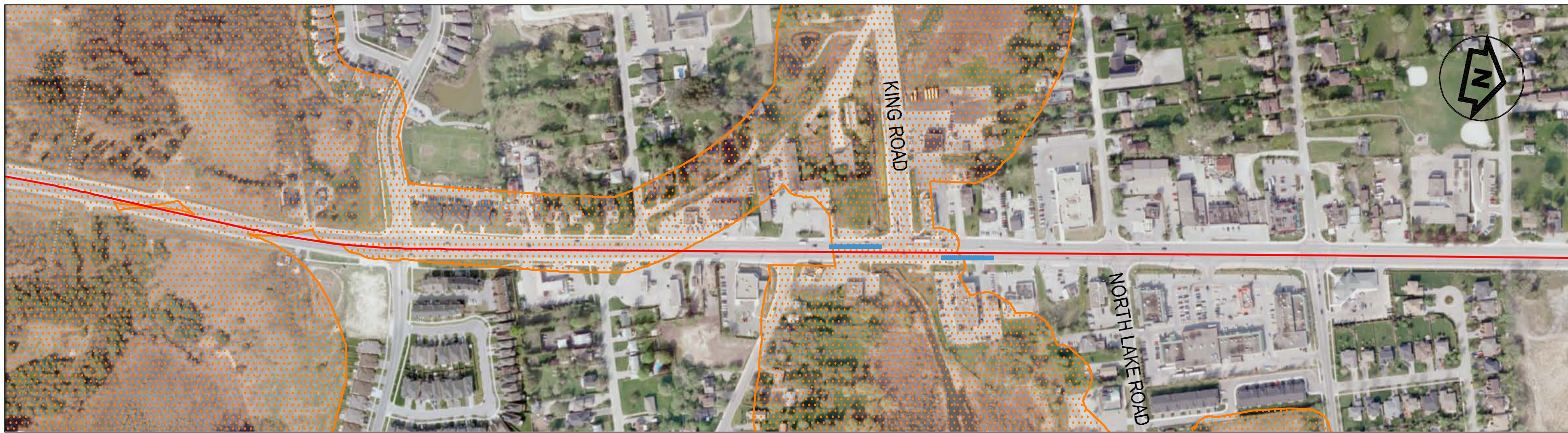
Appendix C Item #	2008 –1st submission-entire Draft Environmental Study Report (ESR)	Topic	TRCA Staff Comments and Actions Required	RMOY/Consultant's response
	Evaluation Tables			
46	Appendix L 1- Public Consultation Centre #1 Report	PCC	TRCA Staff Comment: <ul style="list-style-type: none"> No Revisions Required 	
47	Appendix L 2- Public Consultation Centre #2 Report	PCC	TRCA Staff Comment: <ul style="list-style-type: none"> No Revisions Required 	
48	Appendix L 3- Public Consultation Centre #3 Report	PCC	TRCA Staff Comment: <ul style="list-style-type: none"> No Revisions Required 	
49	Appendix L 4- Public Consultation Centre #4 Report	PCC	TRCA Staff Comment: <ul style="list-style-type: none"> No Revisions Required 	
50	Appendix M - Record of Consultation	Consultation	Action Required: <ul style="list-style-type: none"> Ensure that all of TRCA's Correspondence listed below (on letterhead only) is included in the Record of Consultation as well as any minutes from any meetings with TRCA. <u>File 31640 –Yonge Street Corridor</u> November 25, 2002, December 3, 2002, December 16, 2002, May 5, 2004, May 14, 2004, June 8, 2004, April 27, 2005, September 26, 2005, December 12, 2005 <u>File 36546- North Yonge Street Corridor- Individual EA</u> May 30, 2005, September 8, 2006, September 8, 2006 <u>File 40877 –North Yonge Street Corridor – Class EA</u> June 26, 2008 Revisit the letter dated May 14, 2004 and ensure that the documents requested in the Appendices of the ESR are included (i.e. Valley and Stream Corridor Management Section 4.3, Ontario Regulation 166/06, DFO Level 3 Agreement wording, Map showing TRCA's Regulated Areas, ORM legislation on Infrastructure and Servicing Section 41, ORM Map, Greenbelt Map)	TRCA comments have been included in Appendix M of the ESR. ORM Map and Greenbelt Map are included in Chapter 3 of the ESR. ORM Legislation is included in Appendix O of the ESR.
51	Appendix N - Davis Drive Micro Simulation Summary	Davis Drive	TRCA Staff Comment: <ul style="list-style-type: none"> No Revisions Required 	



**NORTH YONGE STREET CORRIDOR
STATION LOCATION FOR RICHMOND HILL SEGMENT (REGULATION LIMIT TRCA)**

	STATIONS		CENTRELINE
	REGULATION LIMIT (TRCA)		

N.T.S.



**NORTH YONGE STREET CORRIDOR
STATION LOCATION FOR RICHMOND HILL SEGMENT (REGULATION LIMIT TRCA)**

	STATIONS		CENTRELINE
	REGULATION LIMIT (TRCA)		

N.T.S.