

2. OUTLINE OF STUDY CONSULTATION PROCESS

This section and the corresponding appendices provide the Consultation Record for the EPR Addendum. The consultation program for the EPR Addendum study was developed based on the public and stakeholder consultation requirements specified under Ontario Regulation 231/08 for a TPAP.

Those consulted included potentially affected land owners, Aboriginal communities, government review agencies, technical agencies, local municipalities, elected officials, and the general public. The following approach was used:

- Prepared Contact/Property Owner Lists: Maintained an active contact list from the TPAP to know who needs to be informed of project updates.
- Established a Technical Advisory Committee made up of key agency representatives and provide an opportunity for input at project milestones.
- Maintained Website (www.vivanext.com/yonge-subway-extension): Updates to the website advertised and summarized information shared at the Public Information Centres.
- Notice of Public Information Centre (PIC): To notify area residents of the two public open houses and provide information on how to participate/provide comment.
- Hosted PICs: Advertised by newspaper, website and through mailed notification to names on the contact list. Sign-in sheet for meeting attendees and comment stations provided opportunities for input to the project.
- Community Liaison: Project team representatives available to provide information, answer questions and manage comments received during the project.
- Notice of EPR Addendum: To notify relevant technical stakeholders, the general public, and all residents of the Study Area about the completion of the project, and provide information on how to access the final report and provide comment.

2.1 Agency, Municipal and Aboriginal Community Consultation

Notification and consultation were carried out to encourage the involvement of government agencies, technical agencies, municipal staff and Aboriginal community representatives. It was important to facilitate the involvement of these groups to develop a better understanding the project Study Area. Agencies and Aboriginal community representatives were invited to participate in the PICs.

The following have been notified of this EPR Addendum:

Government Review Agencies

- Aboriginal Affairs and Northern Development Canada
- Canadian Environmental Assessment Agency
- Environment Canada
- Metrolinx (including GO Transit)
- Ministry of Aboriginal Affairs
- Ministry of Community and Social Services
- Ministry of Economic Development, Employment and Infrastructure
- Ministry of the Environment and Climate Change (Environmental Assessment and Approvals Branch and Central Region)
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry
- Ministry of Tourism, Culture and Sport
- Ministry of Transportation
- Transport Canada

Technical Agencies and Interest Groups

- 407 ETR
- Allstream Corporation
- Architectural Conservancy of Ontario
- Bell Canada
- Cogeco
- Conservation Council of Ontario
- CN Rail
- Enbridge Gas Distribution Inc.
- Enbridge Pipelines Inc.
- GO Transit
- Heritage Canada The National Trust
- Hydro One
- Imperial Oil
- Ontario Heritage Trust

- Ontario Power Generation
- PowerStream
- Telus
- Toronto and Region Conservation Authority
- Toronto Transit Commission
- TransCanada
- Trans-Northern Pipelines Inc.
- Rogers Cable
- Sun-Canadian Pipe Line Company
- Union Gas
- York Region Transit
- YRRTC

Municipal Staff

- City of Markham
- City of Toronto
- City of Vaughan
- York Region
- Town of Richmond Hill

Aboriginal Communities

- Alderville First Nation
- Algonquins of Pikwàkanagàn First Nation
- Association of Iroquois and Allied Indians
- Beausoleil First Nation
- Chippewas of Georgina Island
- Chippewas of Mnjikaning (Rama) First Nation
- Chippewas of Nawash (Cape Croker) First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Huron-Wendat Nation
- Iroquois Confederacy / Haudenosaunee
- Kawartha-Nishnawbe of Burleigh Falls First Nation

- Métis Nation of Ontario
- Mississaugas of Scugog Island First Nation
- Mississaugas of the New Credit First Nation
- Mohawks of the Bay of Quinte
- Moose Deer Point First Nation
- Munsee-Delaware Nation
- Nipissing First Nation
- Oneida First Nation
- Six Nations of the Grand River
- Union of Ontario Indians
- Wahta Mohawks

2.1.1 Technical Advisory Committee

Key stakeholder agencies were consulted through a Technical Advisory Committee. A meeting was held with the Technical Advisory Committee on March 18, 2013, to provide a project update and introduce the need and justification for a TPAP Addendum. A follow-up meeting was held on May 29, 2013, to review project progress, discuss the outcome of PIC #1 and prepare for PIC #2. Participating TAC agency representatives are listed in the meeting minutes found in **Appendix J**.

In addition to the TAC meetings, a CN specific meeting was held on September 25, 2013 to discuss the proposed design and impacts to the CN right-of-way. A copy of the meeting notes is provided in **Appendix J**.

2.1.2 Feedback from Aboriginal Communities

Potentially interested Aboriginal communities listed in **Section 2.1** were sent notification in advance of the two Public Information Centres (PICs) with the exception of: Kawartha-Nishnawbe of Burleigh Falls First Nation, Métis Nation of Ontario and Oneida First Nation.

All of the Aboriginal communities listed in **Section 2.1** have been sent notification regarding completion of this EPR Addendum. The communities listed in **Section 2.1** include communities notified of the 2009 EPR as well as communities that, in the opinion of the proponents, may be interested in the change to the transit project.

A response letter, dated April 19, 2013, was sent by Curve Lake First Nation. The letter acknowledged receipt of the PIC#1 notification and:

- Indicated that the proposed project is situated within the Traditional Territory of Curve Lake First Nation and is incorporated within the Williams

Treaty Territory which is the subject of a claim under Canada's Specific Claims Policy.

- Provided contact information for the Williams Treaty First Nations Claims Coordinator.
- Indicated that Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to their Traditional, Aboriginal or Treaty rights.
- Indicated a particular concern for the remains of ancestors and the need for notification should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings.
- Noted the need for notification should any new, undisclosed or unforeseen issues arise that has potential for anticipated negative environmental impacts or anticipated impacts on Treaty and Aboriginal rights.

In keeping with the response from Curve Lake First Nation, the Williams Treaty First Nations Claims Coordinator has been copied on notification to Curve Lake First Nation regarding completion of this EPR Addendum.

2.2 Public Consultation

2.2.1 Public Information Centre #1

The following provides an overview of PIC#1. The PIC#1 Summary Report is provided in **Appendix I**.

PIC #1 was held Wednesday, May 1, 2013, at the York Region Building, 50 High Tech Road, Richmond Hill. The purpose of PIC #1 was to present the detailed analysis of the various design options for the TSF, and obtain feedback from agencies and members of the public on the preferred plan.

2.2.1.1 Notification of Public Information Centre #1

Notice was published in *The Richmond Hill Liberal* Thursday April 18, 2013. Three weeks prior to PIC #1, an invitation letter was sent to Aboriginal communities, elected officials, municipal representatives, special interest groups, and media.

Properties within the vicinity of the proposed Richmond Hill Centre Station and TSF were sent notification letters three weeks prior to PIC #1 and a follow-up invitation postcard two weeks prior to the event. In addition, properties on the West and East side of Yonge Street from Silverwood Avenue, South of Silverwood, to North of Highway 7; South of Gamble Road to north of Bernard Avenue; and the East side of Yonge Street between 16th Avenue and Highway 7, were sent an invitation postcard two weeks prior to the event.

Email notification was sent to the Yonge subway email distribution group, on April 17, 2013. A second email serving as a reminder was sent on April 29, 2013.

2.2.1.2 Format of Public Information Centre #1

PIC #1 was organized as an open house. Display boards were arranged to present project information and attendees were encouraged to speak with members of the project team who were on hand to receive feedback, address any comments or concerns, and facilitate discussion on the information provided.

Both online and paper feedback forms were made available at the open house and at www.vivanext.com to solicit comments from those in attendance and from those unable to attend. Feedback forms were available in accessible formats. Those with comments were asked to submit their feedback forms on or before May 15, 2013. A copy of the feedback form and all display materials are included in **Appendix I**.

2.2.1.3 Summary of Public Information Centre #1 Attendance

PIC #1 was well attended. Approximately 225 people attended over the course of the evening; 100 individuals signed the register.

2.2.2 Public Information Centre #2

The following provides an overview of PIC#2. The PIC#2 Summary Report is provided in **Appendix I**.

Based on feedback generated through PIC #1 from consultation with members of the public, stakeholders, affected agencies, and interest groups, design elements and construction impacts of the preferred plan were further analyzed. New mitigation strategies were identified, and revisions were made to the preferred option for the proposed TSF as presented at PIC #1 on May 1, 2013.

PIC #2 was held Wednesday, June 12, 2013, at the Sheraton Parkway Toronto North, 600 Highway 7 East, Richmond Hill. The purpose of PIC #2 was to update the public on the revised designs and construction techniques, and provide an opportunity for additional feedback.

2.2.2.1 Notification of Public Information Centre #2

Notice was published in *The Richmond Hill Liberal* Thursday, June 6, 2013. Three weeks prior to PIC #2, an invitation letter was sent to Aboriginal communities, elected officials, municipal representatives, special interest groups, and media.

Properties within the vicinity of proposed Richmond Hill Centre Station and TSF were sent notification letters three weeks prior to PIC #2, and a follow-up invitation postcard two weeks prior to the event.

In addition, properties on the west and east side of Yonge Street from Silverwood Avenue South of Silverwood to north of Highway 7; south of Gamble Road to north of Bernard Avenue; and the east side of Yonge Street between 16th Avenue and Highway 7, were sent an invitation postcard two weeks prior to the event

Email notification was sent to the Yonge subway email distribution group, on June 5, 2013. A second email serving as a reminder was sent June 10, 2013.

The same Aboriginal communities who were notified of PIC #1 (See **Section 2.1**) were sent notification letters three weeks prior to PIC #2.

2.2.2.2 Format of Public Information Centre #2

PIC #2 was organized as an open house. Display Boards were arranged to present project information and attendees were encouraged to speak with members of the Project Team who were on hand to receive feedback, address any comments or concerns, and facilitate discussion on the information provided.

Both online and paper feedback forms were made available at the open house and at www.vivanext.com to solicit comments from those in attendance and from those unable to attend. Feedback forms were available in accessible formats. Those with comments were asked to submit their feedback forms on or before June 26, 2013. A copy of the feedback form and all display materials are included in **Appendices I and J**.

2.2.2.3 Summary of Public Information Centre #2 Attendance

PIC #2 was well attended. Approximately 100 people attended over the course of the evening and signed the register.

2.2.2.4 Summary of Public Consultation Comments and Responses

Table 2-1: Summary of Public Consultation Comments and Responses

Comment / Issue	Response
Noise and Vibration Impacts	<ul style="list-style-type: none"> • Noise and vibration studies are being completed as part of the Environmental Assessment Addendum to identify and mitigate any possible negative noise and vibration issues as a result of construction. During operation noise and vibration will be minimal, as trains will be moving slowly to and from the facility. • Whenever possible, construction of this facility will take place during normal work hours [7am – 7pm]. If construction hours are extended we will ensure the public is informed in advance. • The emergency fan vent required for the TSF will be located a sufficient distance from residential properties and will be equipped with silencers to ensure noise levels are kept to a minimum.
Air Quality Impacts	<ul style="list-style-type: none"> • Construction of the facility will follow best practices for dust suppression and construction vehicles will be monitored and well maintained.
Visual Impacts of TSF Surface Facilities	<ul style="list-style-type: none"> • The Town of Richmond Hill Site Plan Application process will determine the specific look/style of the building and the extent and type of landscaping on the site. The Proponent will work with the Town throughout this process and inform residents and stakeholders of future public consultation sessions.

Comment / Issue	Response
Traffic Closures and Local Road Disruption	<ul style="list-style-type: none"> • There are no permanent displacement impacts associated with the Transit Project. There are transient impacts that relate to the construction of the TSF and localized impacts associated with bus and automobile operations at Richmond Hill Centre Station. • The traffic analysis conducted indicates that the streets surrounding this construction zone [High Tech Road and 16th Avenue] have capacity to accommodate displaced traffic from Bantry Avenue. The closure of Bantry Avenue is anticipated to last 12 – 16 months for the TSF construction. • To minimize traffic disruptions, an access driveway off of Beresford Drive has been included in the revised design for access to the train storage and maintenance facility.
Natural Environment Impacts	<ul style="list-style-type: none"> • Vegetation to be removed for the TSF construction includes common species, many of which are invasive. None of the plants within the vegetation clearing zone are considered uncommon, rare, or species of concern in Ontario. • Impacts to fish and aquatic habitat within the Study Area for the TSF are not anticipated. The local surficial drainage feature does not appear to provide either direct or indirect fish habitat as it likely contains negligible amounts of water. • Prior to construction, we will prepare a landscape restoration plan in consultation with the Town of Richmond Hill.
Groundwater Impacts	<ul style="list-style-type: none"> • Existing soil and groundwater conditions for the proposed TSF have been investigated as part of the TPAP Addendum. Recommendations have also been provided as a basis for the conceptual design and may be utilized for future planning and design purposes. • Based on currently available information, it is anticipated that no permanent dewatering systems would be required for the groundwater control at the TSF. All groundwater impacts are transient and relate to dewatering required for construction of the TSF. • Before construction begins, we will prepare a groundwater management plan and permit applications to ensure impacts caused by construction are minimized. Water quality testing will be ongoing throughout construction.
Property Impacts related to the TSF	<ul style="list-style-type: none"> • There will be some permanent property impacts associated with the TSF. The preliminary property requirements identified in this section will be confirmed during the detailed design/implementation phase of the study. • Temporary property easements will be required during the construction phase to establish work zones, material laydown areas, equipment maintenance/storage (pocket) and to obtain access for construction activities. • Construction activities (e.g. excavation and protection system) may result in potential for ground settlement, and impacts to existing buildings/structures adjacent to construction. Prior to the commencement of construction operations, a pre-condition survey will be undertaken to document existing ground elevations and building/structure conditions.

2.3 Circulation of Draft Environmental Project Report Addendum

In April 2014 the draft Environmental Project Report Addendum was provided to the Technical Advisory Committee. Distribution occurred by email on April 2,

2014 with subsequent distribution of hardcopies to those requesting a hardcopy. **Appendix K** provides a comment-response table documenting comments received during the review of the draft EPR Addendum and how those comments have been addressed.

2.4 Review of the Environmental Project Report Addendum

In accordance with the Transit Project Assessment Process (Regulation 231/08 under Ontario's Environmental Assessment Act) a Notice of EPR Addendum was issued alongside public release of this EPR Addendum. The notice was distributed in accordance with Section 15(5) of the Regulation.

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