

## 2. OUTLINE OF STUDY CONSULTATION PROCESS

### 2.1 Introduction

An extensive consultation process was undertaken to assist in the planning and impact assessment process for this project. The consultation process was designed to address the requirements of *Ontario Regulation 231/08*. In addition to undertaking consultation as part of the Transit Project Assessment and Approvals Process (TPAP), extensive consultation occurred in advance of October 3, 2008, during the Conceptual Design and Functional Planning Study.

Those consulted included potentially affected land owners, Aboriginal communities, government review agencies, heritage preservation groups, technical agencies, local municipalities and the general public.

This section outlines the consultation carried out in advance of and during the formal TPAP. A detailed summary of how the issues noted in Schedule 2 of *Ontario Regulation 231/08* were addressed is included in Appendix N.

Public and stakeholders were able to choose their level of involvement from one or more of the following options:

- Project Website ([www.vivayork.com](http://www.vivayork.com))
- Public Consultation Centres
- Public and Technical Workshops
- E-Consultation, including live web-based access to PCC presentations
- Six public review locations
- Contacting the Project Team directly

Three rounds of Public Meetings were undertaken and seven public and technical workshops were held covering a range of subjects including: assessment and evaluation of alternatives, bus terminal options at the Steeles station and the Langstaff / Longbridge commuter parking lot. In addition to the above public consultation efforts, the TTC/City undertook a public meeting with respect to the ridership/capacity issues associated with the Yonge Subway line. The full details of these events are included in Appendix N.

To notify the general public and property owners within the study area of the Transit Project consultation dates, newspaper advertisements were placed in local and regional newspapers informing the public of the status of the study and providing notices of each round of public meetings / open houses. Similar notices were also placed on the project website at <http://www.vivayork.com>. Some of the public meetings were broadcasted live on the internet and were made available online for future viewing. News releases were issued to the media resulting in press and television newscasters covering the transit project PCCs.

Letters and postcards were sent to members of the general public, affected land owners, and interest groups by regular mail and / or by email. As the study progressed, the mailing lists were updated to include new individuals taking an interest in the transit project. In addition, all property owners within 30 metres of the project were advised on the Notice of Commencement and all public meetings. At the discretion of the proponent, additional property owners and residents in proximity to the project study area (up to 500 metres from Yonge Street) were sent project-related notification.

In advance of the Notice of Commencement, a letter was sent to the MOE Environmental Assessment Approvals Branch (EAAB) Director requesting input for First Nation Consultation. The details of First Nations Consultation are included in Section 2.3.1.3. The Notice of Commencement of the TPAP was done in accordance with the requirements of Section 7(4) of the regulation. Specifically:

- Letters were sent to all property owners within 30 metres of the project
- Letters were sent to the MOE Regional Director and EAAB Director in addition to the government ministries, agencies and local municipalities noted later in this section.
- All members of the public that participated in previous consultation events received notification.
- Newspaper Ads were placed in The Toronto Star and The Metro on October 3 and 4, 2008.
- A notice was posted on the project website.

An additional notice was circulated on November 19 and December 1, 2008, in accordance with the requirements of Section 7(4) of the regulation. The intent of the notice was to inform potentially interested parties that the City of Toronto and the Toronto Transit Commission had become co-proponents of the Transit Project.

## 2.2 Study Organization and Study Stages

The study is being carried out through a partnership between The Regional Municipality of York (York Region), York Region Rapid Transit Corporation (YRRTC), City of Toronto (the City) and Toronto Transit Commission (TTC).

The project included two distinct phases. The first phase was a Conceptual Design and Functional Planning Study. The second phase was the formal TPAP.

The focus of the Conceptual Design and Functional Planning Study was to discuss the planning issues with stakeholders and identify a 'project'. This occurred between January 2008 and October 3, 2008. The consultation undertaken as part of this phase is outlined in Section 2.3.1.

The focus of the TPAP was to consult on the project, the alternatives considered, the potential impacts and proposed mitigation measures. The process commenced on October 3, 2008 as noted in the previous section. The consultation undertaken as part

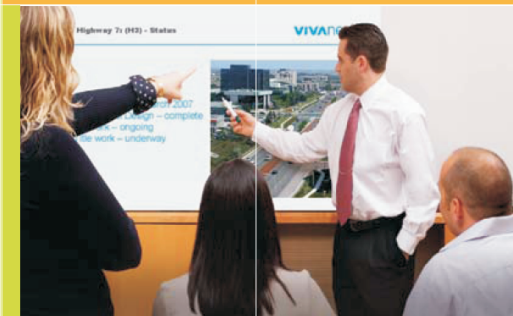
of this phase is outlined in Section 2.3.2. The TPAP followed for the Transit Project is shown in Exhibit 2-1.

Detailed summaries of all consultation activities are included in Appendix N. A summary of the major comments received and how they were addressed as part of the project is included in Section 2.4.

Notice of study commencement

2008  
October

PCC

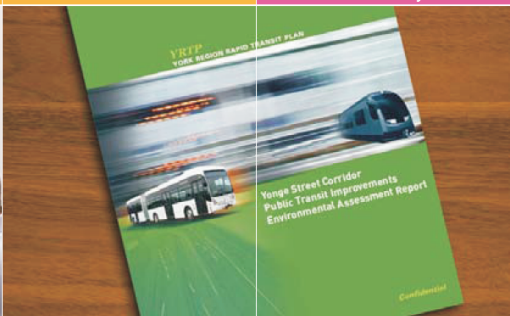


November

PCC

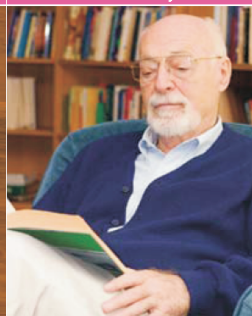
PCC

December



2009  
January

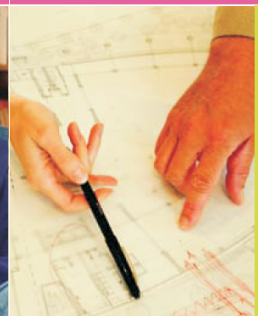
PCC



Public Review

February

Project approval:  
In time for consideration  
with provincial budget



March

MOE review



Design and  
Construction

April

Prepare project report

Toronto report to  
Commission/Council

Submit project report

## 2.3 Consultation Overview

As noted previously, this section focuses on summarizing who and how various stakeholders were consulted. A summary of the major comments received and how they were addressed as part of the project is included in Section 2.4. In addition, Appendix N includes a tracking table which summaries how the issues noted in Schedule 2 of *Ontario Regulation 231/08* were addressed.

### 2.3.1 Conceptual Design and Functional Planning Study

#### 2.3.1.1 Technical Agencies

Extensive notification and consultation was carried out to encourage the involvement of government agencies, technical agencies and municipal staff in the planning phase of the transit project. It has been important to facilitate the involvement of these groups as project elements develop, to assist in better understanding the project study area. Agencies were invited to participate in the public consultation centres and workshops, and focused meetings to address specific concerns and technical requirements were also required.

The following technical review agencies have been invited to be involved in the Yonge Subway Conceptual Design and Functional Planning Study as well as the formal TPAP.

#### Government Review Agencies

- Canadian Environmental Assessment Agency
- Transport Canada
- Indian and Northern Affairs Canada
- Ministry of Aboriginal Affairs
- Ministry of Culture
- Ministry of Community and Social Services
- Ministry of Economic Development
- Ministry of the Environment (EAAB and District)
- Architectural Conservancy of Ontario
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources
- Ministry of Energy and Infrastructure
- Ministry of Tourism
- Ministry of Transportation
- Ontario Realty Corporation
- Ontario Heritage Trust
- Heritage Canada Foundation

Technical Agencies

- 407 ETR
- CN Rail
- GO Transit
- Hydro One
- Ontario Power Generation
- Toronto and Region Conservation Authority
- Toronto Transit Commission
- York Region Transit
- Brampton Transit
- PowerStream Inc.
- Enbridge Pipelines Inc.
- Enbridge Gas Distribution Inc.
- Imperial Oil
- Bell Canada
- Rogers Cable
- Futureway Communications Inc.
- Allstream Corporation

Municipal Staff

- City of Toronto
- City of Vaughan
- Town of Markham
- Town of Richmond Hill
- The Regional Municipality of York

In co-ordination with a number of focused meetings related to specific elements of the project, larger technical agency - municipal workshops were held on July 31, 2008, and August 26, 2008.

*Technical Agency / Municipal Workshop #1*

Technical Agency / Municipal Workshop #1 was held on July 31, 2008, in York Region. The objective of the workshop was to review key transit project components and facilitate input from technical agencies and municipal staff regarding the assessment criteria developed to evaluate project alternatives. The format of the technical workshop was a presentation beginning at 3:00 pm, with the opportunity for open questions and discussion throughout the presentation. In addition to general project comments received, feedback was given regarding additional considerations to be incorporated into the project assessment and evaluation process. A detailed summary of this meeting is included in Appendix N.

*Technical Agency / Municipal Workshop #2*

Technical Agency / Municipal Workshop #2 was held on August 26, 2008, in York Region. The objective of the workshop was to present draft technical project recommendations and the preliminary Steeles Station bus terminal concepts. The format of the technical workshop was a presentation beginning at 3:00 pm, with the opportunity for open questions and discussion throughout the presentation. In addition to general project comments, feedback was given regarding the Langstaff / Longbridge commuter parking lot and the preferred alignments into the Richmond Hill Centre. A detailed summary of this meeting is included in Appendix N.

*Issue Specific Workshops*

There were opportunities during the study to bring together municipal staff with potentially affected property owners in proximity to the proposed subway stations and associated facilities. This consultation (described under *General Public and Property Owner*) consisted of:

- Steeles Station Stakeholder Workshop (August 25, 2008)
- Individual Workshops for Steeles Station, East Don River Crossing and the Richmond Hill Centre (September 22, 2008)

*Transit Operators*

A series of meetings were held with service planning staff from the Toronto Transit Commission, York Region Transit, GO Transit and Brampton Transit to discuss each operator’s current and potential future transit operations within the Yonge Street corridor. These meetings are listed in Exhibit 2-2.

**Exhibit 2-2: Meetings with Transit Operators**

<b>Date</b>	<b>Nature of Consultation</b>
November 5, 2007	Meeting with the TTC Service Planning regarding current and potential future bus operations within the study area
November 8, 2007	Meeting with Brampton Transit Service Planning regarding current and potential future bus operations within the study area
November 8, 2007	Meeting with YRT Service Planning regarding current and potential future regular bus and Viva bus operations within the study area
November 9, 2007	Meeting with GO Transit regarding current and potential future GO Train and GO Bus operations within the study area
March 4, 2008	Meeting with the TTC Subway Operation and Signals Engineering regarding Transit Project design and operational issues
September 10, 2008	Meeting with the TTC and YRT regarding Steeles Station bus terminal alternatives

*Technical Agencies / Stakeholders*

Separate meetings were held with key technical agencies / stakeholders to discuss issues related to the Transit Project that were specific to their jurisdiction and concerns. These meetings are listed in Exhibit 2-3.

**Exhibit 2-3: Meetings with Key Technical Agencies / Stakeholders**

<b>Date</b>	<b>Nature of Consultation</b>
May 2, 2008	Meeting with TRCA regarding proposed subway crossing alternatives at the East Don River valley
August 7, 2008	Meeting with 407 ETR and the MTO regarding the proposed Langstaff-Longbridge commuter parking lot and the Richmond Hill Centre subway alignment alternatives
September 15, 2008	Meeting with Hydro One Real Estate Services regarding the proposed Langstaff-Longbridge commuter parking lot and the Richmond Hill Centre subway alignment alternatives

*Municipal Planning Departments*

Members of the study team met with local municipal planners to discuss issues related to the Transit Project that were specific to their jurisdiction and concerns. These meetings are listed in Exhibit 2-4.

**Exhibit 2-4: Meetings with Municipal Planning Departments**

<b>Date</b>	<b>Nature of Consultation</b>
April 21, 2008	Town of Richmond Hill Planning Staff Meeting regarding subway alignment alternatives and bus terminal options in the Richmond Hill Centre area
May 8, 2008	Meeting with City of Toronto, North York District planners to discuss the study and potential implications of the subway extension within the City of Toronto
July 16, 2008	Meeting with City of Toronto, North York District planners to provide an update on the study and discuss land use issues related to potential stations at Cummer/Drewry Avenue and Steeles Avenue
July 18, 2008	Land Use Meeting with Markham, Vaughan, Richmond Hill & York Region regarding coordination of local land use planning policies and density projections

**2.3.1.2 Municipalities**

In addition to the involvement of municipal staff on technical elements of the study, municipal political representatives in York Region were provided with project overview presentations and additional consultation where required. Those involved include York Region CAO’s and Commissioners, The Yonge Subway Advisory Task Force, as well as local and regional councils and committees within the City of Vaughan, Town of Markham and Town of Richmond Hill. The City of Toronto local councillors were invited to attend the Yonge Subway Advisory Task Force meetings and attended the meeting in September. The dates of key conceptual design and function planning meetings are noted in Exhibit 2-5.

### **Exhibit 2-5: Key Conceptual Design and Functional Planning Municipal Consultation**

<b>Date (2008)</b>	<b>Nature of Consultation</b>
April 18	Town of Richmond Hill Planning Staff Meeting
May 7	Town of Richmond Hill ‘Gridlock Meeting’
May 15	Yonge Subway Advisory Task Force Meeting
May 27	Town of Markham / Metrolinx Meeting
June 2	York Region CAO’s and Commissioners Meeting
June 25	York Region CAO’s and Commissioners Meeting
July 14	Markham Langstaff Visioning Workshop
July 15	Langstaff Transportation Mini Summit
July 16	Meeting with City of Toronto, North York District Planners
July 18	Land Use Meeting with Markham, Vaughan, Richmond Hill & York Region
August 19	Meeting with Town of Markham
September 11	Rapid Transit Steering Committee
September 15	City of Vaughan Committee of the Whole Presentation
September 15	Town of Richmond Hill Committee of the Whole Presentation
September 17	Yonge Subway Advisory Task Force Meeting
September 18	York Region Council Presentation
September 19	York Region CAO’s and Commissioners Meeting

#### **2.3.1.3 Aboriginal Consultation**

In addition to consultation with the Director of the EAAB Branch, a number of government agency representatives at the Ontario Ministry of Aboriginal Affairs, Indian and Northern Affairs Canada, and the Ministry of the Environment were contacted as part of the Conceptual Design and Functional Planning Study. The intent of this consultation was to determine the status of potentially affected Aboriginal communities / groups in the project study area and who may hold an interest in this study and should be directly consulted. See Appendix N for an overview of Aboriginal Consultation for the transit project.

#### **2.3.1.4 General Public and Property Owners**

Involvement of the public was an integral component of the study. Key public consultation dates during the Conceptual Design and Functional Planning Study were:

- First round of Public Consultation Centres (PCCs) – June 17 & 18, 2008
- Public Workshop #1 - July 31, 2008
- Steeles Workshop #1 - August 25, 2008
- Public Workshop #2 - August 26, 2008

- Stakeholder Workshop - September 22, 2008
- Second Round of PCCs (Session 1) - September 25, 2008

#### *Public Consultation Centres*

Two rounds of PCCs were held at key points during the Conceptual Design and Functional Planning Study. Each meeting began with a presentation followed by a Question / Answer Session with members of the audience. Display panels were presented for public review, and representatives of York Region, YRRTC, TTC, City of Toronto and the consultants were available to discuss the study on a one-on-one basis with members of the public. Each PCC featured an interactive component which encouraged members of the public to participate in the decision-making process and help guide the study in the selection of the preferred alternatives. Detailed summaries of these activities are included in Appendix N.

- The first round of PCCs was held in York Region on June 17, 2008, and June 18, 2008. The purpose of these meetings was to introduce the study and present a range of subway alignment alternatives and potential station locations being considered by the Team.
- The second round of PCCs was held when the transit project was transitioning into the Transit Project Assessment Process. The first of two sessions was held during the Conceptual Design and Functional Planning Study in York Region on September 25, 2008. The second session was held after the commencement of the Transit Project Assessment Process in the City of Toronto on October 16, 2008. The purpose of these meetings was to present the recommended project.

#### *Public Workshops*

Two rounds of Public Workshops were held during the summer of 2008 between the first and second rounds of PCC. The purpose of the workshops was to provide members of the public with a greater level of detail into the assessment and evaluation of alternatives, to help the project team make informed decisions and to provide an opportunity to comment on the preliminary preferred alternatives as they develop. Similar to the PCCs, each workshop began with a technical presentation supplemented by display panels to facilitate discussion. Representatives of York Region, YRRTC, TTC, City of Toronto and the consultants were available to answer questions. Take-home workbooks were distributed to provide background details on the topics of discussion. Detailed summaries of these activities are included in Appendix N.

- The first round of Public Workshops was held on July 31, 2008, in York Region. Purpose of the meeting was to discuss the number of subway stations that should be planned, method for crossing the East Don River, alignment options in the Richmond Hill Centre area, and criteria of what a subway should look like.
- The second round of Public Workshops was held on August 26, 2008, in York Region. The purpose of the meeting was to discuss the recommended number

of stations, the East Don River bridge, alignment options at Richmond Hill Centre; the Steeles Station bus terminal, and the important features to include in planning subway surface facilities.

### *Steeles Workshop #1*

A Steeles Workshop was held on August 25, 2008, in York Region. The purpose of the workshop was to provide an opportunity for technical agencies and property owners to consult with the project team on interests and concerns they may have regarding the proposed Steeles station bus terminal concepts. The format of the workshop was a presentation beginning at 9:00 am, followed by two break-out working group sessions to discuss bus terminal configurations and constraints. A detailed summary of this meeting is included in Appendix N.

### *Stakeholder Workshop*

A stakeholder workshop was held on September 22, 2008, in York Region. This session was split into three streams of focus: Steeles Station bus terminal, East Don Bridge crossing and Richmond Hill Centre alignments. The purpose of the meeting was to provide an opportunity for technical agencies and property owners to consult with the project team on the preferred elements of the project prior to Public Consultation Centre #2. The format of the workshop was three separate presentations followed by break-out group discussion. A detailed summary of this meeting is included in Appendix N.

### *Stakeholder Meetings*

Meetings were held with stakeholder groups on a one-on-one basis throughout the course of the study in order to discuss specific concerns. These meetings are listed in Exhibit 2-6.

## **Exhibit 2-6: Meetings with Stakeholder Groups**

<b>Date</b>	<b>Nature of Consultation</b>
April 23, 2008	Presentation to “Subway Now” community advocacy group
June 9, 2008	Meeting with Toronto Ladies’ Golf Course and Thornhill Country Club to discuss proposed subway crossing alternatives at the East Don River valley
June 16, 2008	Meeting with Condor Properties regarding Richmond Hill Centre subway alignment alternatives and location of the proposed Langstaff-Longbridge Station
August 14, 2008	Meeting with Catholic Cemeteries Archdiocese of Toronto (Holy Cross Cemetery) regarding Langstaff-Longbridge commuter parking lot layout concepts
August 20, 2008	Meeting with Condor Properties regarding Richmond Hill Centre subway alignment alternatives and location of the proposed Langstaff-Longbridge Station
September 18, 2008	Meeting Metrus Properties regarding Richmond Hill Centre subway alignment alternatives and bus terminal
September 24, 2008	Meeting with Summit Apartments (7811 Yonge Street)

### 2.3.2 Transit Project Assessment Process

As noted in Section 2.1, the Notice of Commencement of the TPAP was done in accordance with the requirements of Section 7(4) of the regulation.

The following outlines how the various stakeholders were involved during the TPAP.

#### 2.3.2.1 Technical Agencies

The involvement of the government agencies, technical agencies and municipal staff outlined in Section 2.3.1 continued into the Transit Project Assessment Process. Agencies were invited to participate in the public consultation centres and technical meetings, as well as focused meetings to address specific concerns and technical requirements where required.

Separate meetings were held with key technical agencies / stakeholders to discuss issues related to the Transit Project that were specific to their jurisdiction and concerns. These meetings are listed in Exhibit 2-7.

**Exhibit 2-7: Meetings with Technical Agencies**

Date	Nature of Consultation
November 19, 2008	Meeting with TRCA regarding natural environment issues related to the construction and operation of the Transit Project
December 19, 2008	Consultation with 407 ETR regarding the proposed Langstaff-Longbridge commuter parking lot traffic analysis
November 27, 2008	Meeting with City of Toronto, North York District planners regarding location of the proposed bus turnaround loop at Cummer / Drewry Station

As part of the technical agency consultation, technical specialist reports were circulated to key agencies as requested. Exhibit 2-8 lists which agencies received the technical specialist reports.

**Exhibit 2-8: Circulation of Technical Specialist Reports to Agencies**

<b>Technical Specialist Report</b>	<b>Circulation Agency</b>
Geotechnical	Toronto and Region Conservation Authority (TRCA) Ministry of the Environment (MOE)
Groundwater	TRCA MOE
Stormwater Management	TRCA MOE
Noise Assessment	MOE
Air Quality	MOE
Natural Environment	TRCA Ontario Heritage Trust (OHT)
Cultural Heritage	OHT
Stage 1 Archaeology	OHT / Ministry of Culture (MCL)
Traffic	MTO and 407 ETR

*Steeles Station and Line Stations Technical Meeting #1*

The Steeles Station and Line Stations Technical Meeting #1 was held on October 9, 2008, in the City of Toronto. The objective of the meeting was to review the feasibility of the Steeles station bus terminal alternatives, as well as review the proposed location of line stations (Cummer / Drewry, Clark, Royal Orchard, Langstaff / Longbridge) and associated surface facilities. The format of the technical meeting was a presentation beginning at 1:00 pm, with the opportunity for open questions and discussion throughout the presentation. In addition to general project comments received, feedback was given regarding the assessment of Steeles bus terminal alternatives, including input on land use considerations and transit operations. A detailed summary of this meeting is included in Appendix N.

*Steeles Station and Line Stations Technical Meeting #2*

The Steeles Station and Line Stations Technical Meeting #2 was held on October 30, 2008, in York Region. The objective of the meeting was to discuss preliminary recommendations on the Steeles station bus terminal alternatives, as well as review the updated line station concepts as a result of previous input. The format of the technical meeting was a presentation beginning at 1:00 pm, with the opportunity for open questions and discussion throughout the presentation. In addition to general project comments received, feedback was given regarding the evaluation of the Steeles bus terminal alternatives. A detailed summary of this meeting is included in Appendix N.

There were opportunities during the Transit Project Assessment Process to bring together municipal staff with potentially affected property owners in proximity to the proposed subway stations and associated facilities. This consultation (described under *General Public and Property Owner*) consisted of:

- Steeles Station Property Owner Session (November 12, 2008)
- Line Station (Cummer / Drewry, Clark, Royal Orchard, Langstaff-Longbridge) Property Owner Session (November 12, 2008)

**2.3.2.2 Municipalities**

There was continual involvement of municipal political representatives in York Region during the Transit Project Assessment Process. As well, Toronto political representatives became involved in the consultation when City of Toronto Council and the Toronto Transit Commission became co-proponents of the transit project on October 30, 2008. All of the local and regional councils have endorsed the Transit Project and the filing of the Environmental Project Report. Key municipal consultation dates are noted in Exhibit 2-9.

**Exhibit 2-9: Key Transit Project Assessment Process Municipal Consultation**

Date (2008)	Nature of Consultation
October 6	Vaughan and Richmond Hill Council Presentations
October 15	Yonge Subway Advisory Task Force Meeting
October 15	Rapid Transit Committee Meeting
October 22	York Region CAO’s and Commissioners Meeting
October 23	York Region Transit Committee
October 23	Toronto Transit Commission (report on proponency)
October 29–30	City of Toronto Council (motion on proponency)
November 13	Rapid Transit Committees of the Whole Presentation
November 17	Richmond Hill Committees of the Whole Presentation
November 17	Vaughan Committees of the Whole Presentation
November 19	Yonge Subway Advisory Task Force Meeting
November 23	Markham Accessibility Committee Meeting
November 23	Markham Development Services Committee Presentation

**2.3.2.3 Aboriginal Consultation**

Although the Government Agencies consulted prior to formal commencement of the process identified that the project does not appear to be located in an area where First Nations may have existing or asserted rights that could be impacted by the project, some Agencies did provide contacts for Aboriginal Communities in the vicinity of the area. This list was reviewed and augmented by York Region and City of Toronto.

These Aboriginal Communities were sent notification upon the commencement of the TPAP. Appendix N provides an overview of Aboriginal Consultation for this project. It should be noted that direct Aboriginal Community interest and response was low. This was likely due to the fact that there are no existing or asserted rights that could be impacted by the project. Additional information on potential effects to constitutionally protected aboriginal or treaty right and lands / resources used for traditional purposes are outlined in Section 5.2.3.3. The Aboriginal Communities also received notification letter for the Notice of Completion of the Environmental Project Report. It is intended that follow-up phone calls will be made to ensure the Aboriginal Communities received the notification letters.

The specific Aboriginal contacted included:

- Alderville First Nation
- Algonquins of Pikwakanagan First Nation
- Beausoleil First Nation
- Chippewas of Georgian Island First Nation
- Chippewas of Mnjikaning (Rama) First Nation
- Curve Lake First Nation
- First Nation of Burleigh
- Hiawatha First Nation Moose
- Huron-Wendat Nation
- Mississaugas of the New Credit First Nation
- Mohawks of the Bay of Quinte
- Moose Deer Point First Nation
- Oneida First Nation
- Scugog Island First Nation
- Six Nations of the Grand River, Lands and Resources
- Six Nations of the Grand River, Confederacy Council Secretary, Six Nations Confederacy Council
- Wahta Mohawks First Nation

#### **2.3.2.4 General Public and Property Owners**

Involvement of the public was an integral component of the study. Key public consultation dates during the Transit Project Assessment Process were:

- Second Round of PCCs (Session 2) – October 16, 2008
- Steeles Station Property Owner Session – November 12, 2008
- Line Station Open House – November 12, 2008
- Langstaff / Longbridge Commuter Parking Lot Community Meeting – December 2, 2008
- Third Round of PCCs – November 26, 2008, and December 3, 2008
- City of Toronto PCC – January 20, 2009

#### *Public Consultation Centres*

Two rounds of PCCs were held during the Transit Project Assessment Process. Each meeting, which was preceded by a two hour open house, began with a presentation followed by a Question / Answer Session with members of the audience. Display panels were presented for public review, and representatives of York Region, YRRTC, TTC, City of Toronto and the consultants were available to discuss the study on a one-on-one basis with members of the public. Each PCC featured an interactive component which encouraged members of the public to participate in the decision-making process and help guide the study in the selection of the preferred alternatives. Detailed summaries of these activities are included in Appendix N.

- The second round of PCCs was held when the transit project was transitioning into the Transit Project Assessment Process. The first of two sessions was held during the Conceptual Design and Functional Planning Study in York Region on September 25, 2008. The second session was held after the commencement of the Transit Project Assessment Process in the City of Toronto on October 16, 2008. The purpose of these meetings was to present the preferred station locations and the preferred method of crossing the East Don River.
- The final round of PCCs was held on November 26, 2008, in York Region and December 3, 2008, in the City of Toronto, where the Project Team presented recommendations on the preferred subway alignment, the preferred layout of each of the proposed subway stations, as well as general principles and methodologies associated with construction of the subway.

#### *Steeles Station Property Owner Session*

The Steeles Station Property Owner Session held on November 12, 2008, in the City of Toronto was a follow-up from the Steeles Station Workshop held during the Conceptual Design and Functional Planning Study. Property owners potentially affected by the preferred Steeles station bus terminal were invited, as well as municipal staff. The purpose of the meeting was to provide an overview of the alternatives considered and present the assessment and evaluation process used to determine the preliminary preferred alternative. The format of the meeting was a presentation beginning at 5:00 pm, with the opportunity for open questions and discussion throughout the presentation. Concerns about specific property impacts were discussed, including a review of why the property is required and the process that will be followed in the next stage of the project. A detailed summary of this meeting is included in Appendix N.

#### *Line Station Open House*

The Line Station Open House was held on November 12, 2008, in the City of Toronto. Residents and property owners in proximity to all line stations were invited, as well as with municipal staff. The purpose of the meeting was to present the preliminary preferred line station concepts, including the location of associated station facilities (location of accesses, entrances and service/utility buildings). The format of the meeting was an open house beginning at 5:00 pm, with members of the project technical team present to answer questions related to the transit project. Concerns about specific property impacts were discussed, including a review of why the property is required and the process that will be followed in the next stage of the project. A detailed summary of this meeting is included in Appendix N.

#### *Langstaff / Longbridge Commuter Parking Lot Community Meeting*

The Langstaff / Longbridge Commuter Parking Lot Community Meeting was held on December 2, 2008, in York Region. Residents in proximity to the proposed commuter parking lot were invited to the meeting. The purpose of the meeting was to provide a project overview, and discuss the design features proposed to mitigate project impacts to the adjacent community. The format of the meeting was an open house beginning at

6:00 pm, followed by a presentation beginning at 7:00 pm. Concerns about noise, visual and traffic effects were discussed. The project team is working with individuals who represent the concerns of the community to ensure adequate mitigation measures are proposed. A detailed summary of this meeting is included in Appendix N.

*Stakeholder Meetings*

Smaller meetings were held with stakeholder groups to provide a project overview and review any potential property impacts, as applicable. These meetings are listed in Exhibit 2-10. The comments and concerns of these stakeholders have been incorporated into the technical analysis for the Transit Project, as summarized in Exhibit 2-11, Stakeholder Comment Tracking Table.

**Exhibit 2-10: Meetings with Stakeholder Groups**

<b>Date</b>	<b>Nature of Consultation</b>
October 7, 2008	Meeting with resident of 7822 Yonge Street
October 7, 2008	Meeting with members of Grandview Residents Association
November 27, 2008	Meeting with The Society for the Preservation of Historic Thornhill
December 4, 2008	Meeting with Catholic Cemeteries Archdiocese of Toronto (Holy Cross Cemetery) regarding Langstaff-Longbridge Station layout commuter parking lot and PPUDO.

*Yonge Subway Ridership/Capacity Meeting*

Following consideration of a December 17, 2008 Commission Report concerning the Transit Project, the TTC requested staff, in light of the public concerns about the capacity of the Yonge Subway south of Finch Station, to arrange additional public meetings in January 2009 to outline the planned capacity improvements that will be made to the Yonge-University-Spadina Subway line in parallel with the implementation of the Transit Project and that the results of these meetings be reported directly to the January 27/28, 2009 City Council meeting.

The meeting regarding Yonge subway ridership and capacity issues as requested by the Commission was held on January 20, 2009.

The project related comments and concerns of the attendees to the January 20, 2009 public meeting have been addressed in the technical documentation; as summarized in Exhibit 2-11, Stakeholder Comment Tracking Table.

**2.4 Coordination with the Ministry of Energy and Infrastructure Class EA**

Property will be required from the Ontario Realty Corporation (ORC) / Hydro One as part the transit project for the construction of the subway tunnel, a PPUDO and a commuter parking lot. ORC received project notification and participated in technical agency consultation.

Typically when ORC disposes or leases land, they have EA requirements under their Class EA Document. Given that the ‘ORC project’ is ancillary to the transit project, it is intended that their EA requirements are addressed as part of the Transit Project

Assessment Process. This is in keeping with direction provided by the Ministry of the Environment and Section 9.7.1 of the Ministry of Energy and Infrastructure (MEI) Class EA.

This following outline how the Transit Project Assessment Process addresses ORC's seven point analysis criteria for a Category B Consultation and Documentation Report.

### **1. Describe the Undertaking**

- The EPR clearly documents the need for provincially owned property which is ancillary to the transit project (refer to Section 4.2.4 and Section 5.2.1).

### **2. Description of Environmental Effects, Mitigation and Monitoring**

- The EPR documents the potential environment effects of the project and the associated mitigation measures and monitoring commitments (refer to Section 5.0). Each factor included in ORC's seven point site-specific analysis (per Section 4.2 of the MEI Class EA) has been addressed. Commitments to Future Work are identified in Section 6.0 of the EPR.

### **3. Consult Directly with Affected Agencies and the Public**

- The EPR documents consultation with directly effects parties including, but not limited to, agencies and the general public (refer to Section 2.0). Stakeholder involvement was a key component throughout the Conceptual Design and Functional Planning Study, as well as the Transit Project Assessment Process.

### **4. Reporting**

- The EPR documents all the issues typically discussed in a Category B Consultation and Documentation Report.

### **5. Confirmation of Category B**

- The EPR clearly identifies the need to acquire provincially owned property. The property requirements have some potential for adverse environmental effects; however, the effects are well understood from a technical perspective and are minor in nature. Consultation with technical agencies has been carried out to ensure adequate mitigation measures are proposed. This is in keeping with a Category B undertaking.

### **6. Notice of Completion and 30 Calendar Day Review**

- The EPR was made available for public and agency review in accordance with the Ontario Regulation 231/08.

### **7. Part II Order Requests (if any)**

- Ontario Regulation 231/08 allows a public and government review period and allows the Minister of the Environment to require further consideration or impose conditions under certain situations based on that review.

## **2.5 Overview of Changes Resulting from Consultation**

As summarized above, and documented in the Consultation Plan in Appendix N, the input received from the consultation process undertaken during the Conceptual Design and Functional Planning Study and the Transit Project Assessment Process indicates that there is broad public and stakeholder support for the Transit Project.

Numerous members of the public, affected property owners and stakeholder agencies raised comments and concerns regarding the Transit Project. The key comments raised and how they were addressed are outlined in Exhibit 2-11.

**Exhibit 2-11: Stakeholder Comment Tracking Table**

Project Element	Comment / Issue	How Comment Addressed	Stakeholder Involved
Transit Project Study Area	Stormwater Management	<p>A Stormwater Management Plan has been prepared as part of the study. Given the urban nature of the study area, the areas of interest are impacts on stormwater management in the East Don River Valley and TRCA regulated areas in proximity to Highway 407 at Yonge Street. TRCA has been circulated the preliminary Stormwater Management Plan.</p> <p>Sustainable measures to be further investigated in Detailed Design are being proposed to mitigate the drainage impacts of the various proposed commuter parking lot locations.</p>	TRCA MOE Local Residents
	Noise and Vibration	A Noise Assessment was completed for the whole corridor, including key site-specific project components and sensitive land uses.	MOE Local Residents and Businesses
	Capacity concerns related to the existing Yonge Subway line	A number of strategies are being implemented to improve the capacity of the existing Yonge Subway line downstream of the proposed extension. Illustrations of the strategies proposed were presented at public meetings and workshops.	Transit Users and the General Public
	Inquiries about project schedule	The tentative transit project schedule was presented at public meetings and workshops.	Local Residents and Businesses Transit Users and the General Public
	Fare integration between York Region and the City of Toronto	This will be addressed in the detailed design phase of the project.	Transit Users and the General Public
	Continued consultation with affected property owners in the Detailed design stage of the project	Affected property owners have been identified and notified of impacts related to the recommended Transit Project. These individuals are part of the contact list being carried forward to the detailed design stage of the project.	Affected Property Owners
Station Locations	Minimize impact to built heritage features in the Thornhill Heritage District	Municipal staff and the public were consulted on the location of station elements and associated facilities. Two potential station locations were examined within the heritage area, Centre Street and Royal Orchard Boulevard.	Ontario Heritage Trust Municipal Staff Local Residents and Businesses

Project Element	Comment / Issue	How Comment Addressed	Stakeholder Involved
		<p>Royal Orchard is the preferred station location as it has a reduced impact to heritage features in the Thornhill Heritage District.</p> <p>An Existing Conditions: Built Heritage &amp; Cultural Heritage Landscapes Report has been prepared as part of this study to identify and mitigate impact to features of cultural importance.</p>	
	Preserving the frontage of Yonge Street for potential future development	<p>Municipal staff we consulted on the location of station elements and associated facilities.</p> <p>Efforts were made to consider impact to redevelopable lands while incorporating technical requirements into the station layouts.</p>	<p>Municipal Staff Local Residents and Businesses</p>
Steeles Bus Terminal	Transit Integration and facilitating fast transfer time for subway users	The preferred underground bus terminal under Steeles Avenue allows for optimal transit integration between the subway and bus terminal.	TTC
	Preserving lands for redevelopment / urban design potential and minimizing nuisance effects on adjacent landowners	The preferred underground bus terminal was chosen in consultation with municipal staff and local Residents and Businesses. This option maximizes land preservation for redevelopment with a setback from the frontage of Yonge Street and Steeles Avenue and minimizes nuisance effects on adjacent land uses.	<p>Municipal Staff Local Residents and Businesses</p>
	Integration with municipal land-use studies	Municipal Planning staff provided input into the subway planning with regard to the direction of the land-use studies currently underway in the City of Toronto, City of Vaughan and Town of Markham.	Municipal Staff
	Consideration of future transit plans in the Underground Bus Terminal at the Steeles Station	The underground bus terminal has been designed to not preclude a potential Light Rail Transit line on Steeles Avenue, proposed as part of the Metrolinx Regional Transportation Plan ( <i>The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area, 2008</i> ).	Transit Users and the General Public

Project Element	Comment / Issue	How Comment Addressed	Stakeholder Involved
East Don River Crossing	Footprint and disturbance in East Don River Valley	TRCA has expressed support for the proposed bridge crossing of the East Don River, as it provides an opportunity to open up the valley as a wildlife corridor.  A Natural Environment Report has been prepared to determine potential impacts and develop mitigation measures in consultation with TRCA.	TRCA Municipal Staff Local Residents and Businesses
	Shallow subway system for operation and maintenance, as well as emergency access	The preferred vertical alignment design of a bridge over the East Don River allows for a more shallow subway station at Royal Orchard Boulevard.	TTC
	Potential Navigable Waters status	Transport Canada has confirmed that the East Don River is navigable at Yonge Street. A permit under the Navigable Waters Protection Act will be pursued in the subsequent detailed design of the project.	Transport Canada
	Potential for archaeological resources in the East Don River Valley	A Stage 1 Archaeological Assessment has been undertaken as part of this study. Areas requiring Stage 2 Archaeological Assessments are being identified as part of this study, which includes a Stage 2 in the East Don River Valley.	Ontario Heritage Trust TRCA
	Preserving access to the Toronto Ladies Golf Club	Two alternative methods of preserving the Ladies Golf Club access during and after construction have been designed. The Ladies Golf Club is in support of the proposed alternatives.	Toronto Ladies Golf Club
Langstaff / Longbridge Commuter Parking Lot in the Hydro Corridor south of Highway 407 / West of Yonge Street	Traffic impact of proposed Langstaff / Longbridge commuter parking on access on / off Highway 407	A Traffic Impact Study completed for the Langstaff / Longbridge commuter parking lot indicates that access on / off Highway 407 will remain satisfactory.	407 ETR MTO Local Residents
	Disturbance to the Holy Cross Cemetery entrance with PPUDO and commuter parking lot. Specific concern regarding PPUDO users waiting at the existing cemetery entrance.	Design alternatives have been circulated during meetings with Holy Cross Cemetery to mitigate disturbance to the cemetery entrance.  Optimizing the PPUDO location and providing adequate capacity for user convenience will also help minimize disturbance to the cemetery entrance.	Holy Cross Cemetery

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	Noise and Traffic impacts to the residential community south of the proposed commuter parking lot	<p>A Noise Assessment completed for the Langstaff / Longbridge commuter parking lot indicates any additional noise generated as a result of the commuter parking lot can be mitigated through the construction of a berm and noise wall.</p> <p>A Traffic Impact Study completed for Langstaff / Longbridge commuter parking lot indicates that the proposed intersection will operate at an acceptable level of service which would minimize any traffic infiltration to the community south of the proposed commuter parking lot. Access to/from the commuter parking lot will be limited to Yonge Street only.</p>	MOE City of Vaughan Local Residents
	Natural Environment Impacts	<p>The Natural Environment Report completed for the project indicates that impacts to the existing Hydro corridor consist of cultural meadow vegetation removal and early successional habitat for birds and small mammals.</p> <p>Mitigation measures have been developed to delineate <u>vegetation clearing zones</u> and <u>vegetation retention zones</u>.</p>	TRCA
	Impact on ORC-managed lands	It is intended that the Yonge Subway Extension Transit Project Assessment Process will fulfill the requirements of the ORC Class Environmental Assessment.	ORC
Richmond Hill Centre Alignment	Transit integration between TTC subway, 407 Transitway, GO Transit and local transit at RHC	The location of the preferred subway alignment and bus terminal configuration have been guided by the principle of maximizing transit integration.	Transit Operators Local Landowners
	Minimize impact to High Tech Road woodlot	The Natural Environment Report completed for the project documents the existing conditions of the High Tech Road woodlot. No direct impacts to this woodlot feature are anticipated.	TRCA
	Minimizing impact to stormwater management pond between Highway 407 and Highway 7	<p>A Stormwater Management Plan has been prepared as part of the study.</p> <p>The assessment of alignment alternatives into the RHC considered avoiding impact to the stormwater management pond.</p>	TRCA MOE

Project Element	Comment / Issue	How Comment Addressed	Stakeholder Involved
	Minimizing impact to Hydro towers between Highway 407 and Highway 7	The assessment of alignment alternatives into the RHC considered avoiding impact to the hydro towers.	Hydro One
	Preserving lands for redevelopment / urban design potential at the RHC	The preferred alternative preserves the frontage of Yonge Street for redevelopment. Maximizing transit integration has increased the available developable lands.	Town of Richmond Hill Local Landowners
	Potential future subway extension implications with the alignment options	Consultation with the Town of Richmond Hill was undertaken to demonstrate that there are feasible options with the preferred alternative that do not preclude a future extension of the subway as part of a subsequent study.	Town of Richmond Hill Local Landowners
	Servicing the proposed Langstaff development south of Hwy 407	The preferred location of the Langstaff / Longbridge subway station was refined to best serve the proposed Langstaff development as well as the existing community.	Town of Markham Local Landowners