



TORONTO STAFF REPORT

August 15, 2006

To: Planning & Transportation Committee

From: Chief Planner and Executive Director, City Planning Division

Subject: Don Mills Road Transit Improvements Environmental Assessment
Draft Terms of Reference
(Don Valley East, Don Valley West, Toronto Centre-Rosedale, Toronto-Danforth)

Purpose:

To advise on the status of the Draft Terms of Reference (ToR) for the Don Mills Road Transit Improvements Environmental Assessment (EA), and seek endorsement to proceed with the EA to study transit improvements along Don Mills Road between Don Mills Station (Sheppard Subway) and the Bloor-Danforth subway, as described in the ToR.

Financial Implications and Impact Statement:

There are no financial implications resulting from adoption of this report. The approved budgeted costs for conducting the EA study, after the Terms of Reference stage, is \$578,436.70 including all applicable taxes and charges. The cost to the City net of GST is \$545,695.00. Funding is available in the 2006 approved Capital Budget for - WBS Element CUR 028 Development Funded Studies. It is proposed that funds not spent in 2006 will be transferred to the 2007 Capital Budget submission.

Recommendations:

It is recommended that:

- (1) Council confirm its support to proceed with an individual EA study of transit improvements on Don Mills Road between Don Mills Station (Sheppard subway) and the Bloor-Danforth subway as the highest priority transit service improvement in the Don Mills corridor as documented in the Draft Terms of Reference; and
- (2) Council authorize staff to submit the Draft Terms of Reference for the study to the Minister of the Environment for approval, following the adoption of this report.

Background:

At its meeting of May 17-19 2005, City Council adopted the recommendations of Planning & Transportation Committee and Works Committee Joint Report 1 regarding the Don Valley Corridor Transportation Master Plan (DVCTMP). The DVCTMP identifies a series of recommended improvements and initiatives for increasing person-carrying capacity in the Don Valley corridor.

City Council endorsed nine “Key Initiatives” recommended in the DVCTMP and supported additional EA and operational studies required to implement the elements identified as “High Priority Projects” of the Master Plan. These studies would be completed by the agency or agencies that have jurisdiction and/or interest in the project. Among the Stage 1 High Priority Elements of the Master Plan is the introduction of improved, higher capacity transit service on Don Mills Road. While the DVCTMP provides much of the background analysis and justification for the project, additional EA approval is required to identify and re-evaluate issues such as: vehicle technology (e.g., bus, streetcar, light rail, etc.), routing options, and alignment configurations (e.g. reserved transit lanes, partial or exclusive right-of-way) as part of possible conceptual design options. The EA study will fully define and evaluate project alternatives in greater detail and include a comprehensive public consultation program.

Since the approval of the DVCTMP, City staff has been working with TTC, GO Transit and York Region and other agencies to undertake the necessary actions to implement the recommendations of the DVCTMP, particularly the Stage 1, High Priority components. A number of projects are underway or have been implemented, including:

- Feasibility study of bus shoulder lane operations on DVP – joint project with GO Transit
- Transportation Management Association (TMA) for Consumers Road Business Area – implemented as part of the Smart Commute initiative which is co-funded by the City, other GTA municipalities and Transport Canada
- VIVA Quick Start Implementation – TTC and City staff has worked with York Region and VIVA staff to assist in implementation of new transit stops within the City along VIVA’s north-south route from Highway 7 to Don Mills Station
- Expansion of the Cummer GO Station commuter parking lot – GO Transit is investigating options to expand the lot within the hydro corridor
- Don Valley Parkway Operational improvements south of Highway 401 – some improvements were constructed as part of structural rehabilitation at York Mills Road and further operational/design opportunities are being examined as part of the bus shoulder lane operation study
- RESCU and Compass integration enhancements – City staff is involved in on-going collaboration with the Ministry of Transportation regarding integration and operations between RESCU and Compass systems
- Initiation of the ToR for the Don Mills Road Transit Improvements EA

Don Mills Road Corridor

The Don Mills Road corridor comprises three distinct transit components of varying priority and market-potential:

Stage 1 - High Priority

1. Don Mills Station(Sheppard Subway) to the Bloor-Danforth subway;

Stage 2 - High Priority

2. Bloor-Danforth subway to Downtown and Waterfront District; and
3. Don Mills Station (Sheppard Subway) extending north beyond Sheppard Avenue

City/TTC staff have prepared a Draft ToR for the Don Mills Road Transit Improvements EA study, Stage 1 - High Priority component of the project Don Mills Station (Sheppard subway) to Bloor-Danforth subway (see Attachment 1). The Draft ToR has been prepared pursuant to the Individual EA process under the Environmental Assessment Act. The ToR is the first stage of an Individual EA study and must be submitted to the Ministry of the Environment (MOE) for approval prior to conducting the EA study. The intent of the ToR is to summarize the work plan, public consultation plan, and identify the specific issues that need to be addressed during the EA study.

The City of Toronto and the TTC are co-proponents for this study. The City Planning Division, specifically the Transportation Planning section, will be responsible for the overall daily project management activities. The core Project Team will also have staff representation from the Transportation Services Division.

As part of the public consultation for the Draft ToR, staff held Open House sessions at three locations in the study area in April 2006. The Open Houses were publicized in local and regional newspapers. The public consultation process is documented in Appendix B of the Draft ToR (attached). Issues and comments received at the Open Houses and during the subsequent comment period are also documented in Appendix B, along with actions and responses.

In addition to these Open Houses, three separate stakeholder groups requested individual meetings with the Project Team to specifically discuss their individual concerns. These meetings were held with the following groups:

- Drumsnab / Castle Frank / Mckenzie Concerned Residents (May 25th, 2006);
- South Rosedale Ratepayers' Association (June 8th, 2006); and
- Task Force to Bring back the Don (July 19th, 2006)

The meeting with Castle Frank / Drumsnab / MacKenzie Concerned Residents was held after a submission was sent to staff (dated May 8, 2006), prepared by the group's transportation consultant, Mr. Michael Tedesco. The submission laid out concerns regarding the Draft ToR, including the study scope and range of alternatives to be investigated.

City and TTC project staff attended, at the request of the South Rosedale Ratepayers Association (SRRA) and Councillor Kyle Rae, a community meeting in the Rosedale neighbourhood.

The Task Force to Bring Back the Don invited staff to attend their regular meeting on July 19th, 2006. At this meeting, staff provided an overview of the status of the Draft ToR and heard comments from the group. Staff received a follow-up letter to confirm their comment on the Draft ToR.

The comments provided at each meeting, or included in follow-up correspondence, are included among the Key Issues table in Appendix B. Where appropriate, modifications were made to the Draft ToR in response to the issues and concerns raised.

Comments:

At the meeting on May 25, 2006 with representatives of the Castle Frank / Drumsnab / MacKenzie Concerned Residents group, project staff agreed to incorporate clarifications in the Draft ToR regarding the assessment of overall corridor transit needs and the air quality and noise assessments required during the EA study. However, staff did not agree with the group's requests concerning the EA's scope and specific routing options:

1. Routing Options - options connecting to Castle Frank station via the Bloor ramp should be removed from the Draft ToR and replaced with options that stay on Bayview Avenue; and
2. EA Scope - the current EA must include a full assessment of routing options into the Downtown Core.

Discussion of staff's position on these issues is provided below.

From the residents' perspective, routing options accessing Castle Frank station via the Bloor ramp are not preferred. However, the Environmental Assessment requires the proponent to include all reasonable options. The DVCTMP did examine routing options via the Bloor ramp and found them to be reasonable and feasible. Therefore, they should be carried forward for further study during the EA. In addition, Council directed that options connecting to Castle Frank station via a station/connection on Bayview Avenue (i.e. not using the Bloor ramp) must be examined as part of the EA study. The more detailed evaluation and examination of alternatives through the EA is the appropriate venue for determining a preferred routing option.

Written correspondence re-iterating the residents' concerns was received from Mr. Robert Rueter, partner of the law firm Rueter Scargall Bennett LLP, legal counsel for the Castle Frank-Drumsnab-MacKenzie Concerned Residents, dated June 28, 2006 (Attachment 2). Mr. Rueter, on behalf of of his clients requested that the study area identified in the Draft ToR be amended to include consideration of transit improvements south of the current EA study limits (Bloor-Danforth subway) to the Downtown Core. Mr. Rueter's contention is that the expanded study limit is a requirement for the EA in accordance with Council's April 2005 adoption of the recommendations of Planning & Transportation Committee and Works Committee Joint Report 1 regarding the DVCTMP. Further, Mr. Rueter contends that not including the Downtown options in the EA would be improper and "legally defective".

Transit improvements between Don Mills Station (Sheppard subway) and the Bloor-Danforth subway were identified as Stage 1 High Priority in the DVCTMP.

These transit improvements can provide an opportunity to develop a cost-effective surface transit alternative serving trips to/from the residential and employment areas within the Don Mills Road corridor and the north Downtown (north of Dundas Street), as well as integrate with York Region Transit and GO Transit services. Transit improvements between Don Mills Station (Sheppard subway) and the Bloor-Danforth subway were identified as having the following benefits:

- the greatest potential for increasing the share of trips made by transit in the Don Valley corridor; and
- providing the highest potential transit service benefits, both to existing and projected new riders.

It is staff's position that transit improvements on Don Mills Road between the Sheppard subway and the Bloor-Danforth subway is the highest priority surface transit project in the Don Mills corridor. This position is reinforced by the analysis and recommendations in the DVCTMP and Council's direction.

Proceeding with the Don Mills Road Transit Improvements EA, between the Don Mills Station (Sheppard subway) and Bloor-Danforth subway, and implementing the infrastructure and services is not dependant on, nor will it preclude, alternatives for additional service to the Downtown core. The Don Mills corridor transit services contemplated in the DVCTMP are two separate services, serving two distinct travel markets (destinations), albeit in the same Don Mills corridor. These transit services may also be operated separately and implemented in stages, with common infrastructure north of Bloor-Danforth.

The Draft ToR includes a requirement to protect for and consider integration of transit services both north of the Sheppard Avenue and south of the Bloor-Danforth subway to the downtown and Waterfront districts. In the assessment of routing and design alternatives for the Don Mills Station to Bloor-Danforth service future integration will be among the key evaluation criteria used, as stipulated in the Draft ToR.

The development of transit infrastructure improvements on Don Mills Road between Don Mills Station north of Sheppard Avenue connecting to VIVA services in York Region requires York Region to advance their transit project north of Steeles Avenue.

Transit improvements between the Bloor-Danforth subway and Downtown would be a separate and distinct service in the Don Valley corridor subject to a review through a separate EA study to be completed under a new transit environmental assessment process. In addition, the TTC (and City) has initiated the Waterfront Transit EAs for the West Donlands, East Bayfront, and Portlands areas. These EAs will also include an assessment of transit service integration options from these areas to/from the Bloor-Danforth subway.

As described in the Draft ToR, the EA Study for improved transit services between the Don Mills subway station and the Bloor-Danforth subway line will include a comprehensive public consultation program.

The Draft ToR includes a description of the approvals process for the ToR. Once the Draft ToR is submitted to the Minister, a notice of submission will be advertised in the same media as the commencement notice. Any member of the public or any agency will have 30 days as of the notice of submission to provide comments on the Draft ToR. Once the comment period is closed, MOE staff will review comments and clarify any concerns with City/TTC staff. If the Minister approves the Terms of Reference, the City/TTC can proceed with the EA.

Conclusion:

Proceeding with the EA for Transit Improvements between Don Mills Station (Sheppard subway) and Bloor-Danforth subway and implementing the identified improvements to transit infrastructure and services is the highest priority for increasing passenger carrying capacity in the Don Mills Corridor. Therefore, the EA should proceed as documented in the Draft ToR. Transit improvements to be studied are not dependant on, nor will they preclude, alternatives for additional service to the Downtown core or Waterfront Districts.

Contact:

Rod McPhail
Director, Transportation Planning
City Planning Division
Tel: 416-392-8100
Fax: 416-392-3821
e-mail: rmcphail@toronto

Ted Tyndorf
Chief Planner & Executive Director
City Planning Division

List of Attachments:

- Attachment 1: August 10th, 2006 Draft - Don Mills Road Transit Improvements Environmental Assessment Terms of Reference
- Attachment 2: Rueter Scargall Bennett June 28, 2006 letter

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AUGUST
2006

Don Mills Road Transit Improvements Environmental Assessment Terms of Reference

Don Mills Rd.



City of Toronto

**DON MILLS ROAD TRANSIT IMPROVEMENTS ENVIRONMENTAL ASSESSMENT
TERMS OF REFERENCE DRAFT – AUGUST 10TH, 2006**

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APPENDICES

Appendix A - Supporting Documents

Appendix B - Terms of Reference Consultation Record

Appendix C - Don Valley Corridor Transportation Master Plan (Under separate cover)

1.0 PURPOSE OF THE TERMS OF REFERENCE

This Terms of Reference (ToR) sets out the requirements for preparation of an individual EA study for transit improvements on Don Mills Road with connections south of Overlea Boulevard, between Don Mills Station (Sheppard subway) and the Bloor-Danforth subway. The undertaking is based on the findings of the Don Valley Corridor Transportation Master Plan (DVCTMP) study completed jointly by the City of Toronto, Toronto Transit Commission (TTC) and GO Transit in 2005, and on the consultation with stakeholders during the study approval process. The City of Toronto/TTC wish to proceed with an Environmental Assessment (EA) under Section 6(2)(c) and subsection 6.1 of the Environmental Assessment Act (EAA). The EA components as set forward in this ToR will build upon work already completed during the Don Valley Corridor Transportation Master Plan (Phases 1 and 2 of the Municipal Class EA process) approved by City Council at its meeting of May 17, 18, 19, 2005. Accordingly, the scope of the EA will reflect:

- Under 6.1(2)(a) of the EA Act: A description of the purpose of the undertaking was completed in the DVCTMP study report and will be updated and verified during the EA study (The DVCTMP Summary Report is available at <http://www.toronto.ca/planning/dvp.htm>)
- Under 6.1 (2)(b) of the EA Act: The description of the rationale for the undertaking and (planning) alternatives to the undertaking are summarized in the DVCTMP study report, and will be updated and verified during this EA study, but will not be re-examined in detail.
- Alternative methods of carrying out the undertaking will be evaluated as part of this EA study.

Once approved by the Minister of the Environment, this ToR will provide the framework for preparing and reviewing the EA. Given the nature and complexity of the EA, the ToR is not intended to present every detail of all activities that will occur during the EA study. Therefore, the ToR must be flexible to minor revisions during the study process to address stakeholder or technical issues which arise during the course of the study. To satisfy the information requirements set out in section 6.1(2) of the EAA, the ToR outlines the key issues and activities to be analyzed and evaluated in the EA study. These EAA requirements include the following:

- A description of the purpose of the proposed undertaking;
- A description and statement of the rationale for the proposed undertaking;
- A description of the existing environment potentially affected by the undertaking;
- A description of the alternatives to the undertaking and assessment of these alternatives;
- A description of the alternative methods of carrying out the undertaking;
- A description of the effects that will be caused or that might reasonably be caused to the environment;
- An evaluation of the advantages and disadvantages to the environment;
- A description of the public and agency consultation process undertaken during the EA preparation;
- A description of other EA requirements e.g., Canadian Environmental Assessment Act (CEAA), if applicable; and
- A commitment to undertake monitoring of effects

2.0 PURPOSE OF THE UNDERTAKING

In the broader context, the purpose of the undertaking can be summarized by the following fundamental objectives:

- With minimal adverse impact on the natural and social environment, to respond to current and anticipated pressures in travel demand and growing automobile dependency by providing more reliable, faster, accessible and convenient public transit services; and
- To be consistent with municipal and provincial policy objectives for more livable, compact, economically viable, pedestrian and cycling oriented communities by providing improved, high quality public transit services to assist in achieving land use objectives, and by maintaining and improving the health and integrity of the natural ecosystem and biodiversity in the study area.

In a more focused context, the key objectives encompassing the purpose of the undertaking are:

- With minimal adverse impact on the natural and social environment, to increase transit capacity and service reliability in the Don Mills Road corridor to better serve current and projected travel demands within the corridor and to/from employment areas and other major transit markets within the study area, such as the North Downtown (Yonge/Bloor, Queen's Park, and U of T employment areas);
- To increase the transit modal split for all trips within and through the corridor by improving accessibility to transit services and providing improved connections between TTC bus and subway services and those of GO Transit, York Region, including York Region Transit (YRT) and VIVA services, and other inter-regional transit providers;
- To identify opportunities to improve the pedestrian environment, cycling facilities, and multi-modal connections in the corridor; and
- To allow integration of improved transit services with other existing and proposed services outside the study limits, including proposed services north to Steeles Avenue and south to the waterfront redevelopment lands and Downtown Core, as recommended by the DVCTMP.

3.0 PRELIMINARY DESCRIPTION OF THE UNDERTAKING

The undertaking for the EA study includes the construction, operation and maintenance of the infrastructure, vehicles, stations/stops and other related facilities associated with implementing transit improvements in the Don Mills Road corridor. The EA will examine requirements and impacts associated with providing service between Don Mills Station and the Bloor-Danforth Subway, with consideration for possible future service extensions to the north (beyond Sheppard Avenue) and south (the downtown and waterfront district) respectively. The specific routing and configuration of the connection between Don Mills Road at Overlea Boulevard and the Bloor-Danforth subway line will be determined by the study.

Based on the findings of the DVCTMP, and analysis and evaluation of alternatives during the EA study, the proposed undertaking will consist of three conceptual design components:

- Physical infrastructure;
- Specific transit vehicle technology; and
- Route alignments and terminal points.

The undertaking could consist of one or more physical configurations including mixed traffic lanes, with transit priority at intersections, or exclusive/reserved transit lanes and associated facilities.

The particular type of transit vehicle (i.e., technology) to be used as the basis for developing alternative design concepts will be based on an assessment of surface transit technology options carried out as part of the EA study. This assessment may include bus-based or rail-based solutions.

Alternative route alignments, stop/station locations and terminals will be investigated. These include, but are not limited to, the alignment options identified during the DVCTMP. These routes as well as other potentially viable routing/configuration alternatives identified during the ToR and/or early stages of the EA study will be evaluated in greater detail during this EA study to determine the preferred option.

The preferred Undertaking may include passenger stops potentially expanded in size and function than current transit stops in the corridor. At these locations, modifications to the roadway or intersection configuration may be necessary to accommodate passenger platforms and other facilities, including pedestrian and cycling elements, as required.

Improvements to pedestrian and cycling access and safety will be reviewed as part of all configurations evaluated. These improvements include bike lanes on Don Mills Road, Broadview Avenue and Bayview Avenue as indicated in the Toronto Bike Plan (2001), and bike friendly street design as outlined in the Toronto Bike Plan (2001) on all other affected streets.

The infrastructure and right-of-way requirements will be evaluated considering potential staging of transit vehicle technology in the various route sections of the corridor (e.g. changing from bus-based to rail-based technology).

4.0 PRELIMINARY DESCRIPTION OF THE EA STUDY AREA

The preliminary study area has been determined based on the following considerations:

1. Review of the study area used during the DVCTMP study;
2. Review of potential locations of concern as identified during the DVCTMP and ToR process for this EA study;
3. General area within which reasonable route and alignment/configuration alternatives can be developed within the geographic corridor without direct effects on, or displacement of existing physical, natural or other environmental features/conditions; and
4. Review of currently available environmental data and mapping.

The preliminary study area is identified in Figure A1, Appendix A. The study area boundaries represent the area most likely to be potentially effected (positively or negatively) by the various

project alternatives. The study area boundaries will be confirmed during the EA study such that the study area includes all areas of potential environmental effects (natural and socio-economic) that will be influenced by the alternatives. Given the extent of this area, the EA may establish a secondary study area to reflect the varying degrees of potential impact outside a primary study area.

The inventory of natural environmental, heritage, ecosystems features will also assist in defining the study area(s). Updated inventory data and mapping will be obtained during the EA study from other government agencies as appropriate, and potentially including the Toronto and Region Conservation Authority (TRCA), Ministry of the Environment (MOE), Ministry of Natural Resources (MNR) and Ministry of Culture.

During the EA study, it may be necessary to modify the defined study area if significant environmental effects are determined to extend outside the study area limits. This will take place in consultation with the public, affected parties and relevant government agencies.

5.0 ENVIRONMENTAL ASSESSMENT WORK PLAN

5.1 Study Organization

The City of Toronto and TTC are co-proponents for this Study. The City Planning Division, specifically the Transportation Planning section (Metro Hall office) will be responsible for the day-to-day project management activities, assisted by TTC (Service Planning Department) staff. City Transportation Services Division, Transportation Planning (North District), and Public Consultation and Community Outreach staff will also form part of the Project Team providing support on study direction and management. A multi-disciplinary consulting team will be retained to assist carry out the study, and be responsible for much of the data collection, technical analysis, and development and evaluation of alternatives.

Participating technical agencies will be actively involved in all aspects of the EA including problem definition/rationale, identification and assessment of alternatives, defining evaluation methodology and criteria, and confirming appropriate mitigating measures. Additional consultation with affected government agencies and stakeholders will be held by means of individual technical meetings as required.

Study organization is further discussed in Section 5.7.2.

5.2 General Requirements

The EA study will be consistent with the approach and requirements set out in Section 6.1(2) of the *Environmental Assessment Act*. The EA will have the following components:

- A description of the purpose of the undertaking;
- A summary of the rationale for the proposed undertaking;
- A description of the “alternatives to” the undertaking (the DVCTMP study analysis will be the key reference source for this activity);

- For the undertaking, and the “alternative methods” of carrying out the undertaking, a description of:
 - the environment that will be affected or might reasonably be expected to be affected, directly or indirectly;
 - the effects that will be caused or that might reasonably be expected to be caused to the environment, and
 - the actions necessary or that may reasonably be expected to be necessary to prevent, change, mitigate or remedy the effects upon or the effects that might reasonably be expected upon the environment;
- An evaluation of the advantages and disadvantages to the environment of the undertaking, the “alternative methods” of carrying out the undertaking, and the “alternatives to” the undertaking; and
- A description of any public, agency and stakeholder consultation about the undertaking by the proponent and the results of the consultation

The specific activities to be carried as part of the EA are described in more detail in the following subsections.

5.3 Describe Existing and Future Conditions

During the EA study, baseline conditions to identify any existing conditions and planned changes to these conditions will be documented. The existing conditions inventory will build upon the information collected during the DVCTMP and ToR. Key elements are noted below. An expanded listing of the key types of inventory data to be collected during the study and the potential agency sources for the data is provided in Table A1, Appendix A.

As part of this EA activity, the existing and planned land use, redevelopment, transportation infrastructure and other relevant built form elements will be reviewed and documented, including their potential effect on the transportation alternatives for all modes. A general land use plan of the corridor is provided as Figure A2, Appendix A.

In addition, a full description and inventory of the natural environment in the study area will be documented. The evaluation of project alternatives will include an assessment of the impacts on the various aspects of natural features in the Don River Valley, including Crother’s Woods and other Environmentally Significant/Sensitive Areas (ESAs), wetlands, Areas of Natural and Sensitive Interests (ANSIs), parkland and open space areas in the corridor. The locations of the major Don River Valley natural features within the study area are illustrated in Figure A3, Appendix A.

The EA Report will include any supporting technical studies, tests and surveys describing the environmental inventories and include the following types of information:

1. Transportation Service
 - Roadway network and traffic volumes (existing and forecast);
 - Traffic operational data (e.g. collisions);
 - Transit network, services and volumes (existing and forecast);
 - Travel market analysis

- Railway network; and
- Pedestrian and cycling network including volumes (existing and forecast)

This work will build upon the travel demand and market analysis conducted for the DVCTMP study including the development of long-range travel demand forecasts.

To assist in identifying existing and future travel needs, the City will develop updated travel demand forecasts for the 2021 and 2031 planning horizons utilizing its regional GTA Travel Demand Simulation Model and TTCs Madituc transit forecasting model. In order to identify both existing and future demand (under existing and future networks), land use and travel data will be used from the Transportation Tomorrow Survey (2001) and work done during the preparation of the Transportation Master Plan, and other recent or ongoing City and TTC planning studies.

Travel demand forecasts will incorporate work completed for ongoing related transportation planning studies including the GO Transit 10 Year Plan, GO Transit BRT, York Region Rapid Transit Plan/VIVA implementation and connections with TTC subways, Waterfront Transit planning, Spadina Subway Extension, Yonge Street Transit improvements, and Scarborough Rapid Transit replacement study.

2. Natural Environment

- ESAs, ANSIs, Wetlands, Regional Storm Floodplains, hydro-geological conditions, watercourses, valley corridors, erosion prone areas;
- Terrestrial features and individual species (including significant woodlands and rare vegetation communities);
- Species at risk, significant wildlife habitat for endangered and threatened species;
- Existing drainage patterns in the vicinity of stations and valleys;
- Known contaminated sites;
- Storm water management; and
- Natural heritage features and system linkages.

3. Social-Cultural Environment

- Description of land use in the study area, and in the vicinity of routing options and stop/station locations;
- Development characteristics and patterns in the study area;
- Inventory of community services;
- Business characteristics and access considerations along the corridor;
- Inventory of cultural/heritage features or uses in the vicinity of the corridor;
- Areas of potential and known archaeological features and aboriginal significance;
- Ambient noise (representative information in areas of potential high effects); and
- Quality of pedestrian environment.

4. Planning and Policy Context

- Approved policy / programs of relevant government agencies; and
- Relevant objectives regarding transportation investment, priorities and implementation.

The purpose of this exercise is to establish the baseline conditions and to identify any planned changes to these conditions that are known at the time that the EA is completed. The existing conditions inventory will build upon the information collected during the DVCTMP and ToR. Key elements are noted below. An expanded listing of the key types of inventory data to be collected during the study and the potential agency sources for the data is provided in Table A1, Appendix A.

5.3.1 Confirm Rationale for the Undertaking

The DVCTMP provided an overview of the current conditions and needs in the Don Valley corridor. As the starting point for confirming the rationale for the undertaking, the EA study will utilize and expand on the Master Plan analysis, and provide additional supplementary analysis specific to Don Mills Road. The EA will provide a description of the project background and planning context, current travel demand trends, and key corridor constraints and opportunities that establish a need for the undertaking. Some key factors used to establish the rationale for the undertaking include:

- Current and anticipated deficiencies in transportation capacity and system performance (road, transit, pedestrian and cycling networks);
- Potential to increase transit reliability and ridership and reduce automobile dependency in the corridor, particularly for trips interchanges not currently well served by transit and where latent demand for improved transit service exists, such as the Don Mills corridor south of Highway 401 to North Downtown;
- Opportunities to assess potential enhancements to traffic signal control systems on Don Mills Road for improved operations for all modes including vehicles, pedestrians and cyclists;
- Consistency with the overall vision of the new Toronto Official Plan, TTC Ridership Growth Strategy, Building a Transit City strategy, and other Regional Plans, and
- Effect of current trends on aspects of the physical, natural and social environments.

5.3.2 Review and Confirm Study Area

As described in Section 4.0, the boundaries of the primary study area and the need for a secondary study area will be confirmed during the EA. Ensuring that all areas of potential direct and indirect environmental effects are identified will be influenced by the alternatives that are assessed. This will occur early in the study process upon completion of the description and inventory of existing and forecast conditions.

5.4 Confirm Alternatives to the Undertaking

A list of potential alternatives to the undertaking was developed during preparation of the DVCTMP. Alternatives to the undertaking are those alternatives that are functionally different in addressing the corridor transportation problems. Examples of alternatives to the undertaking to be considered include, but are not limited to:

- The Do Nothing Strategy - approved or committed transit and road improvements only, as well as minor improvements to existing TTC services;

- Road Widenings - including all committed road and transit improvements identified in the Do Nothing option, plus additional road widenings or new road construction such that future transportation capacity across screenlines of heaviest travel demand is provided;
- Minor Transportation Improvements - includes minor changes to the roadway or to traffic operations strategies at specific locations to improve the flow for all vehicles;
- Surface Transit Priority Improvements - includes implementation of surface transit priority and/or higher order transit in the Don Mills Road corridor as proposed by the City of Toronto Official Plan and TTC Ridership Growth Strategy. Improvements would enhance the capacity and service reliability by means of:
 - transit priority measures, giving transit vehicles an operating advantage over other vehicles;
 - service and vehicle improvements; and/or
 - by changes to the physical configuration of the road facility.
- Enhanced GO Rail Services - using existing or planned GO, CN, and CP rail infrastructure and technology in the corridor, including additional peak period trains as well as higher frequency reverse peak direction and off-peak service;
- Transportation System Strategies - to reduce peak period auto driver trips through transportation demand management (TDM) measures, and introduction of High-Occupancy Vehicle (HOV) lanes that may include bike lanes on additional north-south arterial roads; and
- Combination of Some of the Alternatives - assessed initially without specifying detailed routing options or technology, and generally extending the entire study corridor.

The EA will reference these alternatives and any additional reasonable options not previously identified. Alternatives to the undertaking will be subject to analysis and evaluation during the EA study, including the analysis and evaluation completed as part of the DVCTMP study.

5.5 Identify and Evaluate Alternative Methods of Carrying out the Undertaking

There are a wide range of surface transit improvement options that could be explored to implement the undertaking, including physical infrastructure alternatives, alternative technologies, various routing options, and service characteristics.

5.5.1 Physical Infrastructure Alternatives

The EA study will assess a comprehensive range of surface transit infrastructure options operating in different locations and configuration(s) relative to existing and/or new roadways, and may include, but are not limited to reserved or exclusive transit lanes in a curb or median/centre treatment, mixed traffic lanes with transit priority signals, bicycle lanes, and high occupancy vehicle lanes. A combination of these options shall also be considered. Additional options identified during the course of the study by the Project Team and by public or stakeholder groups will also be examined.

5.5.2 Transit Technology Alternatives

Physical configuration(s) may vary depending on the transit (vehicle) technology it serves. Several factors affect choice of technology, including physical and operational feasibility, ridership potential and environmental considerations. Technologies to be considered for this project will include both bus-based and rail-based technology. The DVCTMP does not recommend further consideration of subway technology for the corridor due to its prohibitively high capital costs compared to anticipated ridership levels. Consequently, subway technology will be recognized, but will not be assessed in detail during the EA study.

5.5.3 Routing, Alignment and Station Alternatives

A primary role of the Undertaking is to support the growth and urban form, both existing and projected, within the Don Mills Road corridor and adjacent transit catchment areas. Also, as a major north-south arterial link in the DVC, the transit services on Don Mills Road must also provide the principal connections to the TTC network services that cross it.

The Bloor-Danforth Subway will provide a key connection point for riders traveling to/from the North Downtown (Downtown, north of Dundas Street), including the Yonge/Bloor, Queen's Park and University of Toronto areas. Don Mills Station will provide a key connection point for riders traveling to/from the Sheppard Avenue corridor (via Sheppard Subway), employment areas along Don Mills Road north of the station (via transit services on Don Mills Road, McNicoll Ave and Gordon Baker Drive) and to major employment areas north of Steeles Avenue (via VIVA/YRT services). At these terminal locations consideration regarding the interface between various other service providers (YRT/VIVA, GO Transit) will need to be considered and incorporated into the study.

Based on the assessment completed during the DVCTMP, several combinations of routings were identified as viable options in terms of cost effectiveness and ability to attract additional transit ridership. (Refer to Figures 6-9 of the DVCTMP Summary Report, <http://www.toronto.ca/planning/dvp.htm>). These routing options will be re-assessed in addition to other reasonable alternatives identified during the study that may contribute to improved transit service and operations in the corridor.

Alternative configurations for connecting the new transit service with existing facilities (e.g., at the route termini) will be required. This includes, but is not necessarily limited to, investigating design concepts for connections to the Bloor-Danforth Subway stations (e.g. Pape, Broadview, or Castle Frank stations) and Sheppard Subway (e.g., Don Mills Station). The study will also examine alternative design options for stop locations along the route, and possible configurations to suit the selected technology and location of the transit vehicles on the roadway (e.g., median vs. curb lane).

For the Castle Frank Station routing alternative, the EA study will investigate options other than bus lanes on the Bayview/Bloor ramps to access the Castle Frank Station bus terminal. Based on City Council's direction (May 2005), the EA study will include a review of a transit stop/station on Bayview Avenue (at the base of the Bloor Street ramp), with a vertical

connection to the Castle Frank Station for passengers by way of a people mover (e.g. elevator, covered escalator or comparable technology).

During the ToR consultation process, a suggestion was made to investigate Chester Station as a terminus for a new or improved Don Mills Road service. This option was reviewed early in the screening process during the Don Valley Corridor Transportation Master Plan and was not included among the long-list of alternatives, primarily due to the absence of an existing transit terminal, sufficient property, and the classification of the roadway as a local residential street, making its location and facilities unsuitable for operation of surface transit vehicles. A supplemental review of the potential for using Chester Station will be done as part of the EA study screening of alternatives to the undertaking.

Consideration for future extensions of the new transit service south into the downtown core and waterfront district, and north of Sheppard Avenue, will be included among the criteria used during the assessment of routing alternatives. Consideration of future extensions of transit service north and south of the Undertaking will include, but is not limited to, potential to provide service extensions, potential ridership demands for extension, level of service integration/continuity, and cost implications of service extension.

5.5.4 Develop Evaluation Methodology and Criteria

The methodology for assessing alternatives will include a comprehensive range of criteria and measures to determine the anticipated benefits and effects of each alternative. The list of evaluation criteria will be developed with the combined input of the general public, stakeholders, technical agencies and the Project Team. This may include identifying the relative importance, or weighting, of each criterion. Potential use of a weightings system recognizes that the preferred alternative usually reflects an acceptable balance in terms of perceived benefits and effects. Weightings would be applied to criteria when assessing the overall rating of the alternative. The decision to use criteria weightings, and the methodology for developing and applying weightings in the evaluation will be determined during the EA study in consultation with key stakeholders, public and technical agencies and the Project Team.

A preliminary list of evaluation criteria has been developed by City/TTC staff (Table A2, Appendix A). The major types of criteria included on the preliminary list have been categorized under the following categories: Transportation (e.g., transit and traffic operations/service, pedestrian, cycling access, safety), Natural Environment, Socio-Economic Environment, Planning & Policy Context, and Costs. The criteria selected for use during the EA study will be confirmed after consultation with stakeholders, technical agencies and the general public during the EA study, and may not include, or be limited to those identified on the list. The proponents will work closely with agencies, stakeholders and the public to identify and address all issues and concerns.

For evaluation of “alternatives to” the undertaking, the criteria to be used to assess alternatives will be broader in nature to provide a comparative analysis of the likely differences in effects between options, primarily based on qualitative measures and professional knowledge and experience. More detailed quantitative assessment is more

appropriate when assessing “alternative methods”, when specific design details, such as alignment and station locations, are defined.

As dictated by the EA Act, the evaluation methodology and process will be traceable and well documented.

5.5.5 Conduct Analysis and Evaluation of Alternative Methods

A detailed assessment of the environmental effects of the undertaking and its alternatives will be documented and will be based on the developed criteria, data collected, and other relevant technical studies. The alternatives evaluation framework will include evaluation categories, criteria, and measures, all to be confirmed during the EA study.

Criteria will be defined in terms of quantifiable or measurable attributes wherever possible. Alternatives can then be compared in terms of these measures. For example, number of persons carried per segment of roadway is a measure of the criterion, total person-carrying capacity. Some measures however, may only be assessed qualitatively.

In general, the assessment of environmental effects will use the inventory of existing conditions as a baseline to assess the effects of each alternative, the nature and types of impacts and potential measures to mitigate the impacts. The assessment will increase in detail during each of the major phases of the study (from evaluation of “alternatives to” the undertaking through to the evaluation of “alternative methods”/design alternatives) in order to identify a preferred alternative. Stakeholders and the general public will assist in identifying the relative importance of the various evaluation criteria, which will then be applied to the overall assessment of a particular alternative.

5.5.6 Key Tasks as Part of the Evaluation of Alternatives

The following provides additional detail regarding some of the key tasks and considerations to be completed as part of the assessment of alternatives. These are not intended to represent a complete task list, as others will be defined as the study progresses and specific issues are identified. The analysis for all categories will build upon preliminary work completed during the DVCTMP study and incorporate more detailed and updated information, as well as relevant information from ongoing studies or initiatives.

Transportation Modelling

In addition to confirming the rationale for the Undertaking and existing and future travel demand characteristics in the corridor, the City and TTC will utilize the regional GTA Travel Demand Simulation Model and TTC MADITUC transit analysis software to assist in evaluating the effects of different transit alternatives in the corridor and study area network. This work will be supplemented where appropriate with microsimulation analysis. This microsimulation analysis is intended to provide detailed snapshots of expected auto and transit operations on Don Mills Road, and other critical points on alternative routes, under different roadway design and operational scenarios associated with the new transit service (e.g., providing transit priority or exclusive/reserved transit lanes), including changes in area traffic patterns. Microsimulation analysis incorporates detailed operational conditions as

inputs including traffic, pedestrian and cycling volumes and patterns, vehicle mixes, traffic signal timings, transit signal priority, and on-street stopping and parking conditions/restrictions.

For analysis at intersections, the microsimulation analysis may be combined with conventional traffic analysis methods (i.e. using software such as CCG, HCS, or Synchro) to further define the effects of changes in road capacity, and traffic level of service, (eg. delays, queues).

To achieve the study objectives of providing improved inter-regional connections, the study will assess alternatives by considering the level of integration possible with other rapid transit services and facilities and related benefits to transit users and overall ridership. Other rapid transit services that operate in the Don Mills corridor include the TTC Bloor-Danforth and Sheppard subway lines, York Region VIVA Bus Rapid Transit (BRT) network, the Richmond Hill GO Rail line and planned GO Transit BRT network.

Natural Environment Impacts

The existing conditions in the study area related to natural environment will be identified as part of the EA Study. Field investigations will be conducted as required and the identification of environmental features and relevant mapping of environmental constraints and deficiencies will be presented.

Following the analysis of existing conditions, the potential environmental effects resulting from the various alternatives will be evaluated and compared, including any effects on the natural features of the Don Valley corridor. Mitigation measures will be identified for all environmental components investigated (e.g. terrestrial, hydrological/ aquatic, vegetation communities, wildlife and designated natural areas). A “net gain” principle will be adopted whereby appropriate environmental mitigation measures will be identified to offset the negative impacts of any construction in the Don Valley. Opportunities for enhancements to the environment in the immediate vicinity of construction will also be identified, and included as part of the recommended design concept, wherever practical.

Socio-Economic Effects

An assessment of general socio-economic effects (and possible mitigation) will be prepared and included in the EA Study. The specific criteria in this category are wide-ranging and include effects on land use, community services, redevelopment opportunities, urban design, noise, and community and business access.

Potential noise and vibration impacts (after construction) are also a major consideration in areas where new infrastructure is likely to affect residential and recreational areas, as well as other noise and/or vibration sensitive land uses, such as schools, health care centres, places of worship, and buildings with sensitive testing equipment. To establish baseline conditions, noise monitoring data will be collected in areas having potential for significant impact (where a major change in the type or volume of traffic is expected). For areas where data is not available, monitoring will be undertaken to determine the typical ambient (existing) noise levels.

Analysis of residential and business impacts will focus on potential changes in areas along the alternative routes. The analysis will include examining the effects on vehicle parking, local traffic volumes/patterns, loading/unloading locations, site accessibility by autos, bicycles or pedestrians, visibility and attractiveness (due to changes in streetscape/sidewalks) and community connectivity.

The assessment will also discuss the relationship between enhanced transit services and development potential and community revitalization, referencing current examples of other locations locally, in Canada, and abroad as appropriate.

Similar to the evaluation of natural environmental effects, the social environmental criteria to be used in the evaluation of “alternatives to” the undertaking will be broader in nature than during the assessment of alternative methods, when specific design details, such as alignment and stop/station locations, are defined.

Cultural Environment

The EA study will document all known cultural resources, including potential and known archeological sites, heritage sites and landscape features, as well as the presence of any aboriginal/First Nations land claims, treaty rights or related issues. As necessary, field surveys will be performed and secondary source investigations, such as previous cultural heritage reports prepared for areas directly affected by the alternatives, will be obtained. Information will also be sought from the Ministry of Culture, Ontario Aboriginal Secretariat, and Indian and Native Affairs Canada. All work will be completed by a qualified cultural/heritage specialist. The focus of the investigations will be on existing conditions and potential impacts of the preferred alternative, once a route alignment has been identified.

The evaluation of alternatives will focus on the relative differences in potential effects on cultural/heritage resources including potential mitigation. Consultation with qualified staff will be a key component of the assessment.

Planning & Policy Context

The key source documents to be used as the basis for assessing the compatibility and impacts of alternatives in the EA study to planning objectives and policy include:

- New City of Toronto Official Plan;
- TTC Ridership Growth Strategy;
- Building a Transit City Plan (City of Toronto and TTC);
- Province of Ontario’s “Places to Grow” Growth Plan;
- 2005 Provincial Policy Statement; and
- York Region Transportation Master Plan.

All these plans contain relevant policies and objectives regarding transportation investment, urban structure and land use/development. Additional strategic plans or rapid transit network

plans by other agencies which are released during the course of the EA study will also be used as source documents.

As of the date of this ToR, the new Toronto Official Plan is still subject to final approval by the Ontario Municipal Board. However, the principles of the Plan, including the transportation-related policies are approved by City Council. The approval status of the OP and its status within the planning context for this EA study will continue to be monitored and updated accordingly during the EA study process.

5.6 Recommend Preferred Design Concept

Following public, stakeholder and agency review of the alternatives to the undertaking, and the analysis and evaluation of the alternative methods, a preferred design concept, including the location and conceptual design will be selected. Subsequently, the preferred design concept will be further refined to ensure that all of the issues and concerns raised through public, agency and stakeholder consultation and study process are addressed. The preferred design concept will be developed in sufficient detail to identify key physical elements and potential environmental effects.

5.6.1 Confirm Environmental Effects

During this stage, further refinements to the preferred concept design will occur, permitting a more detailed assessment of environmental effects associated with the specific concept, including the environment that will be affected or may reasonably be affected, the potential and mitigation measures to minimize, manage, prevent and/or avoid the impacts. The environmental effects of the project can be classified under one or more of three categories:

- 1) Overall Impacts – Immediate potential impacts resulting from the approval of the project;
- 2) Construction Impacts – Short-term potential impacts resulting from construction activities; and
- 3) Operational Impacts – Long-term effects arising from the daily operation of the project.

The elements of the environment that may reasonably be affected and the potential effects of the undertaking will be confirmed. A preliminary list of potential environmental effects is included in Table A3, Appendix A. Findings of the DVCTMP study and TTC's experience during the design, construction and operation of recent transit projects will assist in defining the potential effects to be evaluated. The list will be based on the evaluation of the "alternative methods" of carrying out the undertaking (e.g., routing/alignment, technology, station options and locations).

5.6.2 Confirm Mitigation Measures

As part of the development of the preferred design concept, mitigation measures will be identified to reduce or eliminate anticipated environmental effects that have been identified. Opportunities to avoid or minimize impacts will be integrated wherever possible. Appropriate technical mitigation measures will be developed according to the specific type

of environmental feature, the extent of any potential impacts, and relative significance of the impacts.

Mitigation measures will be developed in consultation with appropriate agency staff and stakeholders and in the context of relevant MOE, TRCA and other applicable government agency technical guidelines. Mitigation measures may also include recommendations for a monitoring program.

Categories of mitigation measures may include:

- Avoidance measures (i.e. relocation of construction);
- Attenuation features (i.e. noise);
- Protection/preservation measures (i.e. water quality, tree protection); and
- Special design enhancements and/or construction considerations (i.e. staging/time constraints for disruptive works).

Natural Environment Impacts

As noted previously, the existing conditions in the study area related to natural environment will be identified in the EA Study.

Upon selection of the preferred design concept, specific environmental/mitigation measures will be identified for the direct and indirect impacts related to all components investigated (e.g. terrestrial, hydrological/aquatic such as groundwater recharge/discharge and flows, erosion, barriers, water quality and temperature, impacts) vegetation communities, wildlife and designated natural areas).

In addition to the natural features assessment, baseline assessments of the following will be required for the preferred design concept to assist in assessing the type and extent of mitigation required:

- Air quality;
- Water quality and quantity;
- Noise impact assessment (including vibration assessment for rail technology);
- Geotechnical investigations;
- Socio-economic

As referenced in Section 5.5.6, a key objective in the mitigation of natural environmental effects will be to try and establish an environmental “net gain” for any areas which may be disturbed by the proposed works whereby appropriate environmental mitigation measures offset the negative impacts of any construction in the Don Valley, and opportunities for enhancements to the environment in the immediate vicinity of construction are also identified, and included as part of the recommended design concept, wherever practical.

Air Quality:

Air quality monitoring data and meteorology data from MOE monitoring stations and other secondary sources will be used to determine the ambient air quality. The potential for changes in air quality due to operation of the preferred undertaking will be assessed, taking into account future changes in ambient air quality with and without the undertaking. If specific air quality data on existing conditions is unavailable, an independent air quality model of existing and future vehicle flows will be developed to quantify any impacts and net effects. This data will be used to supplement MOE data. The modeling and monitoring program will be developed in compliance with MOE criteria and guidelines.

A protocol for predicting air quality dispersion effects will be utilized from existing sources or developed in consultation with MOE. It is expected that this will include a comparison of carbon monoxide (CO), nitrogen oxides (Nox), total suspended particles (TSP) and particulate matter (PM10) emissions to provincial Ambient Air Quality Criteria (AAQC) to assess the potential for adverse effects.

Water Quality and Quantity:

The construction of the proposed undertaking and related infrastructure could result in changes to storm water drainage flows, water quality and quantity in surrounding watercourses, and affect management, treatment and discharge requirements.

The EA will outline an approach for water quality and quantity testing/monitoring before, during and after the construction of the selected undertaking.

An approach to stormwater management will be prepared during the EA. This will address the impacts on storm water quality and quantity associated with the preferred undertaking within the project limits. It will take into account existing background information (e.g. sub-watershed information, wetland information, existing drainage conditions and future drainage conditions). A variety of stormwater management control options to maintain, and potentially enhance, existing water quality and quantity within the project limits will be assessed. Impacts from the potential use of road salt during the winter season will also be considered and appropriate mitigation measures will be identified. A more detailed stormwater management plan will be prepared during the detailed design of the project in the context of the latest MOE guidelines and criteria for planning, design and monitoring of construction activities affecting water resources. Recommendations related to water quality treatment and management, including locations for storm water management ponds will also have due regard for the City's recently adopted Wet Weather Flow Master Plan.

Noise/Vibration:

The potential noise and vibration effects of the preferred design concept will be assessed. Noise and vibration prediction modeling will comply with MOE modeling procedures. In cases where data is incomplete or unavailable, the assessment of future effects may utilize data available from other studies, addressing similar transit technology options.

The significance of noise and vibration effects will be assessed based on acceptable levels of human response to sound and vibration exposure. The evaluation of impacts will take into account the changes in future noise and vibration levels due to increases in transit vehicular traffic, and the mix of traffic, with and without the proposed undertaking.

The significance of noise and vibration levels and its effects will be estimated using some or all of the following:

- Current guidelines and criteria used by MOE, Canada Mortgage and Housing Corporation (CMHC), and/or other relevant government agencies (including other jurisdictions);
- Procedures used in other transit environmental assessment studies,
- Noise and vibration specifications for vehicles of different transit technology
- Vibration propagation efficiencies; and,
- Available data from other transit systems with similar transit technologies.

Impacts which effect cultural heritage as a result of operations will also be considered (e.g. vibration due to operations over the long term on built heritage.)

Geotechnical Investigations:

Locations where the need for borehole testing is established will be identified and a program developed to conduct site investigations to supplement the existing geotechnical, hydro-geological and geo-environmental data. Work shall be conducted in accordance with the current version of the TTC document “Geotechnical Standards – Direction for Conducting Site Investigation”. It should be noted that work permits will be required for any geotechnical work within rail corridors.

Socio-Economic Effects:

A broad assessment of potential socio-economic effects of the preferred undertaking on existing land use, redevelopment potential, cultural heritage, business and community shall be prepared, including proposed mitigation measures.

All lands where there is planned soil disturbance or alteration resulting from this project, will be assessed as part of a baseline archaeological assessment.

For any mitigation measures, detours, access roads, staging areas, storage areas, drainage facilities, stormwater management facilities, or other facilities that may be required for this project, a baseline archaeological assessment will be conducted and mitigation of impacts prior to any soil disturbance or alteration.

More detailed assessment of specific effects will be reviewed by the Project Team in consultation with stakeholders and technical agencies as the study progresses and specific issues are identified.

5.6.3 Advantages and Disadvantages to the Environment

As specified by the EA Act, the EA will include an evaluation of the advantages and disadvantages to the environment of the alternatives to the undertaking, alternative methods of carrying out the undertaking and the undertaking. This includes an evaluation of net effects (effects left after mitigation).

As explained in Section 5.5.4, the evaluation will be conducted at a more general level when comparing alternatives to the undertaking and in more detail for the comparison of alternative methods for carrying out the undertaking. Advantages and disadvantages will be based upon the evaluation criteria and measures developed for the assessment of alternatives.

5.6.4 Other Approvals & Commitments for Design

It is recognized that prior to implementation of the preferred design concept, a number of approvals and permits must be obtained after submission and approval of the EA Report. Typically, many of these approvals require details related to design and construction staging confirmed during the detailed design phase of the project, and thus, not available at the time of EA Act approval. Formal application for those necessary approvals will be made at the appropriate time in the implementation phase. However, consultation with approval agencies during the EA stage is critical in order to ensure the feasibility and acceptance of the EA's preferred design concept and mitigation measures. Where modifications to the design are necessary, staff can thereby provide appropriate direction in advance of formal applications being made. Prior consultation will also assist in reducing the amount of time necessary for the approving agency to process and approve the necessary approval or permit.

The following are examples of approvals/permits that may be required as part of this undertaking. The items on this list must be confirmed, either during the EA or detailed design stages.

- DFO approvals, Navigable Waterways authorization, Railway Relocation and Crossings Act approvals;
- TRCA approvals ("Fill, Construction, Alteration to Waterways" permit and DFO authorization);
- MTO - work within right-of-way or within a permit control area;
- MOE Permit to Take Water;
- Sewage and water approvals, under the Ontario Water Resources Act;
- MNR approvals under the Lakes and Rivers Improvements Act and Public Lands Act;
- Environmental Protection Act approvals for wastes generated at stations and maintenance facilities;
- Ontario/Federal approvals related to cultural, archeological, aboriginal/first nations resources, and related land claim/treaty agreements
- Municipal Noise bylaw amendments/exemptions if required during construction;
- Municipal building permits, if required

5.7 Study Consultation Plan

The EA Study will include an extensive public consultation plan. The consultation plan will build on and incorporate the consultation conducted as part of the DVCTMP, the relevant transportation studies completed to date in the corridor, and this ToR as described in the following section. The consultation plan for the study reflects the consultation requirements outlined in the MOE's guidelines for the preparation of ToR.

5.7.1 Elements of the Public Consultation Program

The key elements of the public consultation program are proposed to consist of:

- Public information centres and workshops held at key stages of the study;
- Published notices of study commencement, the public consultation centres, and Study completion as a minimum;
- Project website and email address;
- Newsletters distributed at key stages in the study (to those stakeholders or individuals on the project mailing list); and
- Individual meetings with government agencies, stakeholders and the general public as required.

The mailing list from the DVCTMP and from the ToR preparation will also be used and updated throughout the EA study.

The general public, community groups, institutions, property owners, and other stakeholders will continue to be provided with opportunities to review study findings and provide input. A Notice of Study Commencement of the EA Study will be placed in local newspapers and on the Project website, and mailed to the study mailing list prepared as part of the current study as well as to those located within the area in which alternative alignments may be developed. It is currently proposed that the public will have at least two formal opportunities to participate in the EA Study through Public Information Centres (PICs) as follows:

1. First set of PICs - to present details and receive input on: updated project rationale and alternatives to the undertaking; initial route/alignment and vehicle technology alternatives; analysis and evaluation of the alternatives, the comparative evaluation of the alternatives, potential advantages and disadvantages of alternatives.
2. Second set of PICs - to present details and receive input regarding the refined route/alignment alternatives; the preferred undertaking; potential environmental effects of the preferred undertaking; and proposed mitigating measures.

The comments received will then be used to further refine and finalize the undertaking for which EA approval will be sought.

A list of issues will be prepared and updated throughout the study. It will document issues raised by the public, agencies, and other stakeholders, and how the issues were addressed.

5.7.2 Project Team and Technical Advisory Committee (TAC)

For the EA Study, the Project Team formed during the preparation of the DVCTMP will be retained and expanded to include staff of participating government agencies to provide input regarding specific study components (e.g. natural environment, socio-economic effects, etc).

Project staff of The City of Toronto and TTC, co-proponents for the study, will comprise the core group of the Project Team, together with project management staff of a selected professional consultant team who will assist in conducting the study. The City and TTC project staff will manage the day-to-day study activities of the team:

- City of Toronto
 - City Planning
 - Transportation Services (Infrastructure Planning, Traffic Operations; Traffic Management)
 - Public Consultation & Community Outreach
- Toronto Transit Commission (Service Planning)

In addition to the Project Team, a Technical Advisory Committee (TAC) will be established.

The following agencies will be invited to provide input regarding specific study components (e.g. natural environment, socio-economic effects, etc):

- City of Toronto
 - Emergency Services (Police, Ambulance, Fire)
 - Water
 - Economic Development
 - Parks & Recreation /Urban Forestry
 - Heritage Toronto
- Region of York
- YRT/VIVA
- GO Transit
- Toronto and Region Conservation Authority (TRCA)
- Ministry of Transportation (MTO)
- Ministry of Environment (MOE)

Participating technical agencies will be actively involved in all aspects of the EA study including problem definition/rationale, developing and assessing alternatives, establishing an evaluation methodology and criteria, and determining mitigating measures.

A broader list of key technical agencies affected, or with a prospective interest in the study will be contacted upon study commencement and at key points during the EA to provide technical input and comments on the study process and findings. The proposed list of technical agencies includes the following (excluding Project Team and TAC agencies):

Jurisdiction/Authority	Agency
Federal Departments	<ul style="list-style-type: none"> • Canadian Environmental Assessment Agency (CEAA) • Transport Canada • Fisheries and Oceans Canada • Environment Canada • Indian and Native Affairs Canada
Provincial Ministries & Agencies	<ul style="list-style-type: none"> • Ministry of Natural Resources • Ministry of Municipal Affairs • Ministry of Public Infrastructure Renewal • Ministry of Culture • Ministry of Tourism and Recreation • Ministry of Education • Ministry of Health • Ontario Realty Corporation • Ontario Secretariat of Aboriginal Affairs (and individual Aboriginal groups)
Municipalities	<ul style="list-style-type: none"> • Town of Markham
Other Public Agencies	<ul style="list-style-type: none"> • Toronto District School Board • Toronto Catholic District School Board • Toronto Parking Authority
Railways	<ul style="list-style-type: none"> • Canadian National • Canadian Pacific Railway
Utilities	<ul style="list-style-type: none"> • Toronto Hydro • Bell Canada • Enbridge Gas • Rogers Cable Systems • Shaw Communications • Hydro One Networks

5.7.3 Agencies & Stakeholders

Other agencies and stakeholders that provide input or express interest in the study will be contacted or consulted throughout the study. An initial list (corresponding to the list included in Appendix B of this ToR) will include all agencies and stakeholders which participated during the DVCTMP, as well as those consulted during the Terms of Reference process, such as individual Aboriginal Groups, ratepayers and additional government agencies. It is expected that additional stakeholders and agencies affected by or having an interest in this study will be added to this list as the study progresses.

5.7.4 Consultation During Terms of Reference

A description of the consultation completed during the Terms of Reference, including a summary of results is found as Appendix B of this report.

5.8 Coordination with the Region of York

The Region of York is carrying out an EA study to investigate routing options for higher capacity surface transit operations between the Markham Corporate Centre and the TTC Don Mills Station on the Sheppard Subway line. The undertaking is known as the Markham North South Transit Link. The study is being undertaken as an Individual EA, and is expected to be completed and submitted to MOE in 2006.

YRT plans has commenced higher frequency bus service on several of its key routes to/from Markham and Toronto as a precursor to the Markham North South Link, which includes increased service frequency of its existing bus services to Don Mills Station.

The effects of these YRT/VIVA improvements (from Steeles Avenue to Don Mills Station) will have to be considered when assessing alternatives for transit improvements on Don Mills Road. The services are intended to be complimentary in servicing the high travel demands derived from existing and planned development in southern York Region. The City of Toronto and the TTC will work closely with York Region and YRT/VIVA to ensure that these projects work effectively together in an attempt to alleviate congestion in the corridor.

5.9 Coordinated Federal/Provincial EA Process - CEEA Applicability

The proposed undertaking is subject to the requirements of the *Ontario Environmental Assessment Act*. The requirements of the *Canadian Environmental Assessment Act* (CEEA) may also apply. The Canadian Environmental Assessment Agency administers the CEEA. Approval under the CEEA will be required for this EA study if it is determined that a federal authority:

- Is the proponent;
- Makes or authorizes payment or any other form of financial assistance to the proponent;
- Sells, leases or otherwise disposes of lands; or
- Issues a permit, or license or other form of approval pursuant to a statutory or regulatory provision referred to in the *Law List Regulations*.

These conditions are referred to as “triggers”. At the time of writing this ToR, no triggers had been confirmed. The EA Project Team will consult with federal agencies during the EA process to determine if CEEA applies to the undertaking. To assist in this regard, a project description will be circulated to federal authorities to determine if there is a trigger under CEEA. If a federal EA trigger occurs, City/TTC staff intend to work in a coordinated way with provincial and federal governments, both governments having formally agreed to coordinate their respective EA processes pursuant to the Canada-Ontario Agreement on EA Cooperation (November 2004).

City/TTC staff will be guided by the federal/provincial coordination process chart outlined in Appendix A of this Terms of Reference document. This proposed approach is designed to address the information requirements of both federal and provincial environmental assessment Acts.

The preparation of a project description is an important initial step in the federal EA process. This initiates a process whereby federal departments can evaluate their interests and potential participation in the project. The City of Toronto/TTC is committed to a timely preparation of the project description upon identification of the preferred alternative to the undertaking and/or alternative method of carrying out the undertaking (design concept) to ensure effective and efficient coordination of the provincial and federal EA process.

It is recognized by both the Canadian Environmental Assessment Agency (on behalf of the federal authorities), and the City of Toronto/TTC, that ongoing dialogue on the information requirements is required throughout the EA process as more is learned about the specifics of the undertaking. As such, the City/TTC will provide additional or more detailed information as the EA process proceeds. The intent is to produce a single EA body of documentation to meet all of the information needs of both orders of government. To the extent practical, federal/provincial information requirements regarding potential factors to be assessed in the context of this study have been integrated. A summary listing of information requirements, as well as other general requirements under CEAA can be found in Appendix A.

5.10 Completion of the EA study

Upon completion of the EA study, an EA Report will be prepared in accordance with the Ontario EA requirements. The report will document the EA activities described throughout this ToR well as the results of public and agency consultation activities as described in Section 5.7.

The preparation of the EA report will involve the following steps:

1. Prepare the draft EA Report in accordance with the requirements outlined in this Terms of Reference;
2. Develop a final draft EA Report, based on review by TAC, key agencies and stakeholders;
3. Submit the final draft EA Report to Toronto City Council and Toronto Transit Commission for approval;
4. Submit the EA Report, including Council amendments if necessary, to MOE for approval;
5. Notify agencies and stakeholders that the EA Report has been submitted; and
6. Post a public “Notice of Submission of the EA Report” (mail circulation to all study participants, newspaper and website notices, etc.)

5.11 City Council Consideration

Upon completion of the Environmental Assessment study, a draft EA Report detailing the EA study process, findings, recommendations and the public consultation process will be submitted with an accompanying Staff Report to the Planning & Transportation and Works Committees for endorsement (submission to the Toronto Transit Commission will also occur concurrently or at its own meeting). With appropriate amendments from these Committees and the Toronto Transit Commission, the EA and staff report, including any amendments, are then forwarded to City Council for its approval. The Committees or City Council have the ability to amend, add or delete recommendations of the Staff report, and may commit

staff to complete additional or specific design and public consultation, during the detailed design or construction stages of the project.

During the EA Study, in addition to Public Information Centres, interim findings will be presented to study area and Committee Councilors via staff briefings.

If required, the study findings may also need to be presented to the councils of the Town of Markham and/or York Region.

6.0 MONITORING

6.1 Modifications to the Terms of Reference

This ToR provides the framework for preparing the EA. Given the nature of a ToR, the complexity of the EA and issues to be addressed, it is not intended to present every detail of all activities to be completed when preparing the EA.

Therefore, it is possible that during the course of the ToR development and approval process, it may become evident that certain modifications to the ToR will be necessary. These changes are typical, and may be required due to the recognition of new issues or work requirements, specifically:

- Requirements for additional or expanded analysis/evaluation or other work during the EA study to ensure that the nature and extent of the effects on the environment are accurately identified;
- Reduction in scope or elimination of certain study elements, changes in the methodology, or a reduction in the detail of analysis/evaluation during the EA study. This may be in response to analysis results already completed as part of the ToR or another study. It is also possible that certain activities are to be more appropriately assessed during subsequent project phases or as part of a separate study; or
- Modifications to the public, agency or public consultation program or other EA work plan activities given the above changes

This is not intended to be a complete list, yet is provided to describe typical types of changes that would lead to an amendment to the ToR. Where any uncertainty exists, MOE staff will assist in determining the magnitude of a change, (i.e. whether it is routine, can be accommodated within the ToR, or should be considered significant).

Modifications to the ToR can be made at several opportunities within the ToR process, during:

- the consultation process for the ToR;
- the review of the ToR by means of a "time-out".
- after the government review is completed, yet prior to the Minister's decision

Depending on when the change is initiated, any variance to the ToR considered significant may require an amended ToR to be submitted to the Minister of Environment for approval. A ToR cannot be amended once approved by the Minister.

6.2 Amendments to the Preferred Design Concept

After approval of the preferred design concept is granted under the EA Act, the project will enter the detailed design phase. In addition to the technical design work, further community and stakeholder consultation typically occurs to permit input into the various design features for implementation.

During this time, modifications to the preferred design concept are possible. In the majority of cases, these modifications are considered minor in nature and do not introduce additional or a greater degree of environmental impacts. However, it is possible that the design modifications may identify significant environmental impacts which may not have been anticipated in the EA Report. The proponents are committed to addressing the environmental impacts resulting from the amendments to the preferred design concept made during the detailed design stage. The EA study will propose a process for the City/TTC to address these additional impacts and the MOE review/approval of changes to the preferred design concept.

6.3 Monitoring Program

In order to ensure compliance with the commitments identified in the EA report, a monitoring program will be developed for the construction and operational stages of the project. The monitoring program will be developed as part of the EA study in consultation with the community and MOE Environmental Assessments and Approvals Branch.

The monitoring program may include, but not be limited, to the following elements:

- EA compliance monitoring and effects monitoring, to include but not be limited to, noise, water quality and quantity, air quality, and soils;
- The development and implementation of a Mitigation and Contingency Measures Plan;
- Post construction and operational monitoring with agreed upon mitigation measures;
- The provision for a compliance committee or a community liaison for both the construction and operational work;
- Detailed outline of the monitoring program and reporting relationships.

APPENDIX A

Supporting Documents

Figure A1 - Preliminary Study Area

Figure A2 - Study Area - Land Use

Figure A3 - Study Area - Natural Features

Figure A4 - Federal/Provincial Coordination Process for
Individual EAs/Screenings – Key Steps

Table A1 - Existing & Future Conditions - Data
Requirements

Table A2 - Preliminary Evaluation Criteria

Table A3 - Potential Environmental Effects (Preliminary)

Figure A1: Preliminary Study Area

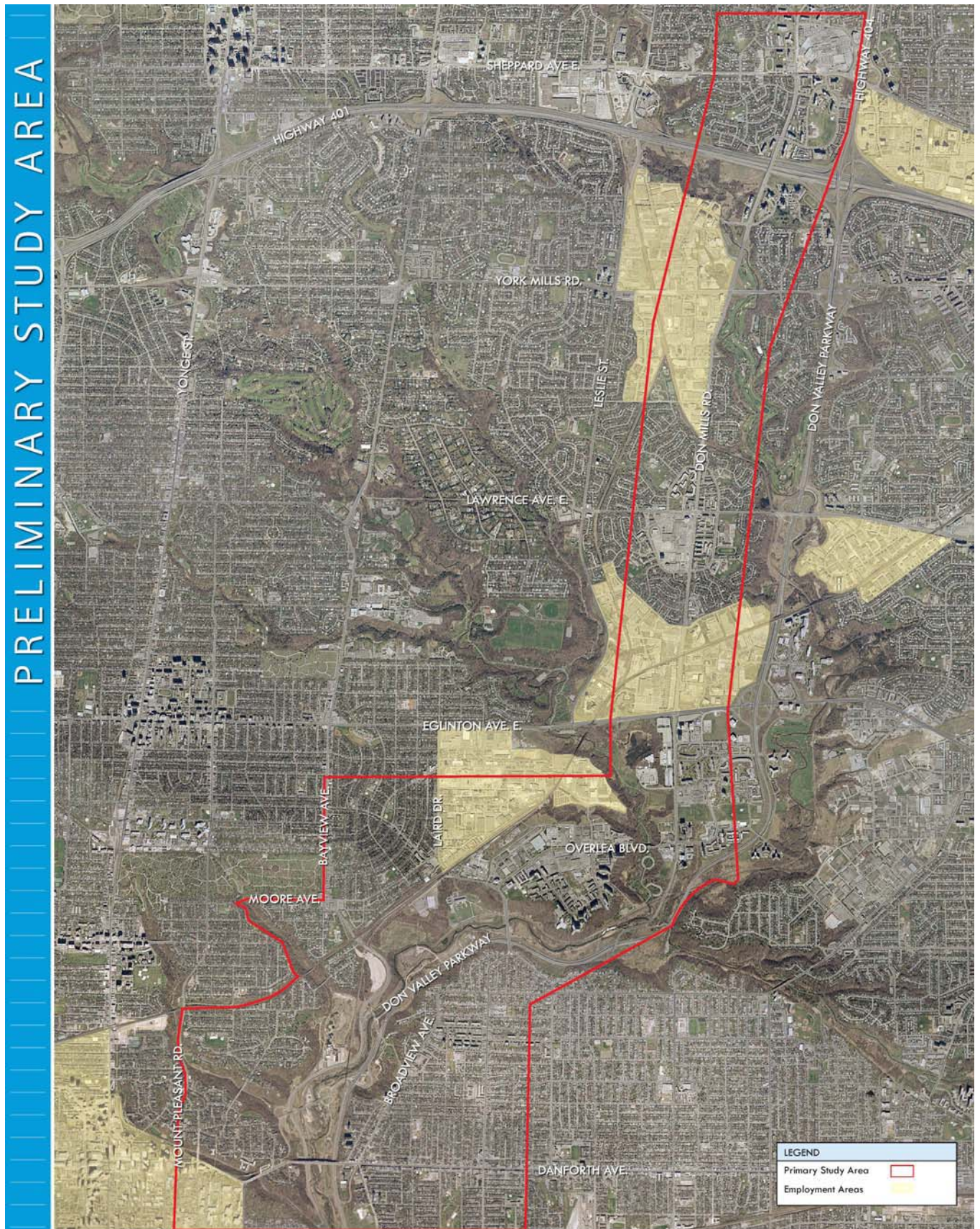


Figure A2: Study Area - Land Use

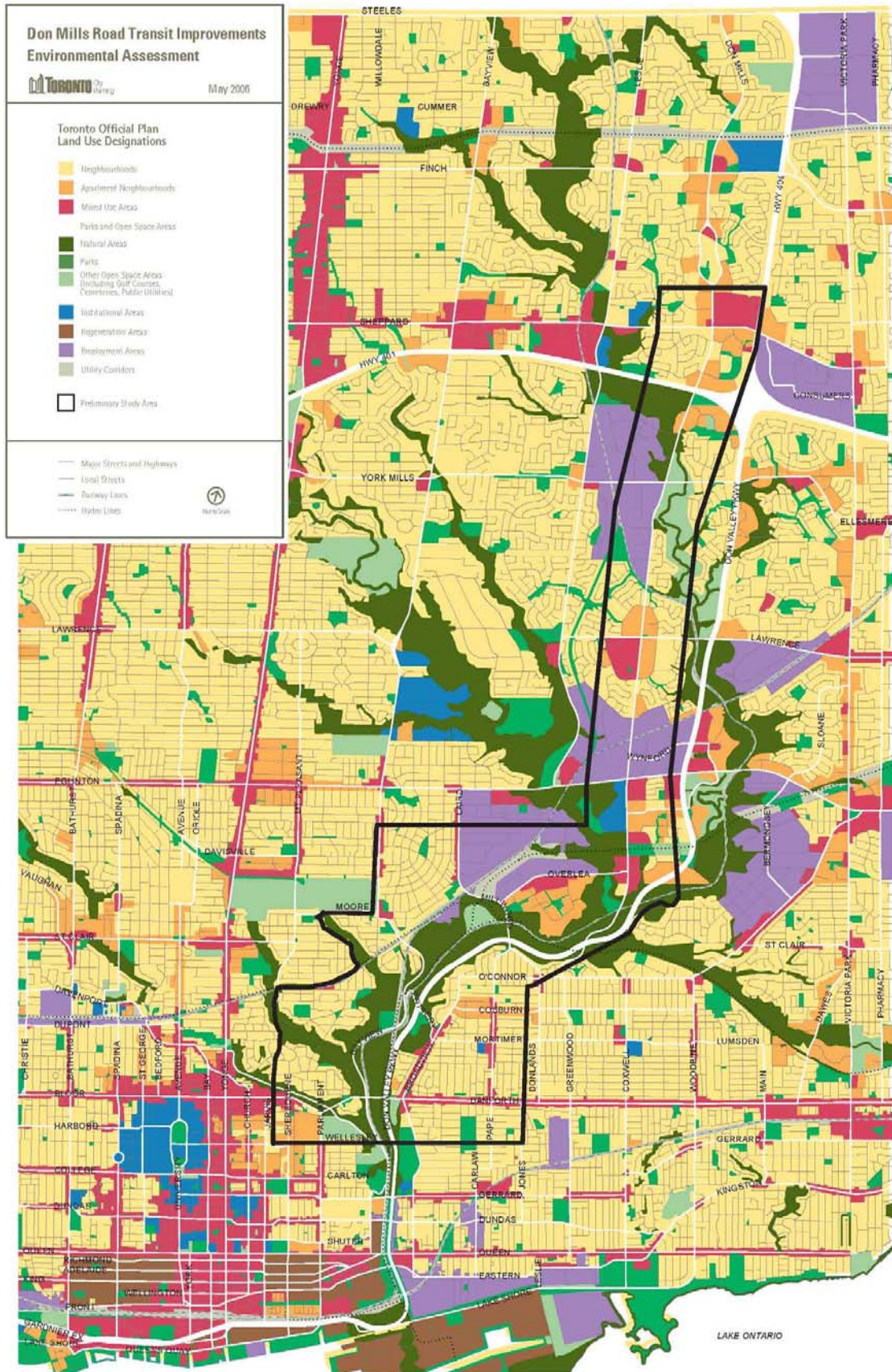


Figure A3: Study Area - Natural Features

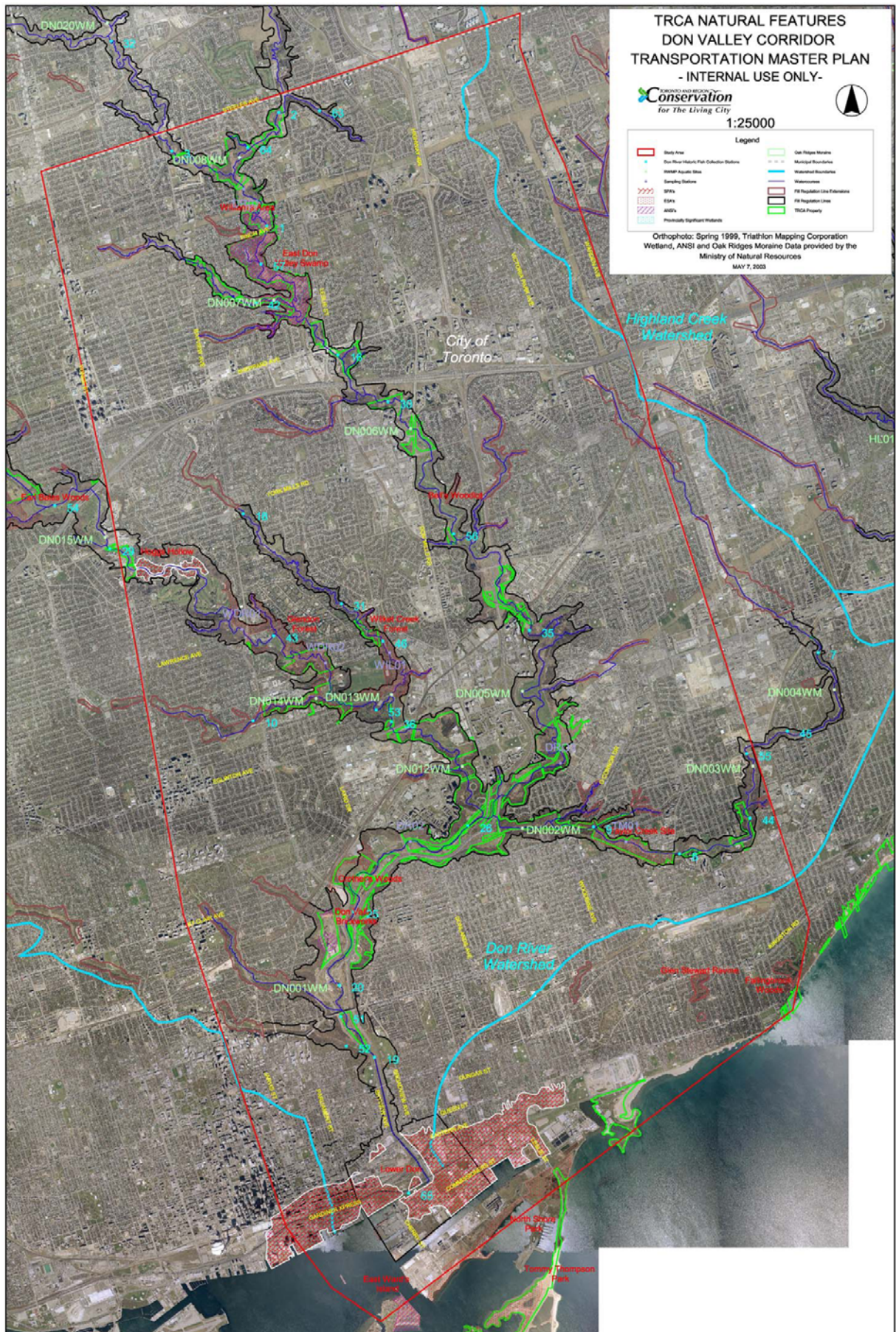
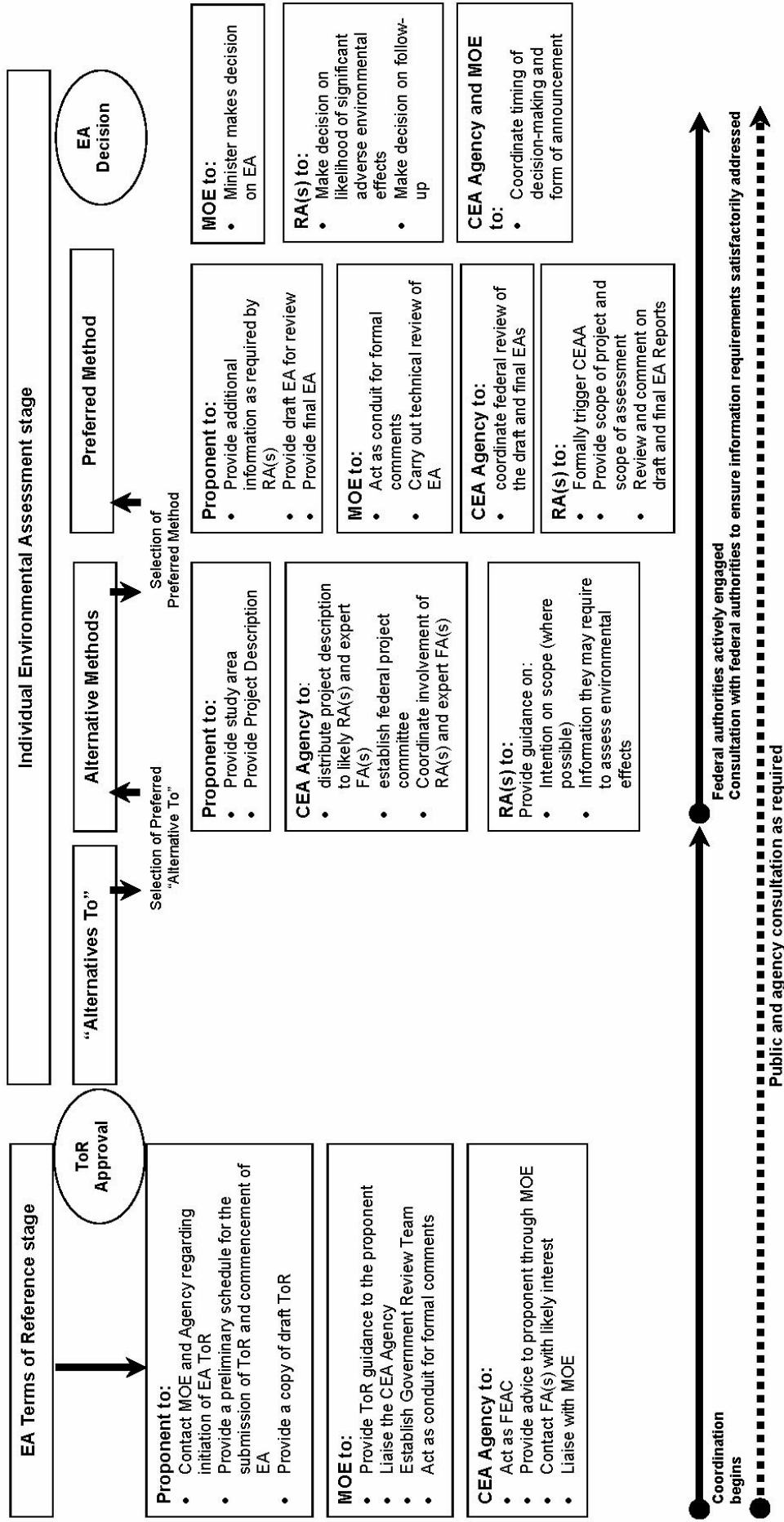


Figure A4: Federal/Provincial Coordination Process for Individual EAs/Screenings – Key Steps



Source: Advice to Proponents at the Terms of Reference Stage for a Coordinated Federal/Provincial EA Process - Canadian Environmental Assessment Agency (May 2004)

Table A1: Existing & Future Conditions – Data Sources

CATEGORY	DATA	SOURCE
Transportation	<ul style="list-style-type: none"> • Inventory of existing transit routes, operating characteristics, peak hour headways, and passenger demand • Projected future service levels and demand 	<ul style="list-style-type: none"> • DVCTMP, TTC and YRT
	<ul style="list-style-type: none"> • Inventory existing road network (volumes, collisions #'s, signal timings) • Projected travel demand forecasts 	<ul style="list-style-type: none"> • City of Toronto
	<ul style="list-style-type: none"> • Other planned road and transit projects in the study area 	<ul style="list-style-type: none"> • City of Toronto • TTC • York Region • YRT and VIVA program • MTO
Planning and Policy Context	<ul style="list-style-type: none"> • City of Toronto and TTC policy documents (OP, TTC Ridership Growth Strategy, Building a Transit City) 	<ul style="list-style-type: none"> • City of Toronto • TTC
	<ul style="list-style-type: none"> • Inter-regional transit initiatives 	<ul style="list-style-type: none"> • York Region • MTO • GO Transit
Socio-Economic	<ul style="list-style-type: none"> • Identify socio-economic characteristics of communities 	<ul style="list-style-type: none"> • City of Toronto
	<ul style="list-style-type: none"> • Inventory of community facilities (Schools, places of worship, parks arenas, community centers, and libraries) 	<ul style="list-style-type: none"> • City of Toronto
	<ul style="list-style-type: none"> • Existing and future development patterns • Land use policies and pattern 	<ul style="list-style-type: none"> • City of Toronto • Region of York
	<ul style="list-style-type: none"> • Inventory of historical and architectural features 	<ul style="list-style-type: none"> • City of Toronto
	<ul style="list-style-type: none"> • Inventory of archaeological sites 	<ul style="list-style-type: none"> • TRCA • Ministry of, Culture
	<ul style="list-style-type: none"> • Inventory of existing noise and vibration receptors • Baseline noise and vibration levels 	<ul style="list-style-type: none"> • MOE
	<ul style="list-style-type: none"> • Inventory of utilities 	<ul style="list-style-type: none"> • City of Toronto • Utilities Companies

Table A1 Continued: Existing & Future Conditions – Data Requirements

CATEGORY	DATA TO BE COLLECTED	SOURCE
Natural Environment	<ul style="list-style-type: none"> • Inventory aquatic habitats and species 	<ul style="list-style-type: none"> • TRCA • Ministry of Natural Resources
	<ul style="list-style-type: none"> • Inventory wildlife habitats 	<ul style="list-style-type: none"> • TRCA • Ministry of Natural Resources
	<ul style="list-style-type: none"> • Inventory of species at risk, endangered and threatened species 	<ul style="list-style-type: none"> • Ministry of Natural Resources
	<ul style="list-style-type: none"> • Geographic extent, composition, structure and function of vegetation communities 	<ul style="list-style-type: none"> • TRCA • Ministry of Natural Resources
	<ul style="list-style-type: none"> • Inventory of fill regulated areas, fill extension areas, and valley corridors 	<ul style="list-style-type: none"> • TRCA
	<ul style="list-style-type: none"> • Inventory of ESA's, Wetlands, and ANSI's 	<ul style="list-style-type: none"> • TRCA • Ministry of Natural Resources
	<ul style="list-style-type: none"> • Inventory of watercourses 	<ul style="list-style-type: none"> • TRCA • Ministry of Natural Resources
	<ul style="list-style-type: none"> • Inventory of regional storm flood plains, and stream corridors 	<ul style="list-style-type: none"> • TRCA
	<ul style="list-style-type: none"> • Compile water quality measurements 	<ul style="list-style-type: none"> • TRCA
	<ul style="list-style-type: none"> • Compile air quality measurements 	<ul style="list-style-type: none"> • MOE

DVCTMP – Don Valley Corridor Transportation Master Plan

MOE – Ministry of the Environment

TRCA – Toronto & Region Conservation Authority

TTC – Toronto Transit Commission

Table A2: Preliminary Evaluation Criteria

CATEGORY	CRITERION	MEASURE (S)
Transportation	Travel time savings	<ul style="list-style-type: none"> Change in travel time relative to existing service
	Efficiency (vehicle utilization)	<ul style="list-style-type: none"> Number of vehicles required to address demand
	Reliability/ quality of service	<ul style="list-style-type: none"> Uniformity of spacing between vehicles Consistency in day-to-day trip times
	Ability to attract riders/ accommodate demand	<ul style="list-style-type: none"> Competitiveness with other modes (reliability, travel time, trip cost) Measure comfort of trip (e.g., no. of passengers/vehicle)
	Accessibility for the disabled	<ul style="list-style-type: none"> Qualitative assessment; width of platforms; access from sidewalk; ability to access stop locations
	Improves passenger accessibility, comfort	<ul style="list-style-type: none"> Provision of adequate/safe passenger waiting facilities; ability to access stop locations
	Changes to automobile delays, travel time (existing and future demands)	<ul style="list-style-type: none"> Change in travel time for automobiles Change in delay to automobiles in primary study area (average and/or overall delay)
	Flexibility and adaptability of transit service to technological change	<ul style="list-style-type: none"> Qualitative assessment of future upgrades, replacement, and/or development time
	Overall person carrying capacity	<ul style="list-style-type: none"> Number of persons carried per segment of roadway (both transit and automobile).
	Intersection operations (existing and future demands)	<ul style="list-style-type: none"> Change in overall level of service (at key intersections) Number of major intersections with critical movements (e.g. less than 10 percent of capacity unused)
	Effects on neighbourhood traffic volumes and access (existing and future demands)	<ul style="list-style-type: none"> Projected change in volume, by section of the corridor, and on local streets (compared to existing conditions and expected future conditions with 'do nothing') Change in number of full-moves accesses into and out of specific neighbourhoods of concern Changes to Emergency vehicle access to primary routes Changes in activity patterns in sensitive areas (schools, daycares, seniors residences)
	Corridor traffic operations	<ul style="list-style-type: none"> Change in overall level of service on parallel routes
	Emergency vehicle operations	<ul style="list-style-type: none"> Change in emergency vehicle time response time Changes in emergency vehicle access
	Safety (vehicle, passenger, pedestrians, cyclists)	<ul style="list-style-type: none"> Projected change in collisions: vehicles, pedestrians, cyclists, and transit vehicles

Table A2 Continued: Preliminary Evaluation Criteria

CATEGORY	CRITERION	MEASURE (S)
Transportation	Pedestrian accessibility, comfort	<ul style="list-style-type: none"> • Net change in sidewalk-width (# of sq, metres by road section) • Change in intersection crossing times • Changes in intersection waiting times • Changes to cross-street access at non-signalized intersections • Effect on cross-street access (provision of median islands, differential in grades for ROW)
	Cyclist accessibility, comfort	<ul style="list-style-type: none"> • Change relative to existing situation; ability to provide reserved or shared bike lanes • Ability to enhance crossings • Ability to provide cycling storage
	Construction feasibility	<ul style="list-style-type: none"> • Qualitative assessment of construction feasibility
	Ability to maintain road and facilities	<ul style="list-style-type: none"> • Ease of Maintenance (snow removal, minor repairs)
Planning and Policy Context	Support of Official Plan and other policy objectives	<ul style="list-style-type: none"> • Qualitative assessment of how well the alternative meets the Official Plan objectives for greater mixed-use, transit-oriented development, improved pedestrian environment, enhanced street amenities, etc. • Evaluation of alternative meeting broader planning policy guidelines (e.g. Provincial Policy Statement, Places to Grow, etc.) • Consistency and integration with York Region.
	Effects on redevelopment potential	<ul style="list-style-type: none"> • Projected change in development potential relative to baseline, up to horizon of 2021
	Support of community planning initiatives	<ul style="list-style-type: none"> • Potential to improve public spaces • Potential to improve personal safety
	Ability to meet Urban Design objectives	<ul style="list-style-type: none"> • Potential for streetscape enhancement • Potential for sidewalk expansion/improvement • Opportunity to create public spaces • Opportunity to create areas for cultural/art features (festivals, special events, and street festivals) • Opportunity to promote community cohesion
Socio-Economic	Economic effects on adjacent businesses	<ul style="list-style-type: none"> • Projected change in employment, land use, building permits • Projected change in retail activity based on changes to vehicular access (addressing parking supply, left turn access, loading access) • Projected change in sidewalk commercial activities • Projected change in business attractiveness due to improved streetscape (qualitative) • Estimation of broad economic gains/losses for the short term (1-2 years after construction), medium term (5-10 years) and long term (15-20 years)
	Economic effects on residential property	<ul style="list-style-type: none"> • Assessment value (limited by data availability) comparing short, medium and long-term timeframes

Table A2 Continued: Preliminary Evaluation Criteria

CATEGORY	CRITERION	MEASURE (S)
Socio-Economic	Effects on property and business access for employees, customers and deliveries	<ul style="list-style-type: none"> • Changes to hours during which on-street parking and loading are permitted • Changes to permitted turning movements on access routes (consideration for absolute number of route alternatives) • Changes to delivery and loading access (# of businesses affected)
	Parking availability in commercial/retail areas	<ul style="list-style-type: none"> • On-street: net change in number of spaces, by section (e.g. BIA boundaries) • Off-street: opportunity to create off-street parking by section (e.g. BIA boundaries)
	Access to community services	<ul style="list-style-type: none"> • Changes in the access of existing public institutional, cultural and recreational facilities and services (e.g. Community Centre)
	Noise impacts (after construction)	<ul style="list-style-type: none"> • Changes in noise levels as per MOE criteria
	Effects during construction	<ul style="list-style-type: none"> • Noise, dust and vibration levels
	Effect on heritage features	<ul style="list-style-type: none"> • Number of heritage features affected (i.e. level of irreversibility, severity and duration of effect)
Natural Environment	Air quality	<ul style="list-style-type: none"> • Qualitative effect on air quality due to changes in vehicle delays/speeds
	Natural habitats (plants & animals)	<ul style="list-style-type: none"> • Qualitative effect on local natural environment (vegetation, terrestrial and aquatic habitat)
	Stormwater management	<ul style="list-style-type: none"> • Requirement for stormwater management facilities • Effect on existing stormwater facilities • Ability of soil to allow for (storm)water infiltration
Costs	Effects on City/TTC budgets	<ul style="list-style-type: none"> • Construction cost • Capital and operating costs over a 20 year lifecycle • Utilities (relocation, upgrading, etc.)
	Cost effectiveness	<ul style="list-style-type: none"> • Change in operating costs from existing • Cost per new rider

Table A3: Potential Environmental Effects (Preliminary)

AREA OF CONCERN	POTENTIAL IMPACTS
Overall Impacts	
Built Environment	<ul style="list-style-type: none"> • Physical impact of alignment and stations on existing land uses • Property requirements outside of ROW • Conflicts with utilities
Visual (streetscape)	<ul style="list-style-type: none"> • Changes brought on about construction of the undertaking can either enhance or impair the visual setting (Streetscape) of the community
Community Cohesion	<ul style="list-style-type: none"> • Impacts on stable residential neighbourhoods
Heritage and Archaeological Resources	<ul style="list-style-type: none"> • Disturbance of heritage and archaeological resources
Natural Environment	<ul style="list-style-type: none"> • Vegetation • Direct (intrusion) or indirect (noise, vibration, sediments, and contaminants) impacts on vegetation • Direct (intrusion) or indirect (noise, vibration, sediments, and contaminants) impacts on wetlands • Impacts on watercourse crossings, erosion, sedimentation, and drainage patterns • Changes to hydraulic characteristics of watercourses, such as flooding • Geology and Soils • Potential erosion of exposed slopes • Direct or indirect impacts on species at risk • Direct or indirect impacts on significant wildlife habitat • Direct or indirect impacts on endangered and threatened species • Direct or indirect impact on wildlife travel corridors
Construction Impacts	
Road Traffic	<ul style="list-style-type: none"> • Disruption of traffic (transit, private automobile, and delivery trucks) operations due to road and lane closures and temporary detours
Pedestrian Safety	<ul style="list-style-type: none"> • Impact on pedestrian access, circulation and safety
Building Monitoring	<ul style="list-style-type: none"> • Potential vibration and settlement impacts on structures due to construction activities
Noise and Vibration	<ul style="list-style-type: none"> • Noise and vibrations due to the operation of construction equipment
Utilities	<ul style="list-style-type: none"> • Potentials damage and/or disruption due to construction activities
Air Quality	<ul style="list-style-type: none"> • Dust emissions due to construction activities
Business Disruptions	<ul style="list-style-type: none"> • Modified vehicle and pedestrian access and circulation patterns • Reduce on –street parking • Temporary inconvenience patrons due to construction, debris, noise and dust
Operational Impacts	
Noise	<ul style="list-style-type: none"> • Potential impact of undertaking using commuter facilities
Vibration	<ul style="list-style-type: none"> • Potential impact of undertaking using commuter facilities
Air Quality	<ul style="list-style-type: none"> • Localized impacts due to vehicles using commuter facilities • Reduced auto vehicles use and greenhouse gases through potential reduction in auto traffic and increased transit use

APPENDIX B
Terms of Reference Consultation Record

DRAFT – AUGUST 10th, 2006

**DON MILLS ROAD TRANSIT IMPROVEMENTS ENVIRONMENTAL ASSESSMENT
TERMS OF REFERENCE - CONSULTATION RECORD**

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Table 1 - Newspaper Notice Ad Details

Table 2 - Open House Locations and Attendees

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Appendix I - Advertising and Promotion of Open Houses

Appendix II - Open House Hand-Out Materials

Appendix III - Key Issues Raised by Public and Stakeholders

Appendix IV - Key Issues Raised by Government Agencies

1.0 INTRODUCTION

The City of Toronto and TTC have initiated an Individual Environmental Assessment for the Don Mills Road Transit Improvements Project under the *Ontario Environmental Assessment Act (EA Act)*. The Individual Environmental Assessment is necessary to meet *Environmental Assessment Act* requirements before the Minister of the Environment gives approval. The first step in an Individual Environmental Assessment is to develop a Terms of Reference, which is a “road map” of how the Environmental Assessment Study and public consultation will be conducted.

Public consultation is an important requirement under the EA Act. As the first step in meeting these requirements, the Project team has consulted with the public and stakeholders on the Terms of Reference for the Don Mills Road Transit Improvements EA Study. This is the first point of public contact in an ongoing plan for involving the public during the key phases of the Environmental Assessment Process.

This report provides a record of public consultation conducted on the Terms of Reference, in accordance with the EA Act requirement (Section 5.1) that “such persons as may be interested” be consulted during the preparation of the Terms of Reference. Specifically, this report:

- 1) Describes the consultation activities undertaken;
- 2) Identifies the agencies and other stakeholders¹ consulted;
- 3) States the issues and concerns raised by the public and agency/stakeholders; and
- 4) Demonstrates how issues and concerns were addressed in the Terms of Reference.

2.0 OBJECTIVES

The objectives of public consultation during this stage of the study were to:

- 1) Introduce the public to the March 2006 Draft Terms of Reference (for the Don Mills Road Transit Improvements Environmental Assessment);
- 2) Give the public the opportunity to ask Project staff questions and provide comments on the Draft Terms of Reference;
- 3) Gain public and stakeholder input on the Draft Terms of Reference, including any recommendations or refinements;
- 4) Receive feedback on issues that were of interest/concern;
- 5) Receive feedback from the public on their preference for being kept informed and involved with the Environmental Assessment;
- 6) Offer the public the opportunity to get on the Project mailing list (email and regular mail) to keep them informed about future opportunities for continued public participation in the EA Study process; and
- 7) Identify other stakeholders to be involved in the EA Study.

¹ In this study, the term “agency” refers to other government and related formal agencies, boards, committees or commissions (abc’s). The term “stakeholder”, refers to incorporated or organized bodies such as environmental groups, Business Improvement Associations (BIA’s), ratepayer/neighbourhood associations, and private companies not associated with government (abc’s) that have an interest in the project. The term “public” refers to the general public or other interested party (e.g. resident) not included as an agency or stakeholder identified above.

3.0 CONSULTATION METHODS

The City of Toronto's Public Consultation and Community Outreach Unit (Policy, Planning, Finance and Administration Division) is facilitating the delivery of public consultation program for this study.

Three Public Open Houses were organized, and all display information was posted on a dedicated study website (www.toronto.ca/involved/projects/don_mills). The Open House material was activated on the website during the week of April 3rd, 2006. Information posted on it will be available for the duration of the Study.

An open house format was chosen since it provides an excellent format for detailed examination of the proposal through the use of information boards, maps and diagrams and permits greater time flexibility for visitors. Open houses provide an opportunity for staff to engage in one-on-one or small group dialogue regarding specific issues and concerns.

Key government agencies were sent letters in December 2005, requesting their comments on the December 2005 Draft of the Terms of Reference document. Specifically, they were asked to provide comments and input regarding any areas of concern, including information concerning relevant guidelines, policies, or approval requirements that should be taken into consideration and any initiatives committed, planned or being proposed by the agency. This is discussed in more detail in Section 7.

4.0 PROMOTION AND NOTIFICATION

4.1 General Public

The public open houses for the Don Mills Road Transit Improvement Environmental Assessment Terms of Reference were advertised using various methods which included; ads in newspapers (refer to details in Table 1), posting the project website, and copies of the Notice ads were also displayed at Don Mills, Broadview and Pape Subway Stations.

Table 1: Newspaper Notice Ad Details

Newspaper	2006 Publication Date(s)	Promotional Impact
<i>North York Mirror</i> (East section)	March 29 and April 1	Local
<i>North York Mirror</i> (South section)	March 29 and April 1	Local
<i>City Centre Moment</i>	March 24 and 31	Local
<i>East York Mirror</i>	March 24 and 31	Local
<i>Metro</i>	March 29	City-Wide
<i>The Toronto Star</i>	March 30	City-Wide

The Notice used for the newspaper ads and TTC media release can be found in Appendix I of this Consultation Record.

In addition, the Notice was mailed or emailed to individuals and groups included on the mailing list for the Don Valley Corridor Transportation Master Plan (approximately 250 names). Additional

mailing addresses were also collected by email and telephone calls received as a result of the web site posting.

4.2 Government Agencies and Stakeholders

Affected or interested government agencies (including First Nations groups) were advised of the study in writing in December 2005. These agencies and other interested stakeholders known to the Project Team, were advised of the Public Open Houses in March 2006.

Stakeholders were identified from the Stakeholder list compiled during the Don Valley Transportation Master Plan study (2003-2005) and referrals from study area Councillors and District City staff. Those stakeholders identified after April 2006 received information from the Project Team about the Draft Terms of Reference and an invitation to participate in the EA study.

The following documents the various agencies and stakeholders contacted.

Government Agencies:

Federal

- CN Rail
- Canadian Environmental Assessment Agency
- Environment Canada
- Fisheries and Oceans Canada
- Health Canada
- Indian and Northern Affairs Canada
- Public Works and Government Services Canada
- Transport Canada

Provincial

- GO Transit
- Ministry of the Attorney General
- Ministry of Culture
- Ministry of the Environment (EA and Approvals Branch; Central Region; Water Policy Branch)
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources
- Ministry of Public Infrastructure Renewal
- Ministry of Transportation (Transportation Planning Branch; Central Region)
- Ontario Realty Corporation
- Ontario Secretariat for Aboriginal Affairs

Municipal

- Toronto and Region Conservation Authority
- Toronto Catholic School Board
- Toronto District School Board
- Toronto Fire Services

- Toronto Ambulance Services
- Toronto Police Service
- Toronto Cycling Committee
- Todmorden Mills Museum & Arts Centre
- Other City of Toronto Divisions not part of the Project Team (i.e., Parks, Water, Technical Services, Economic Development & Culture)

First Nations

- Mississaugas of the New Credit First Nation
- Association of Iroquois and Allied Indians

Stakeholders:

Ratepayers and Businesses

- Bennington Heights Ratepayers Association
- Cadillac Fairview Corporation (Fairview Mall)
- Courville Coachway Condominium Corporation
- The Danforth BIA
- Drumsnab Road Association
- Drumsnab/Castle Frank/McKenzie Concerned Residents
- Flemington Park Neighbourhood Services
- Greektown on the Danforth BIA
- Governor's Bridge Residents Association
- Henry Farm Community Association
- Muirhead Area Residents Association
- Shepway Residents Association
- Thorncliffe Neighbourhood Office
- Leaside Property Owners Association
- Loblaws Properties Inc.
- North Rosedale Residents Association
- South Rosedale Ratepayers' Association
- York Condominium Corporation 269
- York Conominium Corporation 132
- Greektown on the Danforth BIA

Environmental

- Friends of the Don
- Pollution Probe
- Toronto Field Naturalists
- Task Force to Bring Back the Don
- Don Watershed Regeneration Council
- Evergreen – Don Valley Brick Works

Transportation

- Canadian Pacific Railway
- Ontario Trucking Association
- Pedestrian Planning Network
- Rocket Riders transit Users Group
- Streetcars for Toronto
- Transport 2000

5.0 PUBLIC OPEN HOUSE ACTIVITIES

Three Open Houses were held to solicit public input. All Open House venues are accessible by public transit and are wheelchair accessible. Table 2 provides an overview of the events.

Table 2: Open House Locations and Attendees

Location	Date	Time ²	Number of Visitors		
			Sign-In	Not Sign-In ³	Total
Rosedale Heights Secondary School 711 Bloor St. E., just east of Parliament St. Across the street from Castle Frank Subway Station	Monday April 3, 2006	6:00 to 9:30 p.m.	60	10	70
Fairview Public Library 35 Fairview Mall Dr. just east of Don Mills Rd. Just north of Don Mills Subway Station	Wednesday April 5, 2006	5:00 to 9:30 p.m.	22	5	27
East York Town Centre Mall indoors next to Zellers. On the 25, 81, 88 and 100 TTC bus routes	Tuesday April 11, 2006	4:30 to 8:30 p.m.	45	100	145

Upon arrival at the Open Houses, visitors were greeted by staff, invited to sign-in (to be included on the Project mailing list), and were given a package of handout materials (see Appendix II). The handout material included:

- Project Fact Sheet – provided an overview of the project and the framework for the Terms of Reference to date
- Open House Panels – black and white printout of the display panels
- Comment Sheet – asked optional questions about the project Terms of Reference, a space for any type of comment as well as email and 24-hour comment line information

² Each event was open for different time periods due to the availability of facilities.

³ Based on estimates provided by staff in attendance.

Visitors then had the opportunity to view a series of display panels which provided information on the study. Generally, the display panels included information on the:

- Environmental Assessment components and process;
- Purpose of the Environmental Assessment study and Terms of Reference;
- Background and planning context for this study;
- Existing conditions and travel characteristics in the study area;
- Preliminary study area;
- Examples of Alternatives to be considered (vehicle technology options, physical configuration alternatives, routing and service options);
- General evaluation categories;
- Invitation to comment; and
- Next steps

Project Team members were available through out the night to discuss the Project and any issues or concerns and to provide any clarification where needs.

Comment areas (with tables, seating and comment forms) were set up to encourage members of the public to make their comments and feedback on the Draft Terms of Reference. Comment boxes (for immediate deposit of a comment form), pre-paid envelopes were made available at the open houses. This is in addition to the other communication methods (project email address, comment telephone line and a fax number) already in place for the study.

Copies of the March 2006 Draft Terms of Reference were available for review at the open houses or for mailing (upon request).

Multilingual Services

Canada Census data indicates that a relatively high concentration of non-English speaking residents live in the area of the Open House held at the East York Town Centre, which includes Flemingdon Park and Thorncliffe Park. The two main languages spoken in that area are Urdu and Tamil. Thus, a translator for each language were present for the April 11 event to respond to questions, provide information and encourage interaction by individuals wishing to converse in those languages. Large signs were posted in the mall in each language to advertise this service. Approximately 30-40 visitors were served by these translators.

6.0 PUBLIC AND STAKEHOLDER CONSULTATION RESULTS

6.1 Open House Attendance

As summarized in Table 2, a total of approximately 240 visitors attended the three Open Houses. Although the requested date for returning comments was April 30, 2006, comments were accepted until May 26, 2006. As of May 26, 2006, approximately 35 comment sheets, emails and telephone calls were received. Any comments received after May 26, 2006 will be taken into consideration, but are not included in this report.

Records of all comments and Project Team response are on file, and can be obtained by contacting the EA Project Team. All personal contact information collected through the study is strictly confidential and will not be released by the City of Toronto or TTC.

6.2 Public Input

A comment sheet was given to all visitors upon sign-in at the Open Houses (see Appendix II). The sheet also included details about the project's telephone comment line, email address, fax number and mailing address. Pre-paid envelopes were made available to those who wished to send in comments following the event. The 24-hour comment line was verbally communicated to accommodate persons with literacy problems.

The first question on the form asked: "Is there anything that you think should be addressed in the Terms of Reference?" Subsequent questions asked the person's opinions on the important factors to be considered in choosing vehicle technology, preferred route, and evaluation categories. Space was also provided for other general comments. Visitors were also asked to provide ratings on the effectiveness of the Open House and the information provided. These comments will be used for use in preparing future public consultation activities for the Environmental Assessment study. Appendix III provides a summary of the comment sheets received and the Project Team's response. All input and comments received were carefully reviewed, and revisions made to the Draft Terms of Reference as appropriate and necessary.

6.3 Other Stakeholders

The majority of individuals and groups categorized as stakeholders, and also attended the Open Houses were registered as members of the public upon sign-in at the Open Houses. Thus, it is not possible to provide an exact number of stakeholder groups that provided comments on the draft ToR and material presented at the Open House.

In addition to the public Open Houses three separate stakeholder groups requested individual meetings with the Project Team to specifically discuss their individual concerns. These meetings were held with the following groups:

- Drumsnab / Castle Frank / Mackenzie Concerned Residents (May 25th, 2006);
- South Rosedale Ratepayers' Association (June 8th, 2006); and
- Task Force to Bring back the Don (July 19th, 2006)

Their comments are included among the Key Issues table included in Appendix III.

7.0 GOVERNMENT AGENCY CONSULTATION

In December 2005, key government agencies were sent letters requesting their comments (by January 27, 2006) on the initial Draft of the Terms of Reference document. Specifically, they were asked to provide comments and input regarding any areas of concern, including information concerning relevant guidelines, policies, or approval requirements that should be taken into consideration and any initiatives committed, planned or being proposed by the agency. A listing of the key agencies consulted and the comments received are included in Appendix IV. The

December 2005 Draft of the Terms of Reference was updated to reflect the input received from the various agencies. Overall, the comments were supportive in nature and did not include any significant concerns or omissions. Comments also included descriptions of additional approvals or mitigation to be implemented during conceptual and detail design of the project.

Representatives of several government agencies also attended the Open Houses, and provided comments directly to the Project Team subsequent to the Open Houses.

8.0 NEXT STEPS

A final version of the Terms of Reference will be submitted to the Ministry of the Environment for review and approval. It is anticipated that 2 subsequent rounds of public consultation events will be held during the Environmental Assessment study. These will be scheduled to coincide with key points of the study where public input will be the most meaningful. In the meantime, and between public events, the public will be able to comment on the Project or ask questions by telephone, fax TTY and email. The Project Team will continue to consult with various government agencies and other stakeholders.

Questions or comments on the public consultation process can be directed to:

Mr. Robert Davis
Supervisor, Public Consultation and Community Outreach Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, Ontario, M5V 3C6
Tel: 416-392-2990
Fax: 416-392-2974
TTY: 416-397-0831
Email: donmillstransitea@toronto.ca

General comments can be made to:
Phone: 416-397-7777
Fax: 416-392-2974
TTY: 416-397-0831
Email: donmillstransitea@toronto.ca
Website: http://www.toronto.ca/involved/projects/don_mills

Appendix I
Advertising and Promotion of Open Houses

Open House

Don Mills Road Transit Improvements Environmental Assessment

The City of Toronto and the Toronto Transit Commission (TTC) are beginning an Environmental Assessment (EA) to study transit improvements along Don Mills Road from the Don Mills subway station south to the Bloor-Danforth subway line. A series of routing options, transit vehicle options and road and lane designs will be analyzed and evaluated.


The study is being carried out as an Individual Environmental Assessment under Ontario's Environmental Assessment Act. The first step in the process is to prepare a study Terms of Reference. The Terms of Reference guides the next steps of the Environmental Assessment and will include the project background and history, issues to be addressed by the EA study, the range of potential alternatives to be evaluated and a public consultation plan.

Ask questions. Give us your comments.

See displays about the project, learn about the proposed study process and Terms of Reference, review the public consultation plan and speak to project staff by attending a Public Open House at one of three locations:

Public Open Houses on the Environmental Assessment Terms of Reference

Date: Monday April 3, 2006
Location: Rosedale Heights Secondary School
 711 Bloor Street East
Time: 6:00 p.m. - 9:30 p.m.
 By TTC: A short walk south from Castle Frank station on the Bloor-Danforth subway.
 Parking is located behind the school.

Date: Wednesday April 5, 2006
Location: Fairview Public Library 
 35 Fairview Mall Drive
Time: 5:00 p.m. - 9:30 p.m.
 By TTC: A short walk north from Don Mills station on the Sheppard subway.
 Free on-site parking.

Date: Tuesday, April 11
Location: East York Town Centre (beside Zellers) 
 45 Overlea Boulevard
Time: 4:30 p.m. - 8:30 p.m.
 By TTC: Take the 25 Don Mills, 100 Flemingdon Park or 81 Thorncliffe Park buses to Overlea Boulevard.



For more information on this study, to leave a comment, or to be placed on the project mailing list, please contact:

Phone: 416-397-7777
 Fax: 416-392-2974
 TTY: 416-397-0831
 Email: donmillstransitea@toronto.ca
 Website: http://www.toronto.ca/involved/projects/don_mills/index.htm



Newspaper	2006 Publication Date(s)
<i>North York Mirror</i> (East section)	March 29 and April 1
<i>North York Mirror</i> (South section)	March 29 and April 1
<i>City Centre Moment</i>	March 24 and 31
<i>East York Mirror</i>	March 24 and 31
<i>Metro</i>	March 29
<i>The Toronto Star</i>	March 30

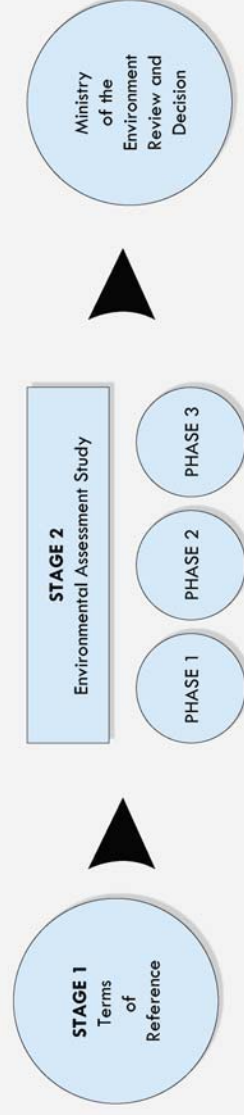
Appendix II
Open House Hand-Out Materials

01 | STUDY PROCESS

WHAT IS AN ENVIRONMENTAL ASSESSMENT?

- An Environmental Assessment is an evaluation of the potential impact of a proposed activity or facility on the various aspects of the environment surrounding it (e.g., physical, natural, social, etc.).
- The project is required to undergo an Individual Environmental Assessment before approval is given by the Minister of the Environment to proceed.
- Under the Ontario Environmental Assessment Act, the first step in the process is to develop a Terms of Reference.
- The Terms of Reference is a “road map” of how the Environmental Assessment and public consultation will be conducted.

ENVIRONMENTAL ASSESSMENT PROCESS



02 | WHAT WILL THE TERMS OF REFERENCE INCLUDE?

stage 1 2

The Terms of Reference document is a more detailed version of the information presented on the Open House panels, including:

- Project Background/Content
- Project Objectives
- Environmental Assessment Study Purpose
- Preliminary Study Area
- Environmental Assessment Study Work Plan
- Public Consultation Plan

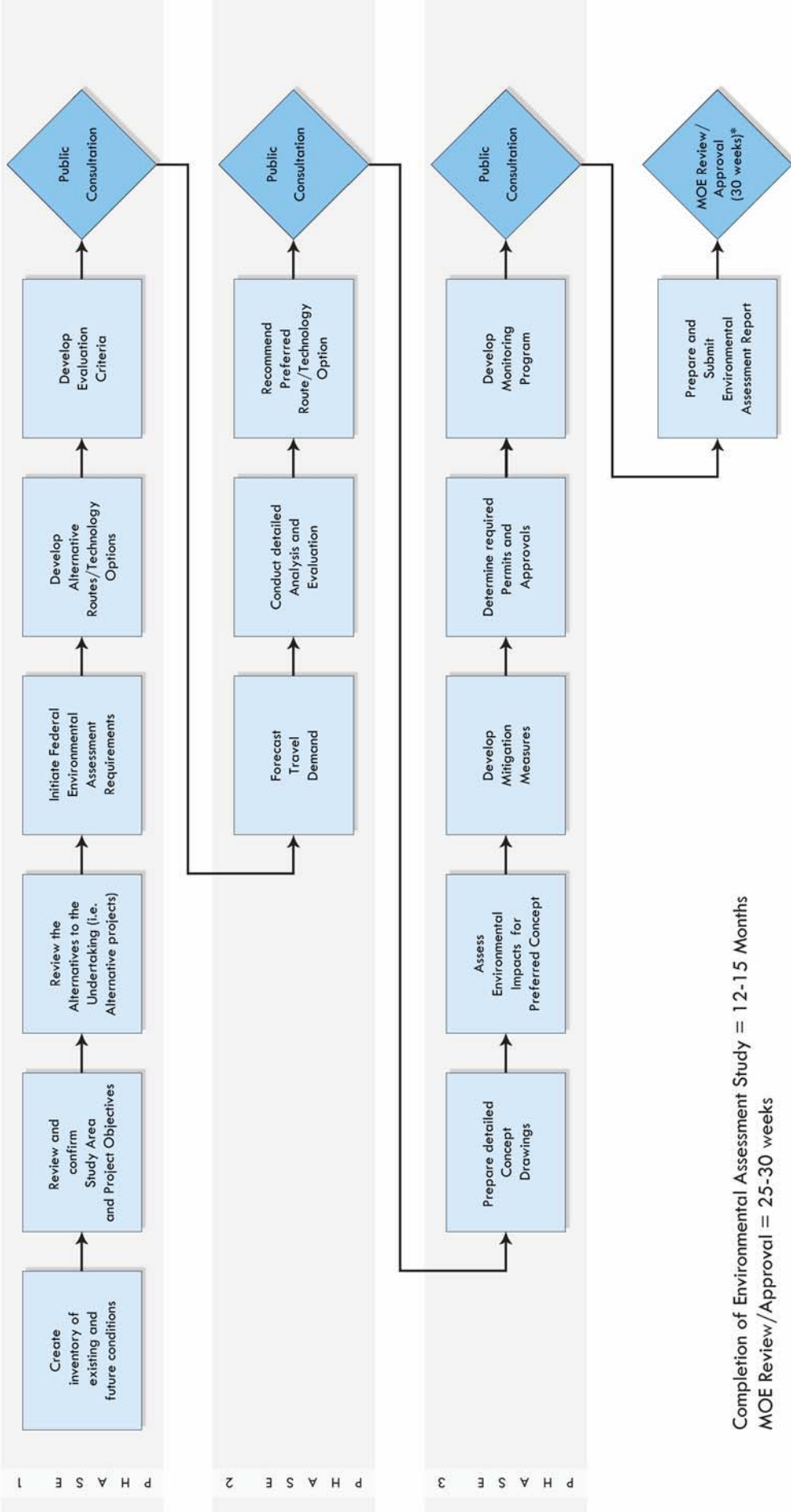
The Terms of Reference incorporates public, stakeholder, and government agency Comments.

The draft Terms of Reference is available to review on the study website (www.toronto.ca/involved/projects/don_mills). Copies are also available to review at this Open House.

The completed Terms of Reference will be posted on the Ministry of the Environment's Environmental Registry (www.ene.gov.on.ca) for a period of 30 days and require approval of the Minister of the Environment.

03 ENVIRONMENTAL ASSESSMENT STUDY PROCESS

stage 1 2



Completion of Environmental Assessment Study = 12-15 Months
 MOE Review/Approval = 25-30 weeks



Toronto

Don Mills Road Transit Improvements
 Environmental Assessment - Terms of Reference

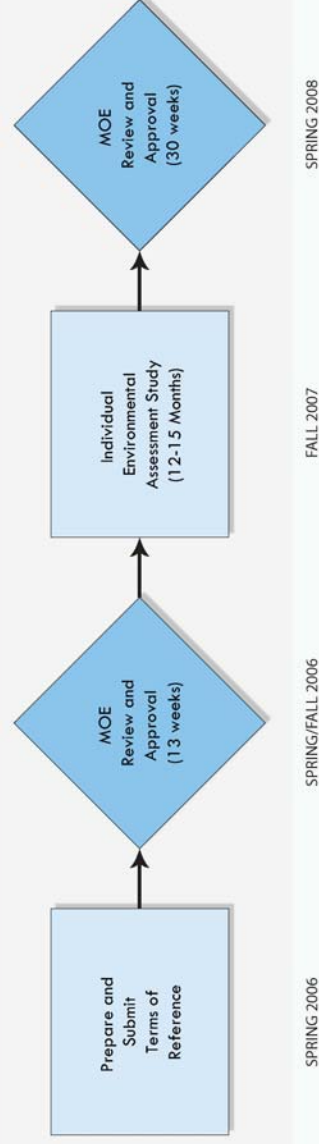
SPRING
 2006

04 | PURPOSE OF THIS ENVIRONMENTAL ASSESSMENT

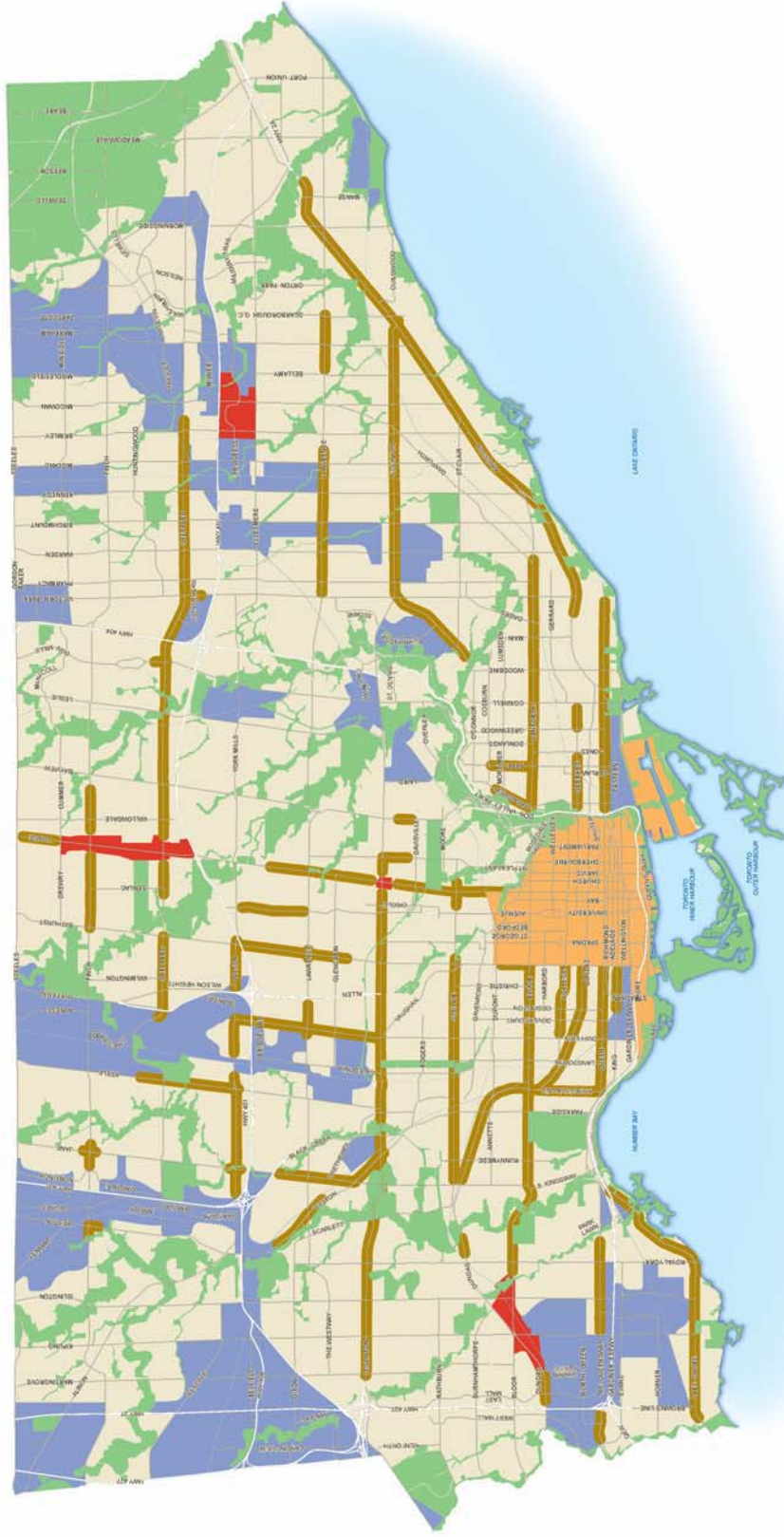
PURPOSE OF THIS ENVIRONMENTAL ASSESSMENT

- Identify, analyze, and evaluate alternatives (including vehicle technologies) for surface transit improvements along Don Mills Road, between the Sheppard Subway and Bloor-Danforth Subway.
 - Identify a preferred design concept that increases transit capacity, service reliability and transit use within the Don Mills Road corridor and other nearby major transit markets such as the North Downtown (i.e. Yonge/Bloor, Queen's Park and University of Toronto employment areas).
- The Study is expected to be completed in 2007. Review and approval by the Minister of the Environment expected by spring 2008.

TIMELINE



06 OFFICIAL PLAN MAP 2: URBAN STRUCTURE



Toronto
Urban Development Services

North Arrow

Toronto
OFFICIAL PLAN

- Avenues
- Green Space System
- Centres
- Employment Districts
- Downtown and Central Waterfront

07 OFFICIAL PLAN MAP 4: HIGHER ORDER TRANSIT CORRIDORS



TORONTO OFFICIAL PLAN
Higher Order Transit Corridors
November 2010

MAP 4

Existing

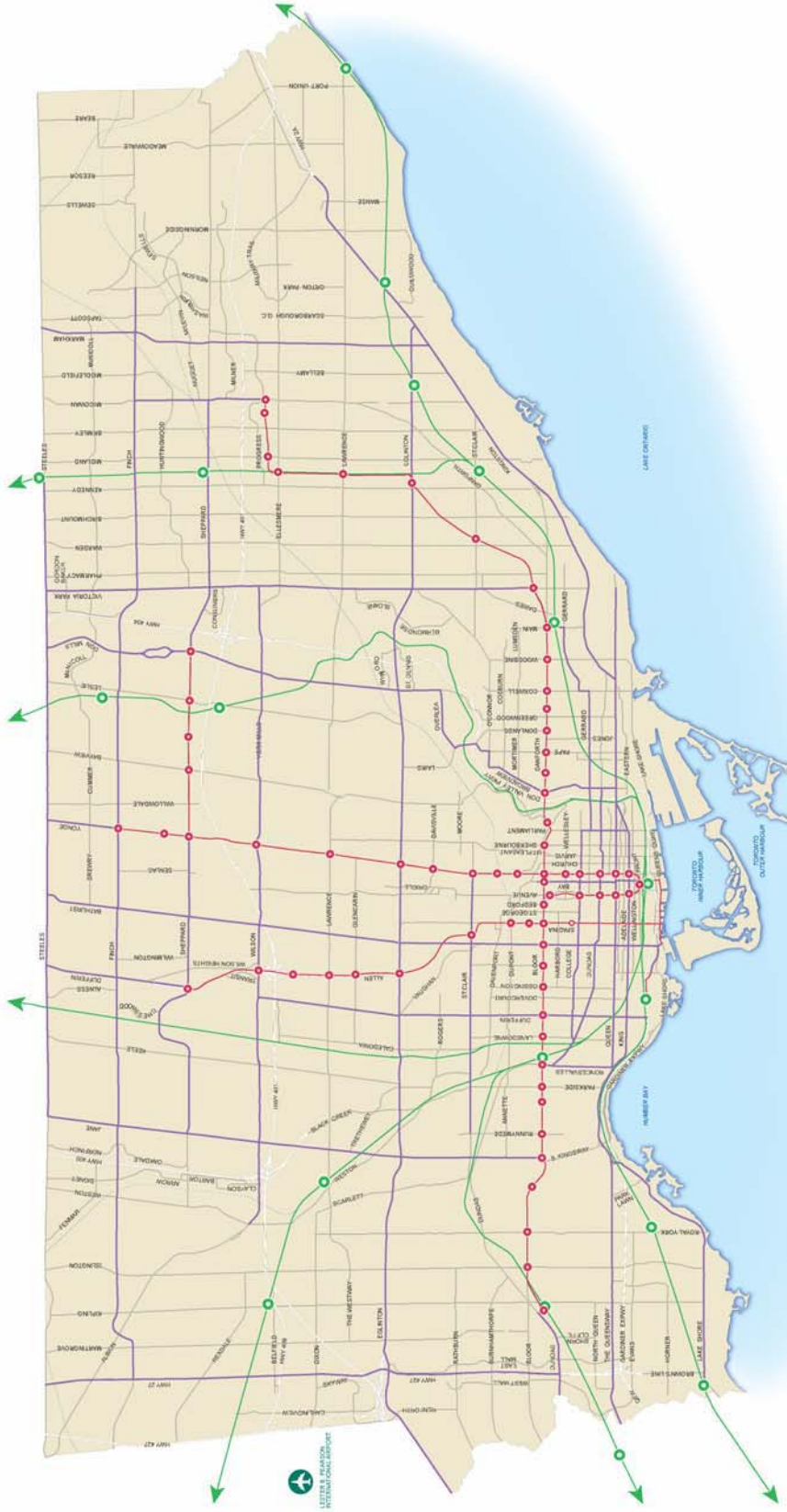
- TTC Subway and URT Lines
- GO Rail Lines

Expansion Elements

- - - Transit Corridors
- GO/TTC Interchange
- GO Rail Station



08 OFFICIAL PLAN MAP 5: SURFACE TRANSIT PRIORITY NETWORK



TORONTO OFFICIAL PLAN
Surface Transit Priority Network
November 2002

MAP 5

Existing

- TTC Subway and LRT Lines
- GO Rail Lines

Expansion Elements

- Transit Priority Segments

TORONTO
 Urban Development Services



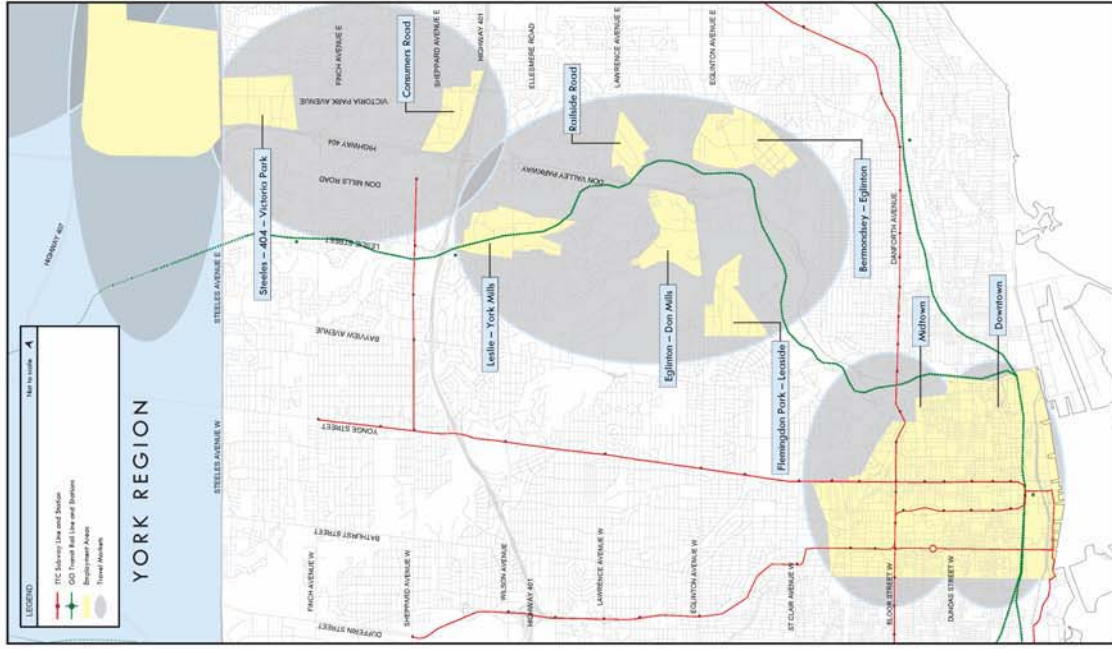
CURRENT LEVELS OF TRANSPORTATION SERVICE ON DON MILLS RD.

- On a scale of A-F (very good to very poor), most signalized intersections are operating at a Level of Service E or F
- AM and PM peak periods are becoming longer (beyond traditional 7-9am and 4-6pm peak hours)
- Traffic volumes remain high throughout the day
- Northbound trips match or exceed southbound trips during the am peak; and southbound trips match or exceed northbound trips during the pm peak
- TTC and GO transit services are operating at or near capacity during weekday peak periods

WHO USES DON MILLS RD.?

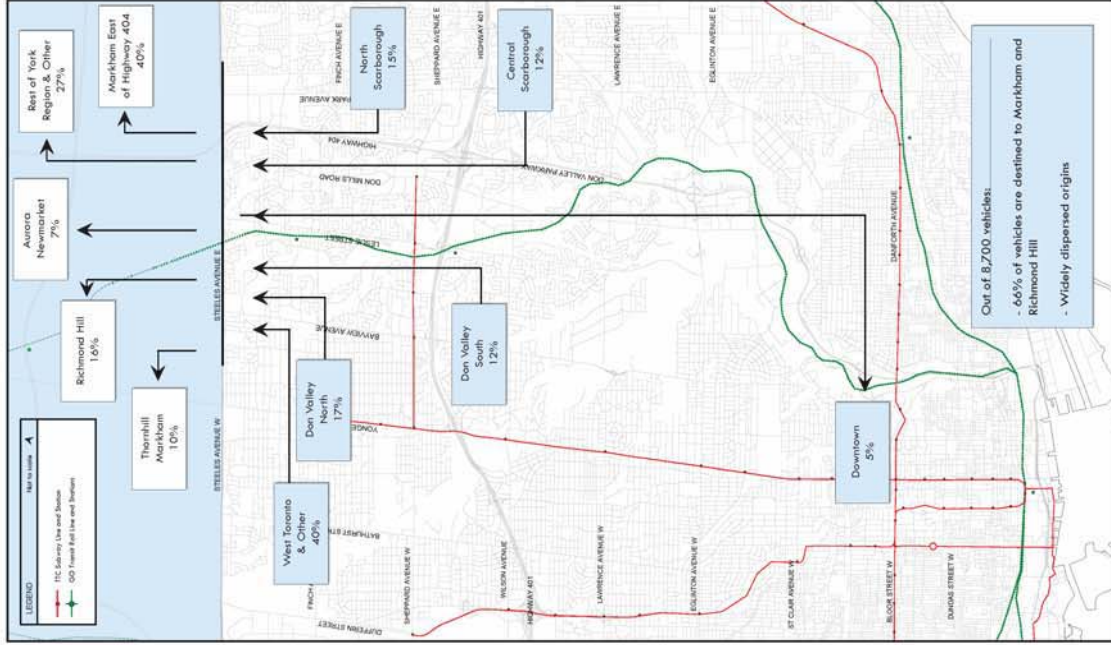
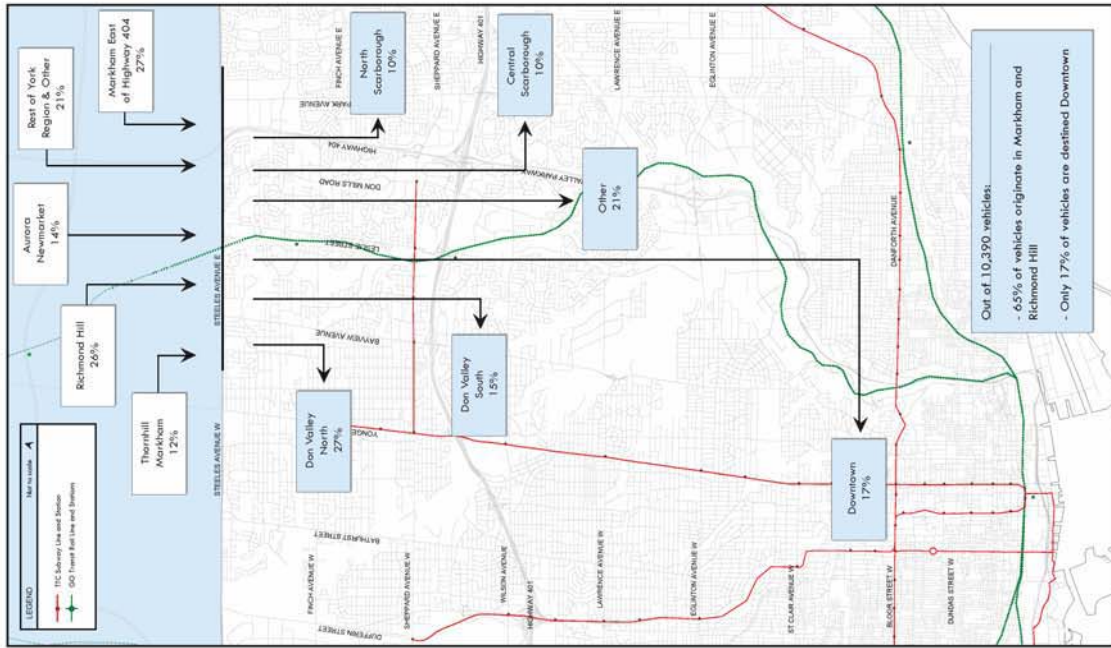
The catchment area for trips using Don Mills Road is far reaching and include trips originating from/destined to:

- Residential communities in the study area; north of Highway 401, east of study area (via Hwy 401); and southern York Region
- Nearby employment zones (e.g. Consumers Road; Leslie/York Mills; Eglinton/Wynford- Don Mills; Leaside)
- Employment areas north and south of the study area (Steeles-Hwy 404/Victoria Park; York Region; Downtown)



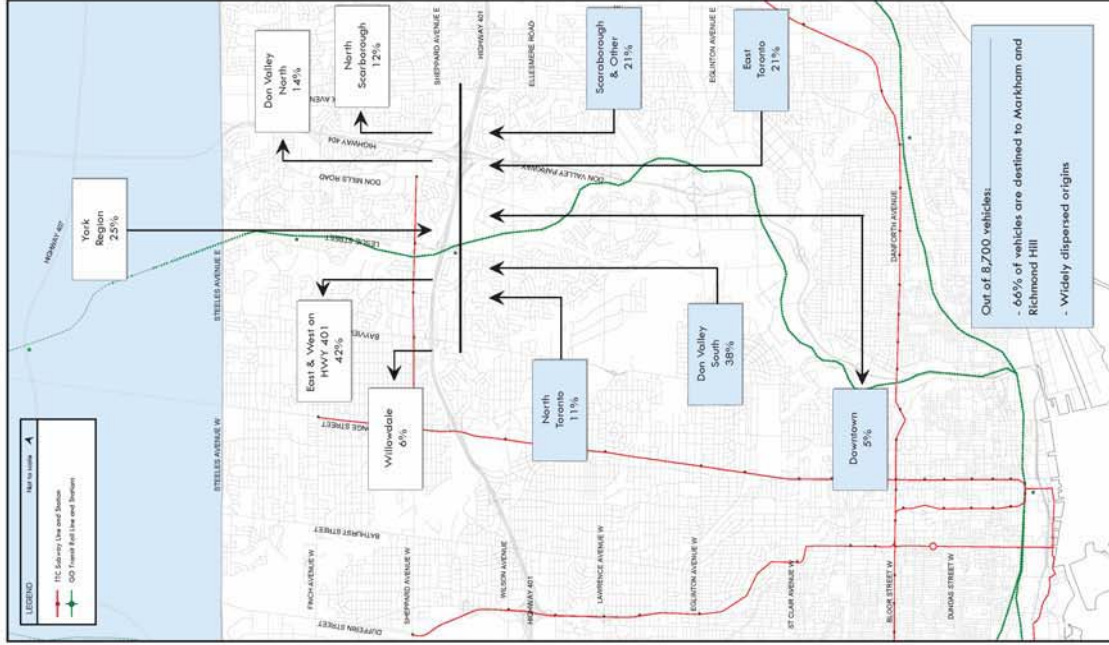
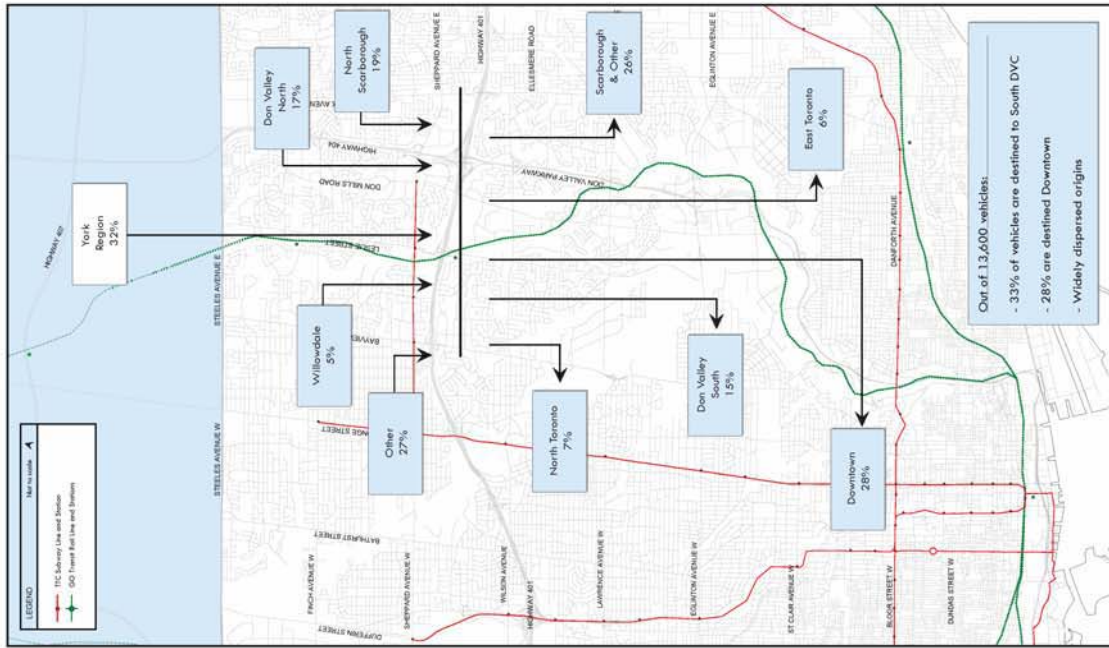
TRAVEL PATTERNS

Auto Trips Across Steeles Ave. Screenline Origins & Destinations – AM Peak Hour



TRAVEL PATTERNS

Travel Patterns: Auto Trips Across Highway 401 Screenline Origins & Destinations – AM Peak Hour

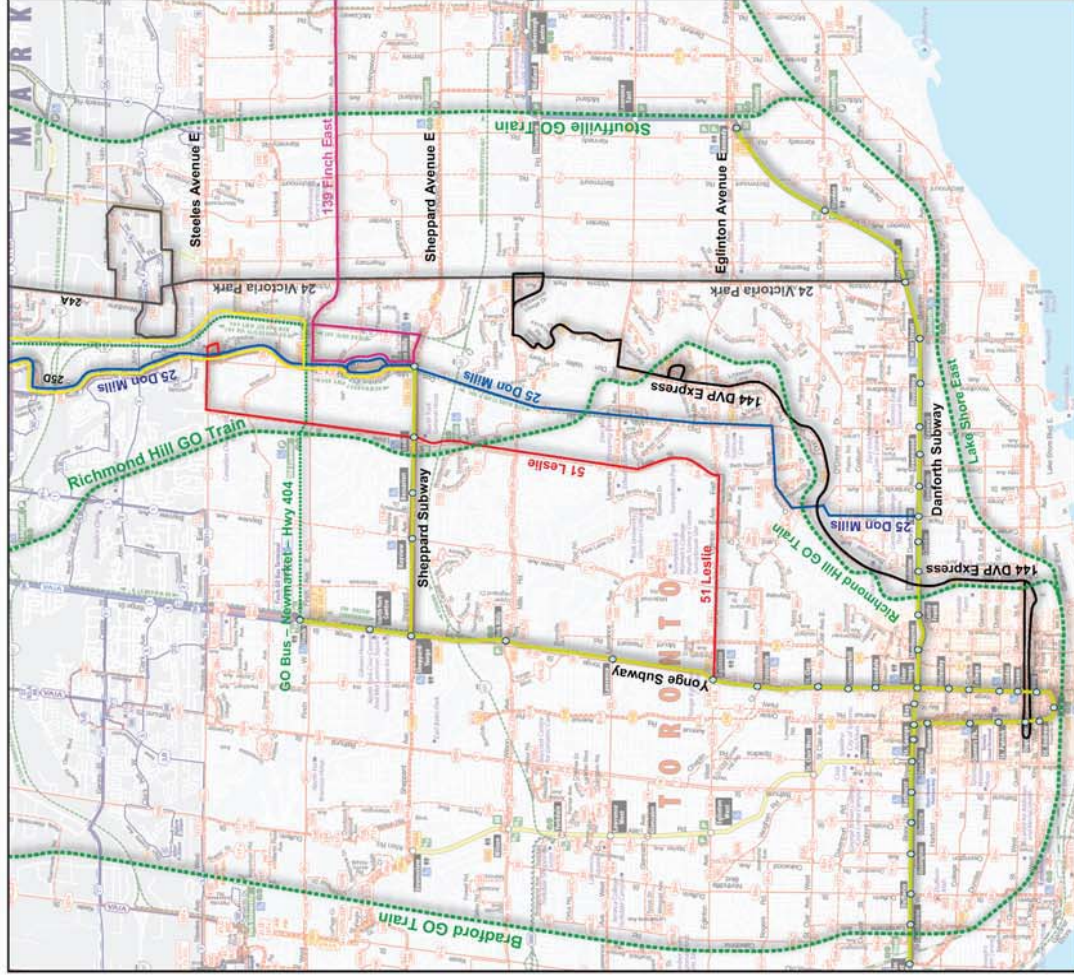


10 | EXISTING TRANSIT NETWORK SERVICE FREQUENCY AND USE

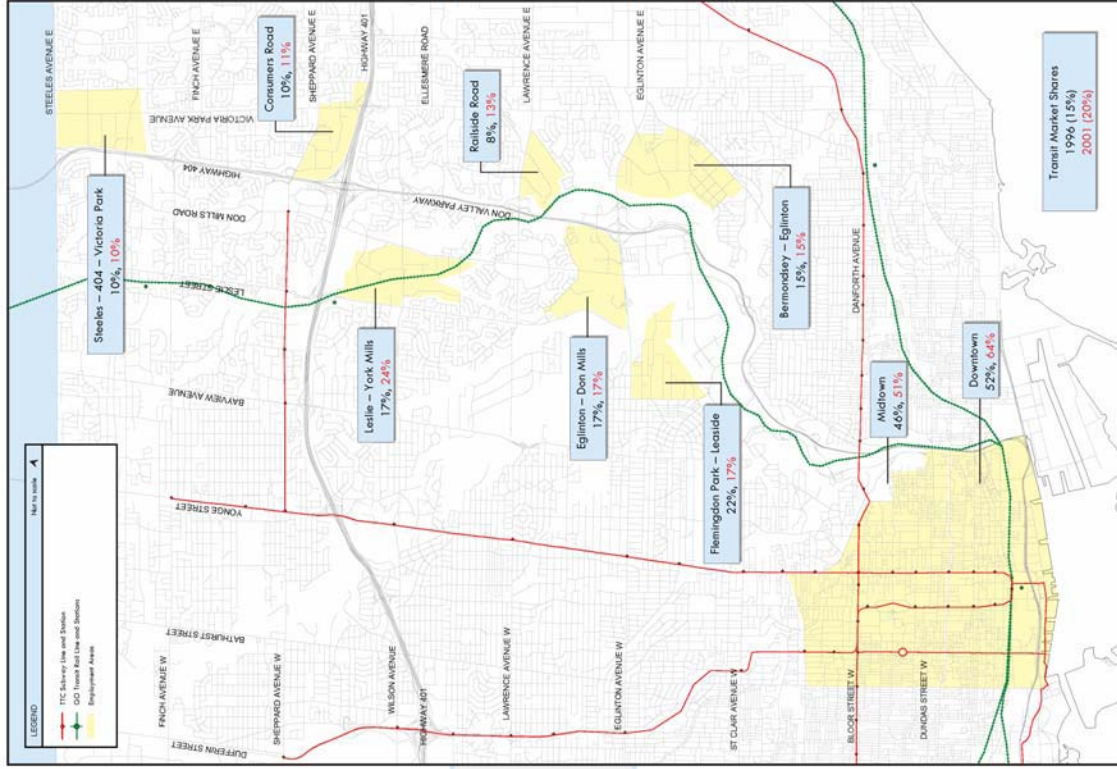
DON MILLS CORRIDOR WEEKDAY TRANSIT SERVICES

Scheduled Buses/Trains (per hour or per period)				Customer Boardings (weekday AM peak)	
TTC Routes	AM Peak Period	Mid-day	Southbound	Northbound	
25 Don Mills	17 buses / hr	9 buses / hr	3,500	4,600	
144 Downtown / Don Valley Express	11 southbound trips in AM, 6 northbound trips in PM	- - -	300	150 (PM Peak)	
100 Flemingdon Park	13 buses / hr	7 buses / hr	1,900	1,400	
56 Leaside	5 buses / hr	3 buses / hr	320	770	
51 Leslie	4 buses / hr	2 buses / hr	540	340	
81 Thorncliffe Park	13 buses / hr	6 buses / hr	1,000	660	
24 Victoria Park	15 buses / hr	8 buses / hr	2,500	3,200	
224 Victoria Park North	3 buses / hr	2 buses / hr	160	510	
91 Woodbine	7 buses / hr	7 buses / hr	800	780	
York Region Transit Routes	AM Peak Period	Mid-day			
90 Leslie	2 buses / hr	2 buses / hr			
VIVA Green Unionville - Don Mills Stn.	6 buses / hr	4 buses / hr			
GO Transit	Peak Direction	Mid-day	Average Weekday Riders		
Bradford Train	4 trains	1-2 buses / hr	7,900		
Lakeshore East Train	12 trains	1 train / hr	37,900		
Richmond Hill Train	4 trains	1-2 buses / hr	7,400		
Stouffville Train	4 trains	1-2 buses / hr	8,900		

*Total A.M. Peak Period Boardings (based on most current available TTC riding counts)



11 TRIPS TO MAJOR EMPLOYMENT AREAS

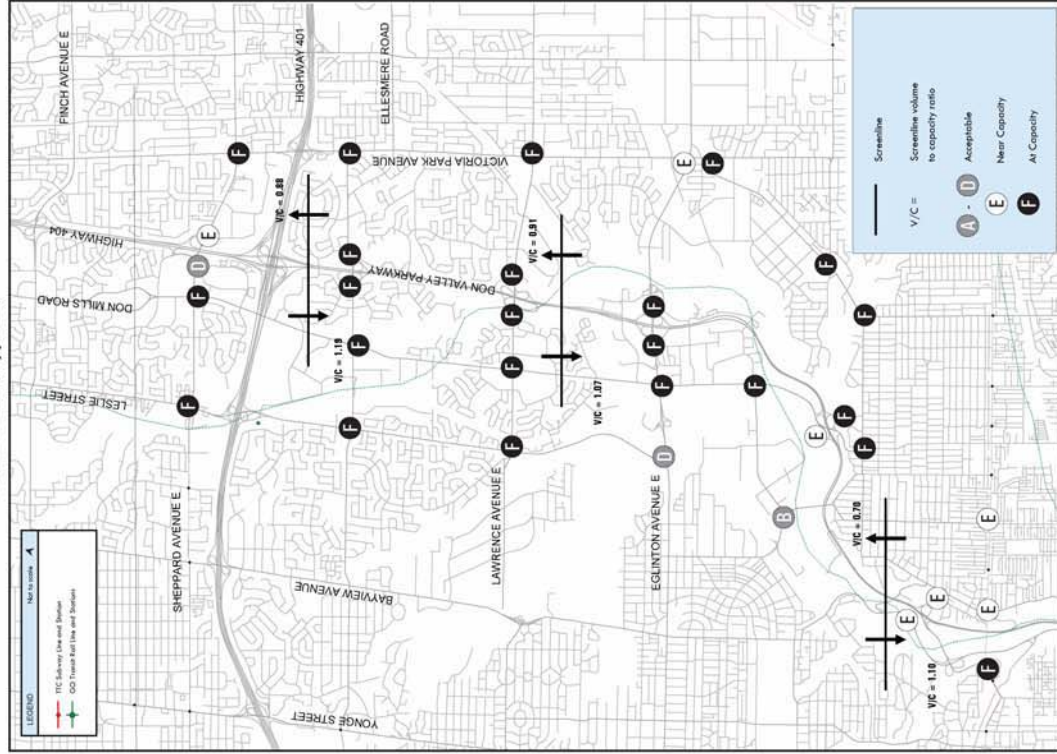


A.M. Peak Transit Modal Share Trends
 The share of trips made by public transit to most employment zones in the study area remained low and relatively unchanged between 1996 and 2001.

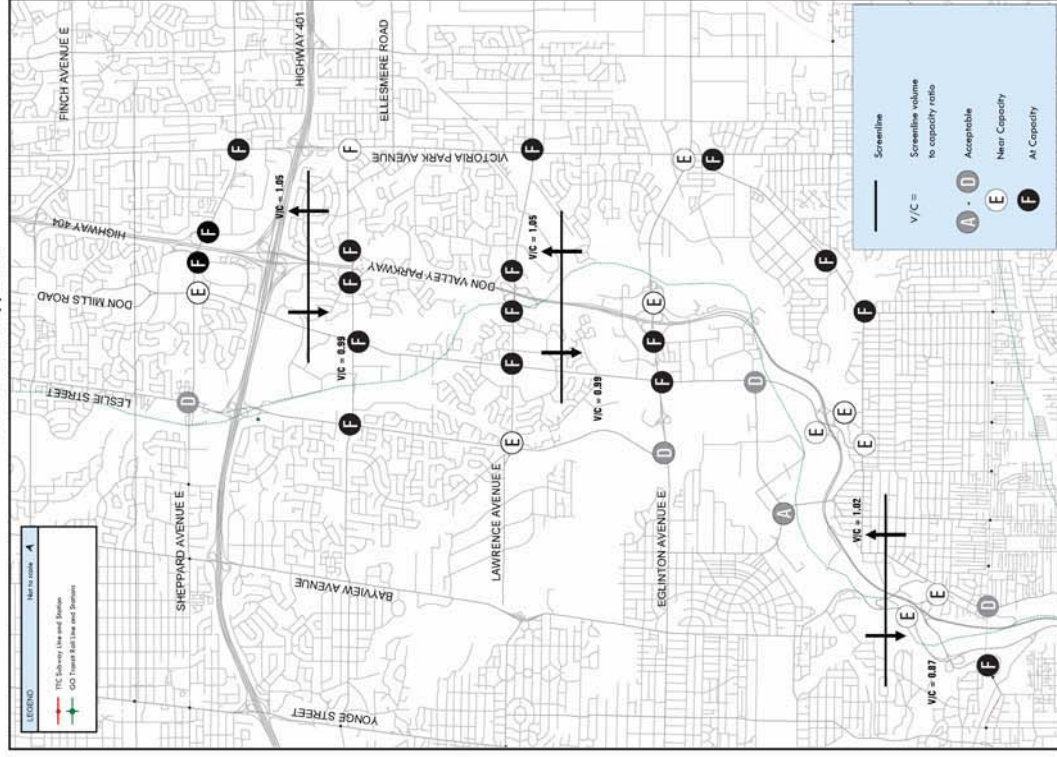


ROAD SYSTEM LEVELS OF SERVICES

A.M. Peak (Typical)

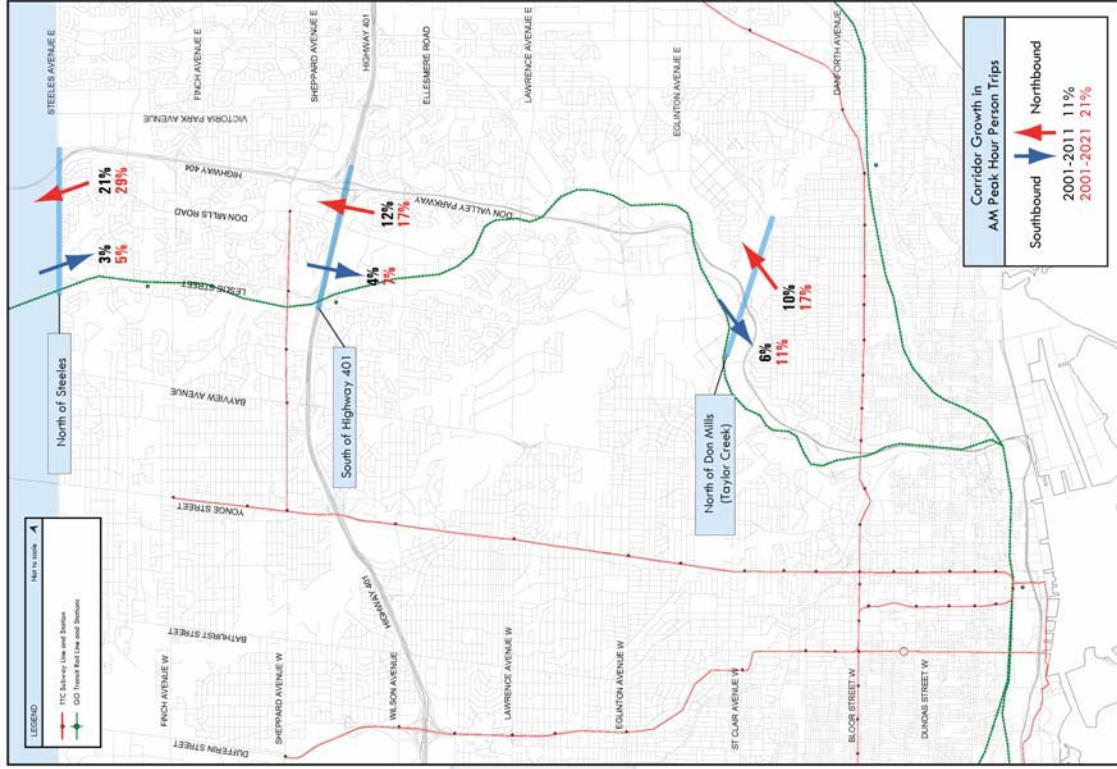


P.M. Peak (Typical)



12

FUTURE TRAVEL GROWTH



13 ALTERNATIVES TO BE CONSIDERED

DIFFERENT ELEMENTS

- Vehicle technology options
- Physical configuration options
- Routing and service options

VEHICLE TECHNOLOGY

Hydrogen Fuel Cell



Battery Electric Drive



Hybrid Electric



Ported Storage



Demount Storage

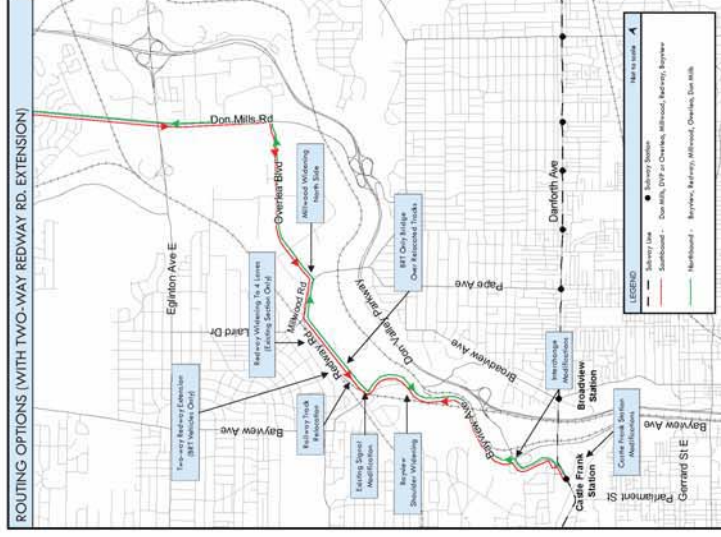
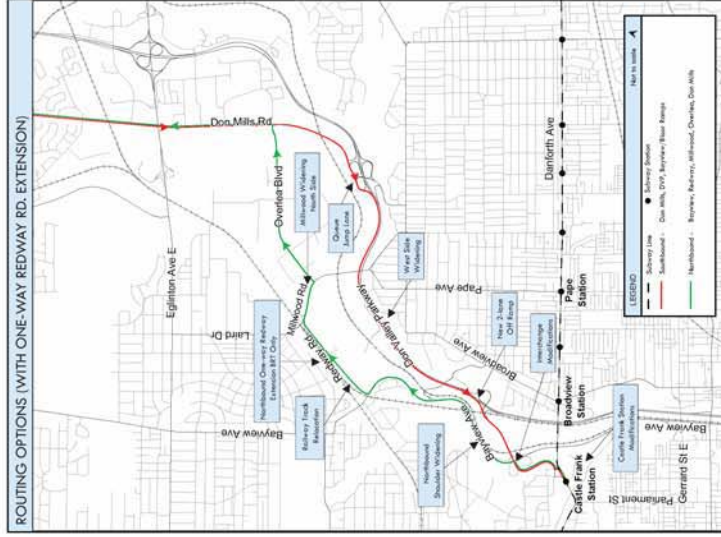
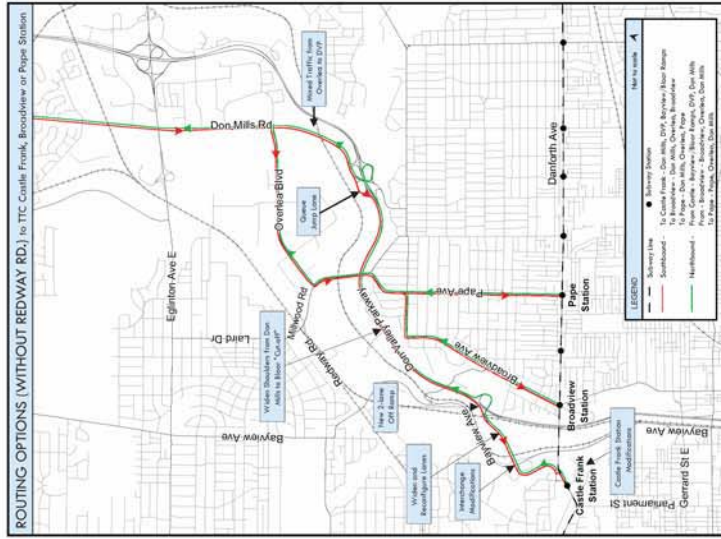


WHAT DO YOU THINK IS IMPORTANT IN CHOOSING A PREFERRED VEHICLE TECHNOLOGY?

15 ROUTING OPTIONS

ROUTING OPTIONS TO BE EVALUATED DURING THIS EA:

- Route options evaluated during the March 2005 Master Plan study (See Images)
- Council directed option - A transit stop/station on Bayview Ave, with a vertical connection to the Castle Frank Station by way of a people mover (e.g. elevator or covered escalator)
- New routing options identified during this EA study



WHAT DO YOU THINK IS IMPORTANT IN CHOOSING A PREFERRED ROUTE?

PUBLIC CONSULTATION PLAN:

- Open Houses or Workshops will be held at three key points during the Environmental Assessment Study. This is the first public consultation event.
- Become involved:
 - Attend an Open House, talk to the Project Team, and give us your comments
 - Attend and participate in a future Workshop led by the Project Team
 - Contact the Project Team
Call our 24-hour comment line – 416-397-7777
Email your comments – donmillstransitea@toronto.ca
 - Send a comment form by fax, prepaid envelope (available at all Open Houses and Workshops) or give it to a staff person today

KEEPING YOU INFORMED
COMMUNICATION STRATEGY:

- Regular contact at key points in the project may include:
 - Direct Mailings (to residents, businesses, ratepayers, other stakeholders on the study mailing list) – Leave your name and address at the front desk if you want to be added to the mailing list
 - Advertisements in local newspapers
 - Study newsletter/flyers
 - Study website: www.toronto.ca/involved/projects/don_mills

18 | NEXT STEPS

- View the Draft Terms of Reference on the Study Website (www.toronto.ca/involved/projects/don_mills)
- The City and the TTC will revise the Terms of Reference based on public input received through the Open Houses, emails, Phone Calls and Comment forms.
- Spring 2006 - The Terms of Reference will be submitted to the Ministry of the Environment (MOE). Document will be made available for a minimum 30-day mandatory review period at City of Toronto and MOE offices, study area libraries and posted on the City of Toronto (www.toronto.ca) and MOE (www.ene.gov.on.ca) websites.
- The Environmental Assessment Study will proceed in Summer/Fall 2006. Some data collection activities may occur during Spring/Summer 2006

The next Public Open Houses will likely occur in Fall 2006, during Stage 2 of the Study

Don't forget to put your name on the mailing list if you want to be notified of upcoming events

CONTACT US

Have any Suggestions, Ideas, Questions or Concerns?

Want to get on our project mailing list?

Telephone: (416) 397-7777

TTY: (416) 397-0831

Fax: (416) 392-2974

Email: donmillstransitea@toronto.ca

Website: www.toronto.ca/involved/projects/don_mills

Pick up a comment sheet, leave it today, fax it, or use a postage-paid envelope.

Fact Sheet 1

Don Mills Road Transit Improvements

Environmental Assessment

Note: This is only a project summary. Full details can be found at www.toronto.ca/involved/don_mills or by calling 416-397-7777

The City of Toronto and the Toronto Transit Commission are holding an Individual Environmental Assessment to:

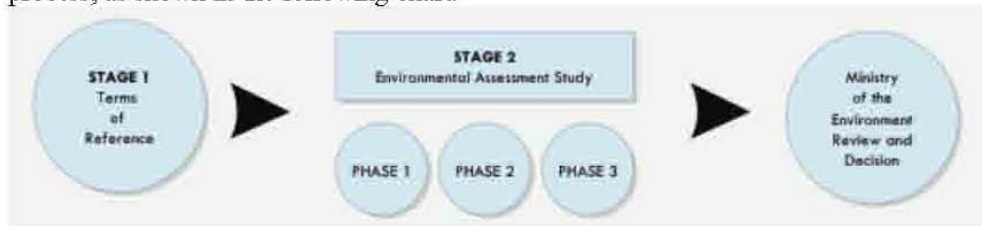
- Identify, analyze, and evaluate alternatives (including vehicle technologies) for surface transit improvements along Don Mills Road, between the Sheppard Subway and Bloor-Danforth Subway.
- Identify a preferred design concept that increases transit capacity, service reliability and transit use within the Don Mills Road corridor and other nearby major transit markets such as the North Downtown (i.e. Yonge/Bloor, Queen's Park and University of Toronto employment areas).



Existing Transit Along the Don Mills Corridor

Environmental Assessment

An Environmental Assessment (or EA) is an evaluation of the potential impact of a proposed activity or facility on the various aspects of the environment surrounding it (e.g. physical, natural, social, etc.). The EA for this project is called an Individual Environmental Assessment, has two stages and is scheduled to run from April 2006 until mid 2007. Final approval from the Ontario Ministry of the Environment is expected in early 2008. We are currently at Stage 1 of the process, as shown in the following chart.



Under the Ontario Environmental Assessment Act, the first step in the process is to develop a Terms of Reference. The Terms of Reference is a “road map” of how the Environmental Assessment and public consultation will be conducted.

What will the Terms of Reference Include?

The Terms of Reference document includes:

- | | |
|--|--|
| <ul style="list-style-type: none"> • Project Background/Content • Project Objectives • Environmental Assessment Study Purpose | <ul style="list-style-type: none"> • Preliminary Study Area • Environmental Assessment Study Work Plan • Public Consultation Plan |
|--|--|

The Terms of Reference incorporates public, stakeholder, and government agency Comments. The DRAFT Terms of Reference is available to review on the study website (www.toronto.ca/involved/projects/don_mills). The completed Terms of Reference will be posted on the Ministry of the Environment’s Environmental Registry (www.ene.gov.on.ca) for a period of 30 days and require approval of the Minister of the Environment.

How did we get to this Environmental Assessment?

In May 2005, Toronto City Council adopted the Don Valley Corridor Transportation Master Plan. The plan recommended 9 initiatives for improving transportation in the corridor.

Routing Options

As part of this Environmental Assessment, a number of routing options will be studied. All options use Don Mills Road from Don Mills Subway Station south to the Don Valley Parkway. From this point, routing options include:

- A) To and from Castle Frank, Broadview or Pape Subway Stations not using a Redway Road extension to Bayview Avenue,
- B) To and from Castle Frank Subway Station using a one-way northbound extension of Redway Road from Bayview Avenue,
- C) To and from Castle Frank Subway Station using a two-way extension of Redway Road from Bayview,
- D) A transit station on Bayview Avenue, with a elevator or covered escalator connection to Castle Frank Subway Station, and
- E) New routing options identified during this study.



Don Mills Subway Station

[Colour Coding: Green – identified as part of Master Plan, Blue – directed by Toronto Council, Dark Yellow – new routings]

Study Elements

Different elements will be studied to help determine a preferred solution including:

- Vehicle Technology Options – different bus and streetcar types
- Physical Configuration Options – different types of lanes for the transit vehicles
- Routing and Service Options - as outlined above in routing options

Evaluation Categories

- Each route and technology will be evaluated using these major categories:
- Effects on transit service reliability, capacity, and use
- Effects on transportation service and operations
- Community effects (including social, cultural, business, property)
- Effects on Don Valley natural features
- Cost
- Flexibility for potential future extensions
 - Downtown Core (South of Dundas Street) and Waterfront district; and
 - North of the Sheppard subway and into York Region

Comments, Concerns Questions?

- Open Houses or Workshops will be held at three key points during the Environmental Assessment Study. The first public consultation events were held on April 3, 5 and 11, 2006. Attend an Open House, talk to the Project Team, and give us your comments.
- **Attend** and participate in a future Workshop led by the Project Team. Get on the mailing list to be notified of future events.
- **Call** our 24-hour comment line – 416-397-7777
- **Email** your comments – donmillstransitea@toronto.ca
- **Fax** your comments – 416-392-2974
- **Send** a comment form by fax, prepaid envelope (available at all Open Houses and Workshops)



**Open House
April 3, 5 and 11, 2006**

COMMENT FORM

Please read Panel 02, which shows the contents of the proposed Terms of Reference

Is there anything else that you think should be included in the Terms of Reference?

Please read Panel 13, which shows vehicle options.

What do you think is important in choosing a preferred vehicle technology?

Please read Panel 15, which shows Routing Options

What do you think is important in choosing a preferred route?

Please read Panel 16, which shows evaluation categories.

What categories do you think are most important?

Do you have any additional comments? (Use another page if you need more room)

How did you find out about the Open House?

- Ad in Newspaper
- Word of Mouth
- Other _____

How would you rate the following:	Poor	Fair	Good
Displays easy to understand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Displays provided enough information	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Staff/consultants able to answer your questions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Please submit your comments to us by Monday May 1, 2006.

Pre-addressed postage paid envelopes available from staff

Email donmillstransitea@toronto.ca

Fax 416-392-2974

24-Hour Comment Line 416-397-7777

Appendix III
Key Issues Raised by Public and Stakeholders

Key Issues Raised By Public And Stakeholders

Subject	Summary Of Comments	Response
1) Transit Priorities	<ul style="list-style-type: none"> a. City of Toronto and TTC should direct more funding and effort to expanding existing subway system and profitable routes (ie Spadina Subway Extension and in downtown core) b. City of Toronto and TTC should improve public transit connections to outlying subway stations (i.e. to/from York Region) 	<ul style="list-style-type: none"> a. Environmental Assessments (EAs) are either underway or recently completed for an extension of the Spadina subway, for surface transit facilities which will improve the connection between York Region and TTC subway stations, for the provision of new services to and from Toronto's Waterfront and elsewhere in the City. b. Improvements, in addition to those currently under study, are included in the TTC's Ridership Growth Strategy, the City/TTC Building a Transit City plan and the City's Official Plan (Map 4 - Higher Order Transit Corridor and Map 5 Surface Transit Priority). Section 2 of the ToR has been revised to include expanded discussion of transit connections to outlying areas.
2) Criteria for Evaluating Alternatives	<ul style="list-style-type: none"> a. Consider a measurable reduction of private vehicular traffic in favour of transit b. Natural Environment criteria should not be overlooked c. Easy access to the new line essential d. Cost should be an important criteria e. Consideration for possible future service extensions north and south should be an important criteria 	<ul style="list-style-type: none"> a. Comments will be carried forward to EA Study b. Specific Natural Environment criteria will be discussed in more detail during the EA Study c. Comments will be carried forward to EA Study d. Comments will be carried forward to EA Study e. Comments will be carried forward to EA Study. Section 5.5.3 expanded to define "consideration" and related criteria.
3) Routing Options	<ul style="list-style-type: none"> a. Not enough detailed information was provided regarding routing options (specifically Castle Frank Station terminus) and their potential impacts re: noise, air quality, natural environment, traffic, property and heritage b. Routing alternatives should not include options to the Bloor-Danforth subway, rather should have the ability to be extended south to serve the Downtown and Waterfront c. Ability to interchange with other routes important d. Maintain flexibility for future extensions e. Use Chester subway rather than Castle Frank subway as destination due to existing high pedestrian and traffic congestion at Castle Frank f. Preference for a passenger connection to Castle Frank station from a transfer facility in the Don Valley, below the Bloor viaduct instead of expansion of existing bus terminal g. Concern that an extension of Redway Road will be used by all types vehicles h. Potential air quality and health effects need to be considered. 	<ul style="list-style-type: none"> a. EA Study will examine in greater detail all routing options identified in the DVCTMP, any additional options brought forth as part of the EA study, and their impacts on the physical, natural, social and cultural environment. b. Alternatives to the B-D subway were recommended by the DVCTMP endorsed by City Council for further EA study. Any recommended alternative to the B-D subway must consider the viability/integration for future extension to Downtown. Routing to B-D subway does not preclude service to Downtown. Comments will be carried forward to EA Study. Section 5.5.3 expanded to define "consideration" for extension of services both north and south of the undertaking. c. Comments will be carried forward to EA Study d. Comments will be carried forward to EA Study. Potential for future transit service extensions to be use among the criteria used during the assessment of routing alternatives. e. Comments will be carried forward to EA Study f. Comments will be carried forward to EA Study. City Council directed that this option be included in the assessment of options as part of its approval of the DVCTMP (May 2005). Documented in the ToR in Section 5.5.3. g. As directed by City Council (May 2005), the appropriate City Officials, when considering options for Redway Road, design such options to preclude all motorized vehicles other than transit vehicles. h. The need to undertake additional air quality assessment (beyond what is described in the Terms of Reference) will be determined as part of the EA Study.

Key Issues Raised By Public And Stakeholders

Subject	Summary Of Comments	Response
4) Vehicle Options	a. Need to consider vehicles that emit less air and noise pollution, and more comfortable, modern vehicles b. Ride comfort and speed is essential c. Vehicles need to be reliable	a. It is a system wide objective of the TTC to “green” its vehicle fleet. By 2010 half of the bus fleet is expected to be hybrid diesel-electric. Bio-fuel is now being used on all buses and low-sulphur fuel will be used as soon as it becomes available. Other advanced technologies will be adopted when they become viable. b./c. The TTC is developing a specification for a new technologically advanced streetcar/light rail vehicle to replace those operating on existing routes and to provide vehicles for new facilities.
5) Capacity on Bloor/Danforth Subway	Perception that Bloor/Danforth Subway is currently at capacity at the terminus locations, therefore any users of the proposed route can not be accommodated.	Comments will be carried forward to EA Study
6) Expansion of GO Transit	Expansion of GO Transit Service would be a better solution.	DCVTMP identified specific GO Transit Improvements: <ul style="list-style-type: none"> • Additional parking at Oriole and Old Cummer Station • New Station at Eglinton Ave. • BRT service Hwy 407 to Castel Frank Station via Hwy 404 and DVP • GO’s 10-year Plan to improve GO Rail service was included as a base condition for the DVCTMP analysis. GO Transit improvements are required in the Don Valley corridor but would not serve all of the travel markets in the corridor.
7) Existing Transit Service	a. 144 Express Bus provides excellent service, needs to be publicized and promoted better. b. Area east of Don Mills Rd between Lawrence Ave and York Mills Rd is poorly served by TTC. Routing for 91C should connect to Don Mills Station on the Sheppard Subway line. c. 25 Bus provides excellent service, run every 4-6 minutes, area well served by transit. Physical Configuration Options should be examined for this service. d. Need more service on Lawrence Ave East e. Need to increase capacity of existing TTC vehicles and Stations	Route specific comments and suggestions will be addressed by TTC Service Planning as part of their ongoing, system-wide, monitoring of routes and during the development of their annual Service Improvements Reports. These comments will be forwarded to TTC Service Planning.
8) Natural System	a. Need to increase the focus on the natural system such as Crothers Woods b. Concerned that Naturalization of Mouth of Don River EA not shown in plans or panels	a. During the early stages of the EA Study, the Project Team will further reassess the Preliminary Evaluation Criteria (identified in Table A2 of the ToR). Comments received from TRCA and MOE with regard to the natural environment have been incorporated into the ToR b. Plans for Naturalization of the Don are recognized and will be identified on future plans/drawings during the EA study.

Key Issues Raised By Public And Stakeholders

Subject	Summary Of Comments	Response
<p>9) Preliminary Study Area</p>	<p>a. Expand study area to include Leslie St., Victoria Park Ave and Pharmacy Ave</p> <p>b. Extend study area to include downtown and Waterfront.</p>	<p>a. The preliminary study area does not include Leslie Street, Victoria Park Avenue and Pharmacy Avenue. However, a secondary study area that may include some or all of these corridors will also be defined during the EA study. The EA will consider the effects within a larger area. Amended discussion in Section 2.0.</p> <p>b. This EA is intended to address the specific travel market, as identified in the DVPTMP, for trips taking place in the Don Mills Corridor between Sheppard and the Bloor-Danforth subway. The secondary study area for this EA includes that of the DVPTMP which stretches from Steeles Avenue to Lake Ontario, and Bayview Avenue to Victoria Park Avenue. The evaluation of options will include an assessment of how each option could integrate with possible future connections to the north and south. Physical facilities to serve trips north and south of the primary study area will be the subject of future EA's.</p>

Appendix IV
Key Issues Raised by Government Agencies

Key Issues Raised by Government Agencies

Agency	Issue	Response/Actions
1) Canadian Environmental Assessment Agency	Clarification of Canadian Environmental Assessment Act Process and the Role of Canadian Environmental Assessment Agency.	Terms of Reference document revised accordingly.
2) GO Transit	Concern regarding interface with GO Transit and YRT service at terminus locations (Don Mills Station and at Bloor-Danforth subway).	Section 5.5.3 of the Terms of Reference revised accordingly.
3) Toronto and Region Conservation Authority	Areas which may be disrupted by the proposed work should be based on a “net gain” principle	Section 5.6.2 of the Terms of Reference revised accordingly.
4) York Region	Requested consultation as a separate stakeholder if necessary	Section 5.8 of the Terms of Reference revised accordingly
5) Ministry of Culture	<ul style="list-style-type: none"> a. Include Cultural Heritage in discussion about mitigation measures regarding socio-economic effects. b. Include potential and know archaeological site in evaluation of alternatives 	<ul style="list-style-type: none"> a. Section 5.6.2 of the Terms of Reference revised accordingly. b. Section 5.5.6 of the Terms of Reference revised accordingly.
6) CN Rail	No issues or comments, requested to be kept advised	Will keep advised during EA process
7) Canadian Pacific Railway	Requested to be kept advised of any changes that affect the grade separation north of Eglinton Avenue	Will keep advised during EA process
8) Fisheries and Oceans Canada	No comments	Will keep advised during EA process
9) Ministry of Natural Resources	<ul style="list-style-type: none"> a. Suggested wording changes regarding Existing and Future Conditions b. Clarification of data inventory c. Identified additional potential environmental effects d. Identified oil/gas well location in the study area 	<ul style="list-style-type: none"> a. Section 5.3 of the Terms of Reference revised accordingly b. Table A1 revised accordingly c. Table A3 revised accordingly d. Information will be carried forward to EA study
10) Ministry of Transportation (Transportation Planning Branch; Central Region)	No issues or comments	Will keep advised during EA process
11) Ministry of the Attorney General	Provided names for First Nation groups to and Indian and Northern Affairs	Circulated Draft ToR to groups as recommended
12) Indian and Northern Affairs Canada	No issues or comments and does not require further updates on this project	
13) Mississaugas of the New Credit First Nation	No response	
14) Association of Iroquois and Allied Indians	No comments	Will keep advised during EA process
15) Ontario Secretariat for Aboriginal Affairs	Provided names for First Nation groups to and Indian and Northern Affairs	
16) Toronto Fire Services	Expressed concerns regarding impacts of physically separated transit rights-of-way alternatives on emergency fire response (general non-project specific letter to TTC)	Issues will be carried forward to the EA study and will be addressed in a broader policy context.
17) Toronto Ambulance Services	No response	Will keep advised during EA process
18) Toronto Police Service	<ul style="list-style-type: none"> • High number of accidents at intersection of Don Mills Road and Sheppard Avenue • Construction may affect traffic congestion and impede pedestrian flows 	Issues will be carried forward to the EA study
19) Toronto Cycling Committee	<ul style="list-style-type: none"> • Suggested wording changes regarding existing and future conditions related to pedestrians and cyclists • Alternative configurations for Don Mills Road, Bayview Avenue and Bayview Avenue on sections indicated in the Toronto Bike Plan should be included should include bike lanes 	Issues will be carried forward to the EA study

APPENDIX C
Don Valley Corridor Transportation Master Plan
(Under Separate Cover)

LAWYERS

BCE Place
 Suite 4220, Box 226
 161 Bay Street
 Toronto, Ontario
 M5J 2S1
 t 416 869-9090
 f 416 869-3411
 rslawyers.com

Robert Rueter
 Direct Line: 416 869-3363
 robert.rueter@rslawyers.com

June 26, 2006

VIA DELIVERED

City of Toronto and
 Toronto Transit Commission
 c/o Director of Transportation Planning
 Metro Hall
 22nd Floor
 55 John Street
 Toronto, ON M5V 3C6

Attention: Rod McPhail

Dear Sir:

**Subject: Don Mills Road Transportation Improvement Environmental
 Assessment Draft Terms of Reference**



I am writing on behalf of the Drumsnab/Castle Frank/MacKenzie concerned residents respecting the above noted environmental assessment draft terms of reference. This letter is further to Michael Tedesco's letter to you dated May 1, 2006, our subsequent meeting with City staff May 25 and Michael Tedesco's e-mail to Joanna Musters June 2, 2006.

Subsequently, we have undertaken a careful review of the background documents leading up to the drafting of the terms of reference for this proposed environmental assessment. Our review has revealed the omission from the draft terms of reference of a very important element of the specific transportation service that City Council directed to be the subject of this environmental assessment. The omission relates to "transit service to the downtown core", the absence of which impacts directly on the concerns already expressed to the City in the submissions on our behalf by Mr. Tedesco. For the reasons set out below, we are of the opinion that its exclusion is not proper.

A detailed memo is enclosed that reviews and analyzes the background documents leading up to the draft terms of reference and details the concerns of our group in this regard.

Specifically, one of the three components in the short listed alternatives in “Initiative 2: Higher Order TTC Improvement”, included in the Don Valley Corridor Transportation Master Plan (DVCTMP), provided at page 36 is as follows:

“Don Mills BRT service to *North Downtown* connecting to the Bloor-Danforth subway and to the *Downtown Core* via the Richmond/Adelaide one-way pair”.

The above quoted component was part of the Stage 1 and Stage 2 High Priority items recommended in the DVCTMP to be pursued immediately and to be considered as part of a short term action plan to be addressed by a single individual environmental assessment.

In the City of Toronto Staff Report to Council the recommendation was repeated that “all of the Stage 1 recommended elements, together with the Stage 2 High Priority items should be pursued immediately and constitute a short term action plan” (page 21).

This recommendation was adopted in the Planning and Transportation Committee and Works Committee Report to City Council. City Council adopted the recommendation, amending it *inter alia* to include the following:

“(IV) other options other than the bus ramps to Castle Frank Station, such as a transit stop/station on Bayview Avenue, with a vertical connection to Castle Frank Station by way of a people mover (elevator or covered escalator) be reviewed as a possible alternative;”

“The option of carrying traffic directly from Adelaide Street East to the Don Valley Parkway, without connection to the Bayview extension, be included in the Environmental Assessment for the *Downtown Core* options”

The initiating recommendation, and the decision of City Council respecting the proposed environmental assessment clearly includes both the service to *North Downtown* and to the *Downtown Core*. They are inter-related concepts.

The currently proposed draft terms of reference do not directly and expressly include the *Downtown Core* service. From a logical planning perspective, the *North Downtown* service and the *Downtown Core* service need to be addressed together because of the inter-related nature of them. From a legal perspective, this is essential in light of the fact that the recommendation in the DVCTMP and City Council’s decision directing the environmental assessment is premised upon both inter-related services.

My clients are concerned that the currently proposed draft terms of reference are both logically and legally defective in failing to include both services directly and expressly, as stated in the DVCTMP recommendation and the decision of City Council.

Accordingly, I respectfully request that the draft terms of reference specifically include the “Don Mills BRT service to *North Downtown* connecting to the Bloor/Danforth subway and to the *Downtown Core* via the Richmond/Adelaide one way pair”, as stipulated in the DVCTMP recommendation, the City of Toronto Staff Report, the Planning and Transportation Committee and Works Committee Report To City Council and adopted by City Council itself. I believe this has been accomplished in spirit in the language proposed by Michael Tedesco in his e-mail to Joanna Musters June 2, 2006. Nevertheless, on behalf of my clients, I hereby specifically and expressly request that the proposed terms of reference include the express language of the material part of the recommendation stipulated, namely:

“Don Mills BRT service to *North Downtown* connecting to the Bloor-Danforth subway and to the *Downtown Core* via the Richmond/Adelaide one way pair”.

Please advise if it is not the City’s intention to proceed in this manner since my clients may wish to consider legal recourse in that event.

Thank you for your co-operation and assistance.

Yours truly,



Robert Rueter

RR/dl

Encl.

cc: Michael Tedesco

cc: Mayor David Miller
Councillor Kyle Rae

EXCLUSION OF A DOWNTOWN CORE SERVICE FROM THE PRESENT ENVIRONMENTAL ASSESSMENT WOULD BE A SERIOUS OMISSION

Public comments presently are being solicited in connection with a planned individual environmental assessment concerning proposed public transit improvements between Don Mills Road and the north downtown area. This memorandum reviews the written record of this matter, beginning with the 2005 Don Valley Corridor Transportation Master Plan study. It makes the surprising discovery that the downtown core service, while previously seen as part of the same initiative and short term action plan as the north downtown service, apparently has vanished from the City's short term action plan and is not the subject of the planned Don Mills Road individual environmental assessment or any other presently-planned environmental assessment. (City representatives still speak about the downtown core service as something in the future, however.)

As demonstrated in this memorandum, to define the subject matter and terms of reference of the presently proposed environmental assessment so narrowly, would be ill advised, wrong and would not comport with the Decision of City Council which adopted the recommendations of DVCTMP and of the Planning and Transportation Committee and Works Committee Report to City Council as amended by City Council.

BACKGROUND

Don Valley Corridor Transportation Master Plan (DVCTMP) identifies 9 key initiatives (also referred to as "9 short-listed alternatives") and recommends their inclusion in the Corridor Master Plan. One of those short-listed alternatives is Initiative 2: Higher Order TTC Improvement which has three components (page 36):

- *"Don Mills BRT service to North Downtown connecting to the Bloor-Danforth subway and to the Downtown Core via the Richmond/Adelaide one-way pair,*
- *"Additional Parking for the Sheppard subway at Leslie station, and*
- *"Easterly extension of the Sheppard subway to the Scarborough City Centre"*

With respect to the first bullet above, the DVCTMP says (page 32): "Don Mills BRT services to both North Downtown and Downtown Core provide high transportation benefits.North Downtown service is more cost-effective than the Downtown Core service, but the latter should also be included in the Master Plan....." The TMP Implementation Plan (Table 8, page 42) classifies the North Downtown service as Stage 1 (0-3 years) and Downtown Core service as Stage 2 (4-10 years) and assigns both High Priority; the Implementation Plan states (page 40) that: "**All of the Stage 1 recommended elements, together with the Stage 2 High Priority items should be pursued immediately and constitute a Short Term Action Plan**". Moreover, it clearly gives the impression (examine Table 8 and the "Next Actions" column in particular) that a single Individual Environmental Assessment would apply to both the North Downtown and Downtown Core services (presumably because they are interrelated).

The *North Downtown* service is seen as connecting to the Bloor-Danforth subway at Castle Frank, Broadview or Pape while the *Downtown Core* service is seen probably as traveling via the DVP southbound and via Bayview northbound. (It was not entirely clear the extent to which the two services here were seen as being interrelated). Beyond the obvious ability of the *North Downtown* service to act as a substitute for the *Downtown Core* service, some of the scenarios listed would involve the creation of new lanes or roadways that would be used by both services. But might the two services also be implemented on the same vehicles for part of the distance, have a common interconnection or drop-off point or otherwise use the same facilities? Common sense suggests that the two should be and will be integrated to a significant degree with cost savings and frequency-of-service benefits and, of course, shared environmental impacts. (Indeed, City representatives subsequently have made reference to scenarios that would involve a considerable degree of integration between the two services.)

2. *City of Toronto Staff Report* recommends (page 2) that Council endorse the 9 Key Initiatives and that it “support the following actions required to implement the elements identified as *Stage 1 and 2 – High Priority*,” (this includes both *North Downtown* service and *Downtown Core* service), one of which is to “Initiate an (underlining added) *Individual Environmental Assessment for Higher-Order Transit Service* in the Don Mills Road corridor ... as required by the Environmental Assessment Act (Table 5, Items 2(a), 2(b), 5(b)).” *North Downtown* service is 2(a) and *Downtown Core* service is 2(b) (using the numbering from the *DVCTMP*) while the term *Higher-Order Transit Service* is elsewhere also referred to as *Higher Order TTC Improvements* or “higher order TTC service” (see page 17, for example) and includes both *North Downtown* service and *Downtown Core* service. **In its detailed discussion, the Staff Report repeats exactly the recommendation of the DVCTMP: “All of the Stage 1 recommended elements, together with the Stage 2 High Priority items should be pursued immediately and constitute a Short Term Action Plan”** (page 21). As pointed out above, on this basis both the *North Downtown* and *Downtown Core* service would be included. But turning to Table 5 in the *Staff Report* while the first column of Table 5 correctly lists both items – i.e., item 2(a) which refers to *North Downtown* service and item 2(b) which refers to *Downtown Core* service (numbering corresponding to *DVCTMP*, Table 8) - the second column labeled “Element Description” inexplicably refers only to “Don Mills Higher Order Transit Service to Bloor-Danforth subway.” The reader’s first reaction is that some words have been omitted to save space in the table.

3. ***Planning and Transportation Committee and Works Committee Report To City Council*** recommends that Council endorse the *9 Key Initiatives* and adopt the recommendations in the aforementioned *City of Toronto Staff Report*. It is further recommended that Council support various actions in connection with the *Stage 1 and 2 High Priority Elements* that the *Staff Report* had recommended. Page 5 of the report exactly repeats the language from the *Staff Report* and recommends that Council “initiate an (underlining added) *Individual Environmental Assessment* for *Higher-Order Transit Service* in the Don Mills Road corridor ... as required by the Environmental Assessment Act (Table 5, Items 2(a), 2(b), 5(b)).” As pointed out previously, *North Downtown* service is 2(a) and *Downtown Core* service is 2(b) (using the numbering from the *DVCTMP*) while the term *Higher-Order Transit Service* is elsewhere referred to as *Higher Order TTC Improvements* or “higher order TTC service” (for example, see page 17 of the *Staff Report*, or page 32 of the *DVCTMP*) and includes both *North Downtown* service and *Downtown Core* service. There doesn’t appear to be much doubt that the intent here was to include the *Downtown Core* service in the immediate action plan and in a single *Individual Environmental Assessment* (for further confirmation of the latter assertion, see item (1)v. on page 5 which is reproduced in quotation marks above, beginning with the words: “initiate an (underlining added) *Individual Environmental Assessment* for *Higher-Order Transit Service* in the Don Mills Road corridor.....)
4. ***City Council Decision*** adopts the aforementioned Report with amendments to add the following options (among others) to the options under review:
- “ (IV) other options other than the bus ramps to Castle Frank Station, such as a transit stop/station on Bayview Avenue, with a vertical connection to Castle Frank Station by way of a people mover (elevator or covered escalator) be reviewed as a possible alternative;”
- “The option of carrying traffic directly from Adelaide Street East to the Don Valley Parkway, without connection to the Bayview extension, be included in the Environmental Assessment for the *Downtown Core* options”
- Nothing in this decision document would suggest that Council wished to alter the recommendation from the *Staff Report* (and endorsed by *Planning and Transportation Committee and Works Committee Report To City Council*) that “All of the Stage 1 recommended elements, together with the Stage 2 High Priority items should be pursued immediately and constitute a Short Term Action Plan” (page 21 in *Staff Report*); the *Downtown Core* service is, of course, one of the Stage 2 High Priority items.
5. ***City Of Toronto Don Mills Transit Improvement Environmental Assessment Draft Terms Of Reference*** sets out the requirements for preparation of an *Individual EA* study for public transit improvements on Don Mills Road, between Don Mills Station (Sheppard subway) and the Bloor-Danforth subway. No bones about it, this document clearly chooses to omit the *Downtown Core* service from the *EA* and offers no explanation for doing so, even though the *Downtown Core* service previously has

been seen as part and parcel of the Don Mills “higher order TTC service” and subject to the same *EA*. Moreover, the proposal for a *Downtown Core* service (an important and integral part of the 9 *Key Initiatives* and one of the *Stage 1 and 2 High Priority Elements* that were to constitute the *Short Term Action Plan*) is scarcely to be found in the text of the draft terms of reference document; the only place we come at all close is in the following sentence: “Consideration of future extensions of the new transit service south into the downtown core and waterfront district, and north of Sheppard Avenue, will be included among the criteria used during the assessment of routing alternatives”. Certainly, there is no suggestion that the *Downtown Core* service is still part of the short term action plan as had been recommended and directed by City Council. Nor is there any suggestion that there will be (or should be) an integrated and concurrent *Environmental Assessment* of both the *North Downtown* and the *Downtown Core* service.

Summary

The *Don Valley Corridor Transportation Master Plan* study sought to find cost-efficient ways to improve the movement of people from the Don Mills Road area to their ultimate downtown-Toronto destinations – some, it assumed, needing to go to the *North Downtown* area and others to the *Downtown Core* (in numbers not determined). Included in one of its 9 *Key Initiatives*, the *DVTMP* recommended “Don Mills BRT service to *North Downtown* connecting to the Bloor-Danforth subway and to the *Downtown Core* via the Richmond/Adelaide one-way pair.” It classified both as *Stage 1 and 2 High Priority* and recommended that both services be pursued. The clear impression is created that a single *Individual Environmental Assessment* would apply to both the *North Downtown* and *Downtown Core* services.

The *City of Toronto Staff Report*, echoing the *DVCTMP*, recommended that “All of the Stage 1 recommended elements, together with the Stage 2 High Priority items should be pursued immediately and constitute a *Short Term Action Plan*.” On this basis, both the *North Downtown* and *Downtown Core* service would be included and, while both the *North Downtown* and *Downtown Core* services are indeed listed as items in their action plan (*Staff Report* Table 5, first column), the second column of that same table curiously omits reference to the *Downtown Core* service (perhaps for abbreviation). The table portrays both services as being included within the same *EA*.

Subsequently, the *Planning and Transportation Committee and Works Committee Report To City Council* endorsed the *DVCTMP*, the 9 *Key Initiatives* and the *City of Toronto Staff Report* recommendations.

City Council adopted their recommendations with some modifications.

Recently, the City Of Toronto issued a document entitled *Don Mills Transit Improvement Environmental Assessment Draft Terms Of Reference* which sets out the requirements for preparation of an individual *EA* study for transit improvements on Don

Mills Road, between Don Mills Station (Sheppard subway) and the Bloor-Danforth subway. Notwithstanding verbal comments made by City representatives, a close examination of the *Draft Terms Of Reference* leaves the reader to conclude that the *Downtown Core* service has inexplicably vanished as part of any short term action plan or as the subject of the proposed environmental assessment (or, for that matter, any presently-planned *Environmental Assessment*). The *North Downtown* and *Downtown Core* services previously were joined at the hip and now the latter has been quietly removed from the analysis. All of this perplexing, to say the least. The reader naturally is left to wonder whether some kind of insiders game is being played with the *Environmental Assessment* process.

REMOVAL OF *DOWNTOWN CORE* SERVICE FROM THE ANALYSIS IS A SERIOUS OMISSION

The removal of *Downtown Core* service from the analytical table appears to be more than an unintentional error. Is it a serious omission? Surely it is, because:

1. It violates the conclusions and the logic of the *DVCTMP*, the *City of Toronto Staff Report* and the *Planning and Transportation Committee and Works Committee Report To City Council*; these documents recommended that both services should be pursued immediately and that they should be subjected to an *Individual Environmental Assessment*
2. It invalidates the *Environmental Assessment* process; because the two services are interrelated in a number of ways, a valid assessment of one of them cannot be carried out with carrying out a concurrent assessment of the other.

It is particularly timely that we address the second shortcoming listed above. At present, we are being asked to comment on the draft terms of reference for an individual *EA* study for transit improvements on Don Mills Road, between Don Mills Station (Sheppard subway) and the Bloor-Danforth subway (i.e., omitting the *Downtown Core* service). Given this definition of the subject matter of the proposed *EA*, it seems likely that limited analytical attention would be given by the proposed *EA* to a *Downtown Core* service; in the draft terms of reference, the only mention of the downtown core service in the entire 24-page document is found in the following sentence: "Consideration of future extensions of the new transit service south into the downtown core and waterfront district, and north of Sheppard Avenue, will be included among the criteria used during the assessment of routing alternatives".

Such a restricted *Environmental Assessment* would be ill advised and wrong for a number of reasons:

- It may lend support to conclusions that are wrong, or at least sub-optimal: Projecting rider volumes is an inexact science. Assuming a North Downtown service is instituted, it may attract many riders that would prefer a direct-to-downtown service, thereby creating an illusion of success. A large number of

people (and buses) indefinitely may be channeled through Pape, Broadview or Castle Frank while their ultimate destination is in the *Downtown Core*.

- It may preclude certain desirable future options: If the whole problem were properly analyzed, one or more partly-integrated solutions might emerge that better satisfy the objective of finding cost-efficient ways to improve the movement of people from the Don Mills Road area to their ultimate downtown-Toronto destinations – some, it assumed, needing to go to the *North Downtown* area and others to the *Downtown Core*. For example, if the *Downtown Core* service isn't fully on the analytical table, it may be difficult to assign to it a part of the cost of a possible “people mover” from Bayview to Castle Frank station, thus allowing the *North Downtown* and *Downtown Core* services to be integrated with attendant cost savings and frequency-of-service improvements. Or, for argument's sake, let's suppose that Broadview Avenue could be shown to be a much faster rush-hour route downtown than others that have been discussed (true, by the way, based on this commentators experience); the opportunity to take advantage of such a fact might have been precluded by a premature (and narrow-sighted) lockup on some other alternative for the *North Downtown* service. These are only two of a number of examples that suggest that the *North Downtown* and *Downtown Core* services potentially are highly interrelated.
- Some environmental consequences may not be given adequate weight in a piecemeal analysis: What if the *North Downtown* and *Downtown Core* services, taken separately, are found to have acceptable pollution consequences, acceptable health risks and acceptable noise levels but if they had been taken together, would be found to have unacceptable environmental consequences? For example, will there be two services using Redway (or one with twice the number of buses)? Or, as another example, City representatives reportedly have discussed a scenario for the *Downtown Core* service in which buses would continue from Castle Frank station to the downtown core – either via the DVP or by Parliament Street; if this were to occur, might it not involve double the number of buses at Castle Frank station (e.g., two per minute rather than one)? And it might not result in an even-more-clogged Castle Frank intersection and an even-more-clogged Parliament Street? Surely such things are relevant to an assessment of whether the environmental consequences of a particular implementation of Don Mills “higher order TTC service” are acceptable – but if the *Downtown Core* service and the options for it are not included in the proposed *Environmental Assessment* (and, so far as the reader can see, not even being subjected to a concurrent *EA*), how can a fair assessment be made? In these examples, and many others, if the whole problem had been properly analyzed, an environmentally-more-acceptable solution might have been adopted.

It plainly is insufficient to fob off issues like the above with the simple statement: “Consideration of future extensions of the new transit service south into the downtown core and waterfront district, and north of Sheppard Avenue, will be included among the criteria used during the assessment of routing alternatives”.

In conclusion, the *Environmental Assessment* should fully cover both the *North Downtown* and *Downtown Core* services. To do otherwise would:

Violate the conclusions and the logic of the *DVCTMP*, the *City of Toronto Staff Report* and the *Planning and Transportation Committee and Works Committee Report To City Council*; these documents recommended that both services should be pursued immediately and that they should be subjected to an *Individual Environmental Assessment*
Invalidate the intent of the *Environmental Assessment* process; because the two services are interrelated in a number of ways, a valid assessment of one of them cannot be carried out with carrying out an integrated and concurrent assessment of both.

To rectify this problem, the subject matter of the *Individual Environmental Assessment* should be made to correspond to what was recommended/approved by the *DVCTMP*, the *City of Toronto Staff Report*, the *Planning and Transportation Committee and Works Committee Report To City Council* and *City Council* itself which was to:

“initiate an (underlining added) *Individual Environmental Assessment* for *Higher-Order Transit Service* in the Don Mills Road corridor”*

The words “*Higher-Order Transit Service* in the Don Mills Road corridor” include (and should be defined to include) both the *North Downtown* and *Downtown Core* services.

June 20, 2006

W. Edwin Jarman

* This particular quotation (which has been truncated above) is item 2.(v) from page 5 of the *Planning and Transportation Committee and Works Committee Report To City Council* which *City Council* subsequently adopted (with minor amendments). *Higher-Order Transit Service* includes both *North Downtown* service and *Downtown Core* service; this term (or a similar term like *Higher Order TTC Improvements* or *Higher Order TTC Service*) is widely used in the various documents and, unless qualified to the contrary, includes both *Downtown Core* service and *North Downtown* service – see, for example, page 17 of the *Staff Report* or page 32 of the *DVCTMP*.