ENVIRONMENTAL ASSESSMENT
TERMS OF REFERENCE

DRAFT

January 2007

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Supporting Document

The following document has been provided in support of these Terms of Reference:

Supporting Document No. 1: Waterfront West Light Rail Transit Environmental Assessment Report Executive Summary (August 1993)

Consultation Record

A Consultation Record Document summarizing the consultation activities carried out during the preparation of these Terms of Reference is provided under separate cover. This document is intended to be read in conjunction with these Terms of Reference.

1. Introduction

These Terms of Reference (ToR) set out the proposed framework that will be followed during the preparation of the Waterfront West Streetcars Environmental Assessment (EA) to satisfy the requirements of 6(1) of the *Environmental Assessment Act* (EA Act). A ToR is the first step of a two-step EA Act approval process for proposed undertakings in the Province of Ontario. Since a ToR sets out the proposed framework for addressing the second step of the EA Act approvals process (preparation and review of the EA), it represents an agreement between the proponent and the Minister of the Environment (Minister) about what is required in the EA to address the legislated requirements of the EA Act. The Toronto Transit Commission (TTC) is the proponent seeking to conduct the Individual EA.

The TTC initiated this project to obtain EA Act approval for an extension of the streetcar service from Dufferin Street to the existing streetcar track at the Roncesvalles Avenue and Queen Street West intersection. The function of the Waterfront West Streetcars EA is to satisfy existing and future travel demand between Downtown Toronto and south Etobicoke by means of a high speed, high capacity streetcar transit service.

As per Section 6(2)(a) of the EA Act[1], the Waterfront West Streetcars EA will be prepared in accordance with the requirements set out in subsection 6.1(2)[2] of the EA Act.

1. *6(2) The proposed terms of reference must,*
   (a) indicate that the environmental assessment will be prepared in accordance with the requirements set out in subsection 6.1(2).

2. *6.1(2) Subject to subsection (3), the environmental assessment must consist of,*
   (a) a description of the purpose of the undertaking;
   (b) a description of and a statement of the rationale for,
      (i) the undertaking,
      (ii) the alternative methods of carrying out the undertaking, and
      (iii) the alternatives to the undertaking;
   (c) a description of,
      (i) the environment that will be affected or that might reasonably be expected to be affected, directly or indirectly,
      (ii) the effects that will be caused or that might reasonably be expected to be caused to the environment, and
      (iii) 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,by the undertaking, the alternative methods of carrying out the undertaking and the alternatives to the undertaking;
   (d) 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
   (e) a description of any consultation about the undertaking by the proponent and the results of the consultation.

1.1 Previous Studies

Waterfront West Light Rail Transit Environmental Assessment (1993)

In the 1990's, the TTC and the former Metropolitan Toronto conducted an EA for the Waterfront West Light Rail Transit (WWLRT) to improve the transportation system along the waterfront between downtown Toronto and south Etobicoke (see **Supporting Document No. 1** for a copy of the WWLRT Executive Summary). The WWLRT EA, approved by the Minister of the Environment in 1995, concluded that additions to the transit system in the waterfront corridor were needed to satisfy existing and future travel demands.

The short-term improvements approved in the WWLRT consisted of an extension to the Harbourfront LRT line from Spadina Avenue to the north side of the Dufferin Gate (**Figure 1-1**) and improvements to the existing streetcar line from the Humber Loop to a new terminus at Legion Road in south Etobicoke. These two improvements were defined as the "undertaking" of the WWLRT EA. The long-term improvements envisioned by the EA involved a higher speed / higher capacity transit line between downtown Toronto and Roncesvalles Avenue to meet the long-term travel demand forecasts; however, these long-term improvements were not included in the undertaking. The EA recommended an evaluation of various potential streetcar track alignments for these long-term improvements to connect the Dufferin Street Loop to Roncesvalles Avenue and Queen Street West in the future.

The TTC and City of Toronto received EA approval from the MOE to construct the short-term undertaking, and received endorsement of the long-term improvements.

Since the WWLRT was approved in 1995, part of the proposed short-term extension has been constructed, but the alignment was modified in accordance with the following changes (**Figure 1-2**):

- In 1995, the original loop within Exhibition Place was relocated under an EA exemption to make way for the new National Trade Centre. A new Exhibition Place loop was constructed on the north side of the building along the Gardiner Expressway corridor.

- In 1999, an EA Modification for Queens Quay Streetcar Connection recommended a modified routing of the Queens Quay streetcar from a Queens Quay/Portland/Lakeshore route, to a Queens Quay/Bathurst/Fleet Street route. The modification was found to better serve transit riders and reduce construction cost.

- In 2006, an EA Modification for a Streetcar ROW on Fleet Street recommended that the previously approved Lake Shore Boulevard route be modified and replaced with a reserved streetcar right-of-way along Fleet Street, between Bathurst Street and Strachan Avenue, resulting in lower cost, improved traffic operations and better transit service to customers.

Figure 1-1: WWLRT Approved Alignment

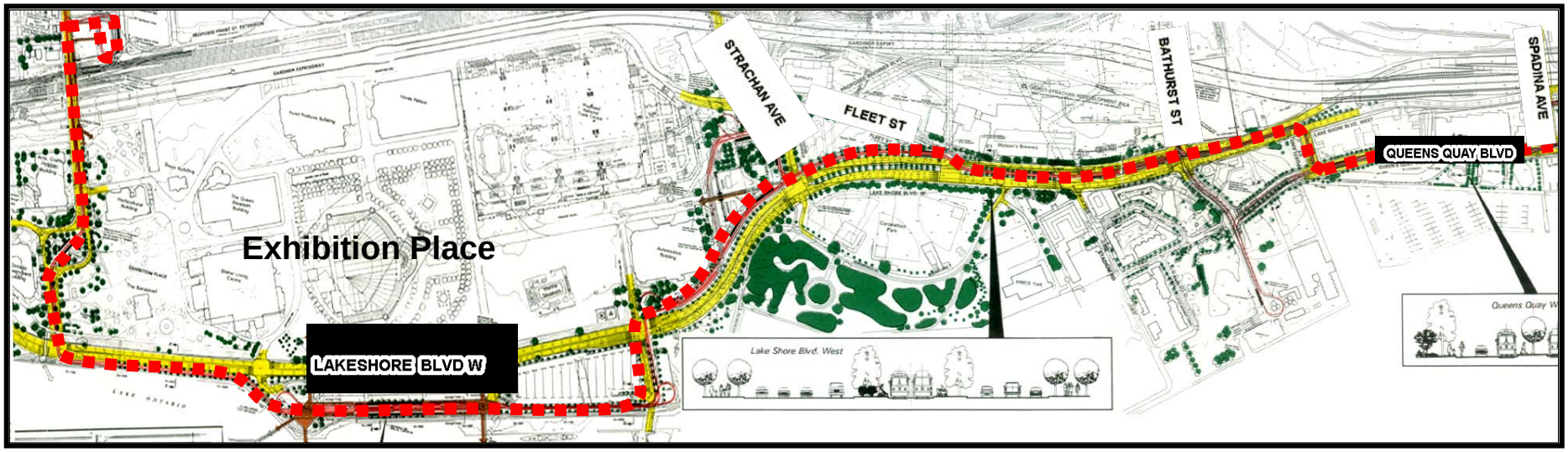
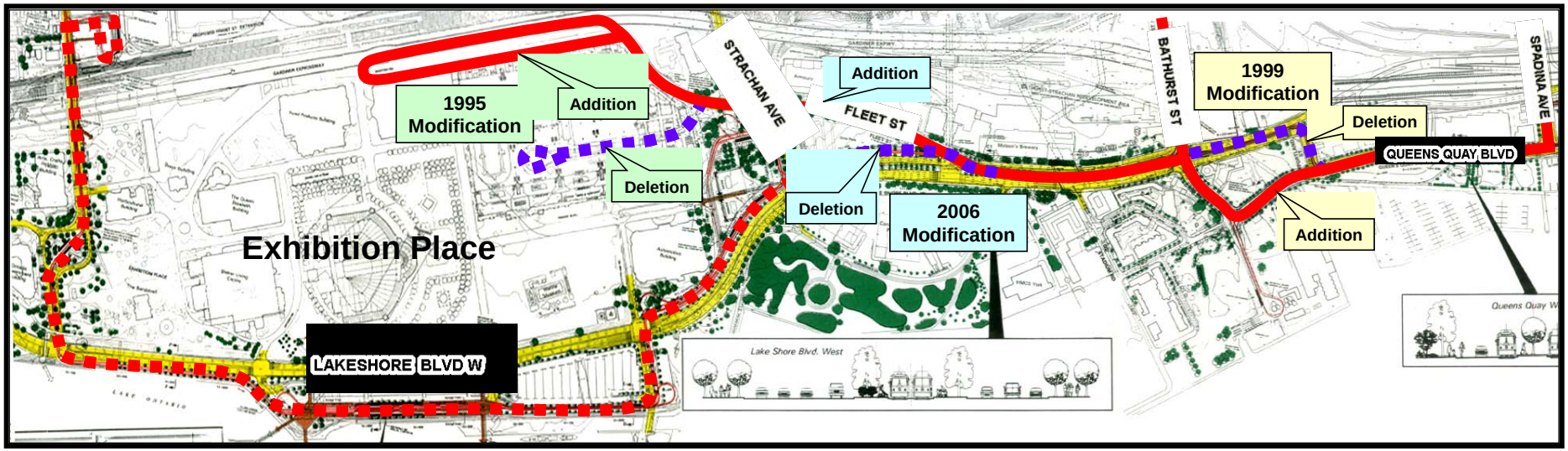


Figure 1-2: Changes to the WWLRT Approved Alignment (Existing Conditions)



Central Waterfront Secondary Plan (2003)

The Central Waterfront Secondary Plan was developed with the intent of guiding development in the Central Waterfront area so that city building is encouraged at a compact scale that is accessible and appropriate to the surrounding context. New development in the Central Waterfront Area is intended to be located and massed to protect view corridors, frame and support the adjacent public realm and discourage privatization of public spaces. This plan also encourages the development of a built form that will be transit-oriented through staged implementation schedules and financial plans for the construction and operation of transit facilities. The Plan includes plans to weave Ontario Place into the waterfront park system with better access for the public to enjoy its facilities and paid attractions. A new trail system is proposed, with connections to the north, east and west, that is intended to bring pedestrians and cyclists to the area around Ontario Place.

Toronto West-Central Area Strategic Transportation Network Review (Nov. 2006)

The Toronto West-Central Area Strategic Transportation Network Review identifies discontinuities and connectivity barriers due to the physical constraints of two major rail corridors running horizontally and diagonally within the study area bounded by High Park to the west; the Waterfront to the south; Bloor Street to the north; and Bathurst Street to the east. The transportation network within the area can best be described as discontinuous or disconnected, creating several jogs and "dead ends" which limits the amount of continuous north-south and east-west connections. This hinders access to the waterfront and creates barriers between neighbourhoods. Relevant to this Study Area, the report addresses discontinuities and identifies improvements, including the Dufferin Street jog elimination and extension to Lake Shore Boulevard, redesign of Strachan Avenue, and local street improvements in the vicinity of Dufferin Street and King Street.

Front Street Extension Environmental Assessment Study (February 2003)

The Front Street Extension has been viewed as a priority project since the 1980's. The project involves an extension of Front Street from Bathurst Street to Dufferin Street, and links Front Street to the Gardiner Expressway via direct ramp connections in the area between Dufferin Street and Strachan Avenue. A local road section running along the north side of, and parallel to the CN Rail corridor is also provided between Dufferin Street and Strachan Avenue, with intersections at each street.

The Front Street Extension provides improved accessibility between the Waterfront West area and Downtown, and therefore integrates with the current City direction of City Building as it is identified in the City's Official Plan and Central Waterfront Secondary Plan. It also provides the opportunity to reduce road congestion through the Waterfront area; supports development along the Waterfront and in the railways lands and King-Liberty village; enhances the image, integration and role of the corridor as a vibrant and vital component of the City centre through appropriate streetscape and architectural design; and improves accessibility and appreciation of Fort York as the founding European settlement of Toronto.

Other Relevant Studies

Other studies recently undertaken in the area that may result in transportation impacts include:

- Union-Pearson Air-Rail Link EA (2004) which looks at modifications to Strachan Avenue over the CN Rail Corridor
- Extension of Dufferin Street to Lake Shore Road as considered in the planning for the Central Waterfront Secondary Plan
- Dufferin Street Environmental Study Report (2005) to look at the elimination of the jog in Dufferin Street at the Queen Street/Rail Line.

1.2 Outline of the Terms of Reference

The body of the ToR includes an overview of:

- The purpose, rationale and description of the proposed undertaking (Section 2).
- The proposed alternatives that will be considered (Section 3).
- The existing environment and potential effects (Section 4).
- The evaluation methodology for the alternatives (Section 5).
- The commitments to monitoring after the proposed undertaking has occurred (Section 6).
- The consultation that was undertaken during preparation of these ToR (Section 7).
- The Consultation Plan for the EA process (Section 8).
- The method for modifications during preparation of the EA (Section 9).
- The other approvals required during the course of the proposed undertaking (Section 10).
- The EA Report documentation and submission (Section 11).
- The process for amending the undertaking following EA approval (Section 12).

2. The Proposed Undertaking

2.1 Purpose of the Proposed Undertaking

The purpose of this undertaking is to help overcome the existing and projected future deficiencies in the Study Area transportation system and also support the City of Toronto's Official Plan vision to provide a high quality transit system that allows people to move around the city quickly and conveniently.

2.2 Rationale for the Proposed Undertaking

Previous studies, including the WWLRT EA, the City's Official Plan, the Central Waterfront Secondary Plan, the Toronto West-Central Area Strategic Transportation Network Review and the TTC's Ridership Growth Strategy (2003) set out the framework for higher order transit corridors and "streetcars in their own right-of-way" in the Study Area. These studies have established the need for improved transit within the City of Toronto and directed future efforts towards specific projects.

The WWLRT EA specifically identified a preferred streetcar route between Spadina Avenue and Dufferin Street (Dufferin Gate), and between the Humber Loop and Legion Road. However, the connection from Dufferin Street to Roncesvalles Avenue was deferred and not included in the WWLRT EA. Therefore, the current undertaking proposes to continue this recommendation and establish a route to make this streetcar connection between Dufferin Street and Roncesvalles Avenue. The objectives of the project are to study streetcar solutions in this corridor that support the City's Official Plan and secondary plan documents, improve transit service, and reduce auto dependence.

As a means of establishing the rationale for the undertaking, the following sub-sections provide an overview of the existing and future transportation networks, as well as the projected future travel demand. This information will be expanded and documented in the EA.

2.2.1 Overall City Transportation Network

The City Transportation Network comprises a system of roads and transit lines to provide for the mobility of people and goods. The transportation system serves long distance, inter-regional trips from/to locations within the GTA, intra-regional trips within the City of Toronto, as well as local travel needs.

Controlled access highways and urban expressways such as Highway 427, Gardiner Expressway and Don Valley Parkway provide high capacity road access to the downtown core. GO Transit and VIA Rail provide high capacity, inter-regional rail service from the Greater Toronto Area into downtown Toronto at Union Station. Similarly, inter-regional bus services are provided on the highway network by GO

Transit. The intra-regional and local travel needs are served by the integrated TTC subway, streetcar and bus network.

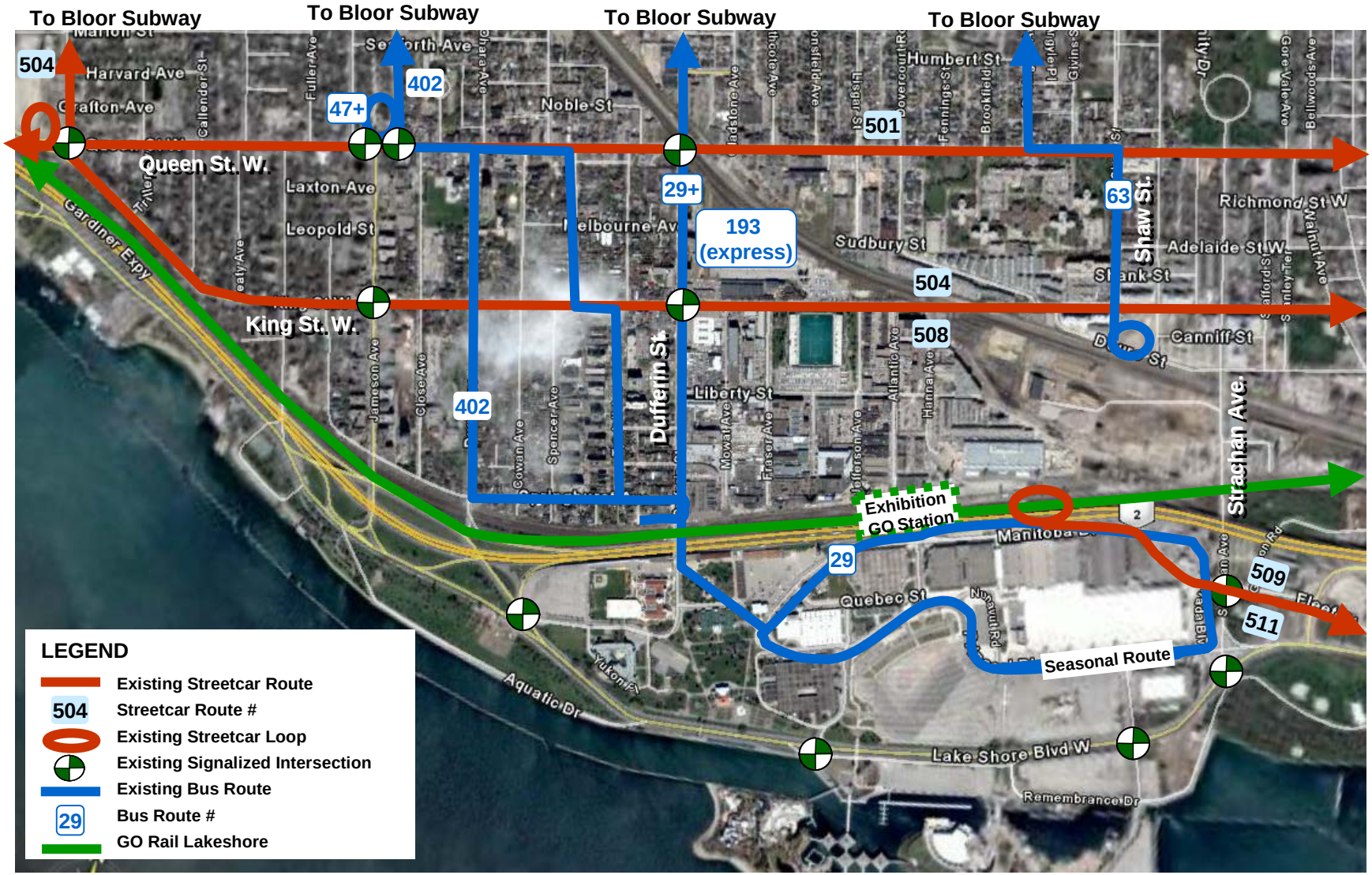
2.2.2 Existing Connections from Etobicoke to Downtown Toronto

The Waterfront West Streetcars EA Study Area is served by a range of road and transit infrastructure.

In terms of road infrastructure, the Waterfront West Area is served by freeway (Gardiner Expressway), major roads (Lakeshore Boulevard, King Street, Queen Street, Roncesvalles Avenue and Dufferin Street) and local streets (mostly within residential neighbourhoods). The key road segments within the Study Area are shown in **Figure 2-1**. The existing transit network is shown in **Figure 2-2.**

Figure 2-1: Inventory of Key Road Segments *

Figure 2-2: Existing Transit Network



Bus routes are predominantly north-south providing feeder services to the TTC Bloor Subway and the east-west streetcar network. Bus routes include Route 47 on MacDonnell Avenue (connecting Parkdale to Lansdowne subway station) and Route 29 on Dufferin Street (connecting Exhibition Place to Dufferin Subway Station). The buses operate on Dufferin Street in mixed traffic and use the Dufferin Street loop or (seasonally) go to Exhibition Place to connect with the GO Station and TTC Streetcar Loop.

The Waterfront West area is served by inter-regional transit with GO Transit rail service at Exhibition Station on the CN Lakeshore West rail corridor. Further west, Mimico GO Station also provides service to/from south Etobicoke.

Surface transit service is provided by the existing streetcar network operating on King Street, Queen Street and Roncesvalles Avenue:

- Route 504: King Street West streetcar service operating in mixed traffic between Dundas West Subway Station and Broadview Station via Roncesvalles Avenue, King Street and Broadview Avenue.

- Route 501: Queen West streetcar service operating between the Beaches (Queen East) and Long Branch (Brown's Line) along Queen Street, the Queensway and Lakeshore Boulevard West. The service operates in mixed traffic on Queen Street and Lakeshore Boulevard West, and in an exclusive right-of-way on the Queensway.

- Route 508: Lakeshore West streetcar operating rush hour service between Kipling Avenue and Parliament Street via King Street West. The service operates in mixed traffic on King Street and Lakeshore Boulevard West, and in an exclusive right-of-way on the Queensway.

- Route 509: Exhibition streetcar service operating along Harbourfront from Union Station terminating at Exhibition Station. Operates in exclusive right-of-way, except for a section of Fleet Street which is approved for conversion to exclusive streetcar service.

- Route 511: Bathurst streetcar operating from Bathurst subway station terminating at Exhibition Station.

2.2.3 Existing Travel Demand

Data on existing travel demands is available from various sources, including the Transportation Tomorrow Survey (2001), the City of Toronto GTA Transportation Model, TTC and GO Transit, and observed cordon counts conducted regularly by the City.

The Transportation Tomorrow Survey (2001) is a comprehensive GTA-wide telephone interview survey conducted on behalf of 19 local, regional, provincial and transit operating agencies to summarize travel habits, including trip origins and destinations, travel purpose, distance traveled and travel mode choice. It provides data in a format that can be used to determine, for example, the number of auto or transit trips from one part of the GTA to another part.

The GTA Transportation Model is a customized travel demand forecasting tool that has been widely used to generate road and transit trips in the City of Toronto. The GTA model generates trips based on population and employment forecasts. The model has been validated by comparing outputs with recent traffic and transit counts and results from the Transportation Tomorrow Survey (2001). For the Waterfront West Streetcars EA, **Figure 2-3** shows the transit travel (i.e., all trips, TTC and GO) to/from the downtown area in 2001 during the morning peak hour. The travel patterns from/to the Study Area are dominated by downtown-oriented trips.

2.2.4 Projected Future Travel Demand

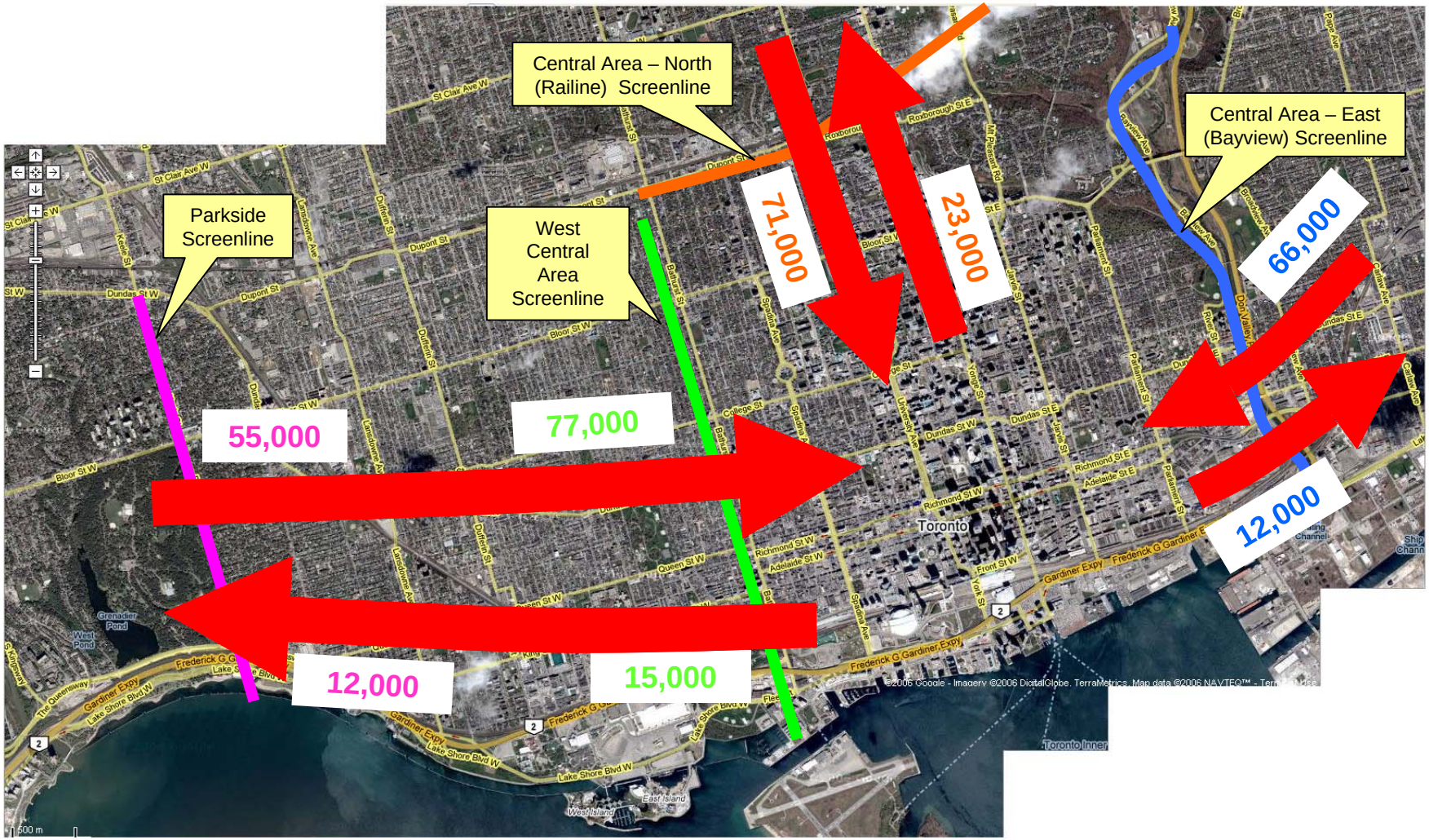
The most effective streetcar service utilizes exclusive rights-of-way and good interconnections with other services. The Waterfront West Streetcars EA will develop feasible and cost effective streetcar route alternatives to connect Exhibition Place to Roncesvalles, to serve the communities of Parkdale, Roncesvalles and South Etobicoke.

Future transit demand will be dependent upon population and employment growth and influenced by changes in infrastructure. By 2021, the population of Toronto is expected to increase from 2,450,700 to 2,845,100 people (16% increase). Similarly, employment is expected to increase from 1,453,600 jobs to 1,766,300 jobs (21% increase) during this period. The transit catchment area in south Etobicoke is expected to have a population increase by about 20,000 residents (30% increase) in the period 2001 to 2021. A growth of about 3,000 employees (15% increase) is also expected in that period. The immediate transit catchment between Spadina Avenue and Jane Street, generally south of Dundas Street, is forecast to undergo significant growth. Population is expected to increase to 114,000 residents (45% increase) and employment growth to 64,000 (52% increase).

There are roadway changes planned, which will influence the transit ridership by providing more direct access to Lakeshore Boulevard West and Union Station. Road improvements included in the GTA Model are:

- Front Street Extension from Bathurst Street to Dufferin Street and Gardiner Expressway ramps east to Dufferin Street.
- Liberty Street from Dufferin Street to Strachan Avenue.
- Dufferin Street Extension to Lakeshore Boulevard West.
- Bremner Boulevard Extension from Spadina Avenue to Lakeshore Boulevard, west of Bathurst Street.
- Simcoe Street Extension from Bremner Boulevard to Lake Shore Boulevard West.

Figure 2-3: Existing Transit Trips (2001) AM Peak Hour
(incl. all GO, Subway, Streetcar, Bus Crossing Screenline)



There are also proposed streetcar services that will influence the operating characteristics and route flexibility for the Waterfront West streetcar extension and hence positively impact transit ridership. These include the approved Waterfront West LRT extension to Dufferin Street on an exclusive right-of-way.

Table 2-1: Potential Streetcar Service Improvements

Existing and Modified Streetcar Services	Description
501 Queen	Remove service between Long Branch and Park Lawn. Service to operate between Park Lawn loop and Neville Park (Beaches) only.
504 King	Operating between Dundas West station and Broadview station via King St. As reflected in the approved secondary plan, a branch of the 504 will operate on roads in the West Don Lands.
509 Harbourfront	Operating between Union Station and Exhibition Station
510 Spadina	Operating between Spadina Station and Union Station via Spadina and Queen's Quay.
511 Bathurst	Operating between Bathurst station and Exhibition Station via Bathurst and Exhibition loop
508 Long Branch via new dedicated Waterfront West right-of-way.	Operating between Long Branch and Union Station via Lakeshore, Queensway, New dedicated right-of-way from Roncesvalles to Exhibition Station and Queens Quay West
513 Bathurst East	Operating between Bathurst Station and Union Station via Bremner Boulevard.
514 King	Operating along King St. between Spadina and Commissioners serving the West Don Lands precinct

2.2.5 Future Waterfront West Transit Network

The future Waterfront West transit network is identified in the City's Official Plan and the Central Waterfront Secondary Plan. It has also evolved through various development strategies by the TTC and GO Transit.

Toronto Transit Commission Ridership Growth Strategy

The TTC published the Ridership Growth Strategy in March 2003, in support of the Toronto Official Plan, to provide safe, fast, reliable, convenient and comfortable transit services in a cost-effective way. A

key component of the strategy is the development of a network of streetcar routes on dedicated rights-of-way that will improve speed and reliability of transit service. Improved service characteristics will attract ridership and reduce automobile dependency, consistent with the Official Plan objectives.

The Ridership Growth Strategy, refined by subsequent planning, has identified a network of future surface transit rights-of-ways as shown in **Figure 2-4.**

Transit operating in mixed traffic cannot provide the quality of service that is attractive enough to encourage significant numbers of people to change mode of travel from car to transit. There is a practical limit to the number of passengers that transit vehicles can carry through a congested road network if they are operating in mixed traffic. Regardless of the number of vehicles assigned to the route, transit vehicles can only move through congested intersections and pick up passengers at a limited rate. On Queen Street and King Street, the passenger volumes require services that are at, or close to, this frequency and capacity of operation that cannot be reliably operated in mixed traffic. This situation is expected to worsen as ridership grows on the system and traffic congestion increases. For ridership to grow on such routes, additional priority must be given to transit on the road network or dedicated routes established.

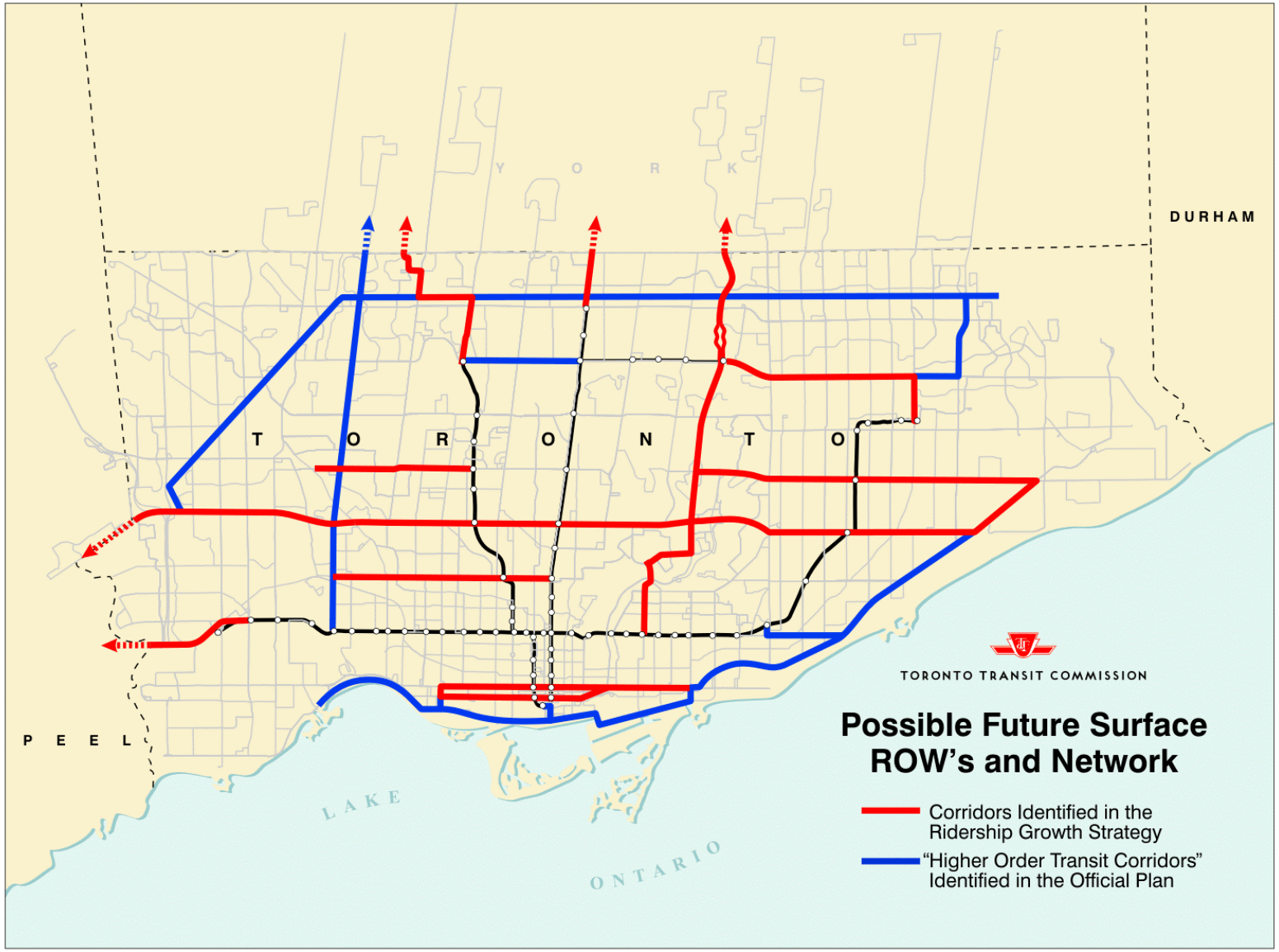
Over the past decade service reliability has been deteriorating due to road congestion resulting in a decline in ridership on some routes. Congestion is limiting capacity on services such as the 504 King West. Consideration has been given to coupling of streetcars into two-car trains, which will increase capacity, but will not provide the magnitude of service increase afforded by exclusive rights-of-way.

Within the Waterfront West Study Area, King Street, Queen Street and Lake Shore Boulevard West are identified as suitable corridors for higher order transit, subject to environmental assessment studies.

GO Transit GO TRIP Program

Under the GO Transit Rail Infrastructure Program (GO TRIP), GO Transit is in the process of expanding inter-regional rail service on GO Lakeshore West to improve commuter services from Hamilton to Toronto. The expansion includes additional mainline tracks in Oakville and Burlington to remove existing track constraints.

Figure 2-4: Possible Future Surface Right-of-Ways and Network



2.3 Description of the Proposed Undertaking

The original WWLRT EA did not include a continuous, high speed, high capacity streetcar connection between Dufferin Street and Roncesvalles Avenue, leaving a "missing link" between the service at Exhibition Place and the Queensway / Lakeshore dedicated streetcar lines.

Therefore, the proposed undertaking for this EA is the connection of streetcar service between Dufferin Street and the Roncesvalles Avenue/Queen Street West intersection in order to complete a continuous, high speed, high capacity streetcar line between downtown Toronto and south Etobicoke.

A detailed description of the proposed undertaking will be provided in the EA.

2.3.1 The Study Area

As part of these ToR, an initial Waterfront West Streetcars Study Area was developed based on the WWLRT EA, and input received from Provincial Agencies (see **Figure 2-5**). The Study Area is generally bounded by Queen Street to the north, Dufferin Street to the east, Lake Ontario to the south, and Roncesvalles Avenue to the west. Based on these boundaries, the Study Area includes lands within the communities of Roncesvalles (Ward 14), High Park – Swansea (Ward 14), South Parkdale (Ward 14), and a portion of Liberty (Ward 14) and Niagara (Ward 19). Therefore, the Study Area contains a large number of residential, commercial, industrial and institutional land uses, as well as a significant transportation corridor (CN Rail, Gardiner Expressway and Lake Shore Boulevard). Natural features are limited throughout the Study Area.

During the EA, the initial Study Area will be reviewed and confirmed by the proponents in consultation with agencies/public to determine whether any revisions are necessary. The Study Area will be used for developing the alternatives and determining potential effects on the environment. During the EA, if an environmental effect (positive or negative) has the potential to result in an impact outside of the established Study Area, the Study Area will be expanded as necessary to encompass the full environmental effect.

Figure 2-5: The Study Area

3. Identification of Alternatives To the Undertaking and Alternative Methods of Carrying Out the Undertaking

The EA Act identifies two types of alternatives to be examined:

1. **"Alternatives to the Undertaking"**
2. **"Alternative Methods of Carrying Out the Undertaking"**

These alternatives are fundamentally different in scope and nature. Alternatives to the undertaking consider a number of different approaches to deal with a given problem or opportunity. Once an approach has been decided upon, the alternative methods look at different ways of applying the chosen approach (i.e., different ways of doing the same activity).

Both 'alternatives to the undertaking' and 'alternative methods of carrying out the undertaking' will be considered in this EA through two successive steps as outlined in Sections 3.1 and 3.2.

3.1 Identification of Alternatives to the Undertaking

As noted previously, the purpose for this EA Study is to consider alternative streetcar alignments between Dufferin Street and the Roncesvalles Avenue/Queen Street West intersection in order to create a continuous, high speed, high capacity streetcar line between downtown Toronto and south Etobicoke (the "missing link" identified through the WWLRT EA). As a result, the alternatives proposed by the TTC will include, but may not be limited to, the following:

1. **Do Nothing**
2. **Lake Shore Boulevard Corridor**
3. **CN Rail Corridor**
4. **Dufferin Street and King Street Corridor**

These alternatives represent potential corridors between Dufferin Street and Roncesvalles Avenue that would allow for the placement of a streetcar line. A brief description of each of the preceding alternatives is provided in the sections below. These corridors will be described in more detail in the EA to ensure that the potential environmental effects of each can be readily understood.

3.1.1 Alternative #1: Do Nothing

In the "do nothing" alternative, no new streetcar connection would be sought between Dufferin Street and Roncesvalles Avenue, and the TTC would continue to provide transit services to the area based on its existing streetcar system without the construction of any new transit-specific facilities. In this way, the "do nothing" alternative is, in effect, a "business as usual" alternative.

3.1.2 Alternative #2: Lake Shore Boulevard Corridor

This alternative, depicted in **Figure 3-1**, would see a streetcar alignment developed somewhere within a corridor bounded by the Gardiner Expressway to the north, and the waterfront parks to the south.

3.1.3 Alternative #3: CN Rail Corridor

This alternative, depicted in **Figure 3-2**, would see a streetcar alignment developed along the CN Rail corridor (CN Lake Shore West Subdivision). The intent would be to follow the CN Rail corridor as closely as possible.

3.1.4 Alternative #4: Dufferin Street and King Street Corridor

This alternative, depicted in **Figure 3-3**, would see improvements to the existing Dufferin Street and King Street streetcar lines. The type of improvements, and extent of improvements would be considered as alternative methods.

3.2 Alternative Methods of Carrying Out the Undertaking

In this case, the alternative methods of carrying out the undertaking will be specific alignments/designs for the streetcar line. Since the preferred alternative to the undertaking has not yet been selected (i.e., the corridor that will link Dufferin Street to Roncesvalles Avenue), it is not possible at this time to identify the alternative methods (the specific alignments/designs). As a result, alternative methods of carrying out the undertaking will be identified and described in detail in the EA such that the environmental effects of each can be readily understood.

Figure 3-1: Alternative #2: Lake Shore Boulevard Corridor

Figure 3-2: Alternative #3: CN Rail Corridor

Figure 3-3: Alternative #4: Dufferin Street and King Street West

4. Description of the Existing Environment and Potential Effects in the Study Area

4.1 Preliminary Description of the Existing Environment

As illustrated in **Figure 2-5**, the Study Area exists entirely within the City of Toronto and therefore represents an urban landscape. While the Study Area borders onto Lake Ontario, the existing open space along the lakeshore is comprised of manicured parkland. Adjacent to this parkland is a major transportation corridor consisting of Lake Shore Boulevard, the Gardiner Expressway, and the CN Rail corridor. The remainder of the Study Area to the north and east is almost entirely developed and made up of the communities of Roncesvalles (Ward 14), High Park – Swansea (Ward 14), South Parkdale (Ward 14), and a portion of Liberty (Ward 14) and Niagara (Ward 19).

A preliminary overview description of the existing natural environment (biological and physical), land use environment (the built form, including residential, commercial, institutional, as well as transit and road networks, bicycle and pedestrian networks, etc.), social environment (socio-economic conditions that influence the life of humans) and cultural heritage environment (archaeological and built heritage features) within the Study Area are provided in the sub-sections below.

4.1.1 Natural Environment

Over ninety percent of the subject lands between Dufferin Avenue and Roncesvalles Avenue are composed of buildings and their associated landscaped grounds. Along Dufferin Avenue and King Street the associated landscaped grounds consist primarily of manicured lawn with individual saplings or mature trees. Trees planted along these streets range from young (21 cm diameter) to mature (82 cm diameter) maples.

The areas between the eastbound and westbound lanes of Lake Shore Boulevard are manicured lawn with large, mature deciduous trees planted in a park-like fashion. The land to the south of Lake Shore Boulevard is dominated by mown lawn with a mixture of mature deciduous and coniferous tree species. Tree species identified in the landscaped lands are both native and exotic.

Cultural woodland[3] comprises half of the vegetated area of the subject lands, and is found north of the train tracks between Dufferin Avenue and Dowling Avenue. This young woodland is highly disturbed by surrounding land uses and has a high component of exotic species. The woodland has a heavy shrub understory and appears to have been a thicket in the recent past.

3. Cultural Woodland is defined as an area with a relatively recent history of human disturbance and tree canopy cover between 35% and 60%.

A 1.3 ha band of cultural thicket exists opposite the cultural woodland, on the south side of the railway tracks. The shrubs are young and sparse, indicating that it was disturbed in the recent past. A narrow strip of cattails lines the tracks in this vegetation community.

In summary, vegetation communities were small, young and exist in disturbed patches. No species at risk were identified in the survey area. Plant species were common native species and exotics often used in urban landscaping.

4.1.2 Land Use Environment

The built environment within the Study Area is composed of a mix of employment, residential and commercial uses. The recreational/tourist features in the area include the Exhibition Place and Ontario Place lands. The transportation features include the Frederick G. Gardiner Expressway, Lake Shore Boulevard and a CN Rail corridor. The existing parks, schools, and institutions are listed in **Table 4-1**:

Table 4-1: Existing Parks, Schools and Institutions in the Study Area

Parks	Schools	Institutions
▪ Grafton Avenue Park ▪ Beaty Boulevard Park ▪ Beaty Avenue Park ▪ Masaryk Park ▪ Dunn Avenue Park ▪ Close Avenue Playground ▪ Close-Springhurst Parkette ▪ Spencer-Cowan Park ▪ Dufferin-King Parkette	▪ Parkdale Collegiate Institute ▪ Holy Family Catholic School ▪ Queen Victoria Public Elementary School	▪ St. Joseph's Health Centre ▪ Parkdale Public Library ▪ Toronto Rehabilitation Centre - Queen Elizabeth Centre ▪ Parkdale United Church

Estimated employment and population growth in the Study Area projected from 2001 levels (11,510 jobs and 13,717 people) is 4,370 additional jobs (total of 15,880) and 958 additional residents (total of 14,675) by the year 2031.[4]

Planning Policy Context

At a provincial level, there are certain key policies/plans of relevance to this project, including the Provincial Policy Statement (PPS), the Places to Grow Act (2005) and the associated regional "Growth Plan for the Greater Golden Horseshoe" (the Growth Plan, 2006). The Growth Plan directs that "transit will be the first priority for transportation infrastructure planning and major transportation investments" and that transit infrastructure will be used to shape growth and support the Plan's implementation. The Growth Plan is rooted in the principles of "sustainability" and envisages increasing intensification of the existing built-up area, with a focus on transit-supportive urban growth centres.

There are also local planning documents that address the current status of the Study Area. "In force" planning documents include the City of Toronto Official Plan (OP)(2002) and the former City of Toronto Zoning By-Law (1986). For the purposes of this EA, the OP provides all of the municipal policy context.

The City of Toronto OP sets out general growth and development objectives and land use designations, and establishes an urban structure for the city. The OP indicates that future growth in Toronto will be directed to the centres, avenues, employment districts, and the downtown, and that these areas will be characterized by the highest concentration of jobs and residents. The OP intends these designated areas be characterized by compact mixed-use development, be pedestrian oriented and be well served by surface transit and rapid transit stations. Therefore, a key element of the OP influencing the Waterfront West Streetcars EA is the promotion of growth that is less reliant on the private automobile and in particular calls for a transit-based growth strategy by diverting development to areas with good transit, while improving transit in major growth areas.

The Central Waterfront Secondary Plan (2003) was developed with the intent of guiding development in the Central Waterfront area so that City building is encouraged at a compact scale that is accessible and appropriate to the surrounding context. Consistent with the Official Plan the Secondary Plan identifies a Transit Plan to guide the development of communities along the waterfront area. The existing streetcar network is to be extended east and west from the downtown with connections to north-south routes to connect the waterfront and existing communities. New streetcar routes will operate in exclusive rights-of-way within streets or separate dedicated routes to ensure efficient transit movement.

In addition, the City of Toronto issued a Report dated August 29, 2006, which outlines the steps and resources needed to develop a comprehensive master plan for the western waterfront areas from Marilyn Bell Park (south of Lakeshore Boulevard, west of Jameson Avenue) to the Humber River. Among other

4. Source: City of Toronto, City Planning Division, Policy and Research Section.

items, the master plan is to address transit, parking and transportation requirements and maintaining public realm requirements, improving access and connections between the waterfront and adjacent neighbourhoods. This study is expected to commence in 2007.

Zoning By-Laws in the city reflect the implementation of the intent of the Official Plan. The zoning techniques employed are the main factors influencing the urban form and development pattern within the Study Area. Residential districts, mixed-use districts, industrial districts and park districts are all included within the Study Area boundary.

There are currently 12 known proposed or approved development applications within the Study Area.[5]

4.1.3 Social Environment

Currently, the Study Area between Dufferin Avenue and Roncesvalles Avenue is densely populated and contains a mix of residential, commercial, recreational, and institutional uses. The corridor along Queen Street West between Dufferin and Roncesvalles Avenues consists primarily of mixed retail/residential and commercial uses. South of Queen Street West to the Gardiner Expressway are densely populated neighbourhoods consisting of mixed multi-unit residential and single family or semi-detached homes. The area on the eastern side of Dufferin Avenue north of the Gardiner Expressway is currently under residential/commercial development.

Several public and secondary schools are located within the Study Area, serving approximately 3,000 students aged 5 to 18 years. St. Joseph's Health Centre is located just north of the Queensway between Glendale and Sunnyside Avenues, and the Toronto Rehabilitation Centre – Queen Elizabeth Centre is located on Dunn Avenue south of King Street West. Both facilities accept emergency ambulance service. Several churches are also located within the Study Area, mainly along Queen Street West.

Green space along the waterfront is a prominent feature of the Study Area. The presence of the western portion of the Exhibition Place and Ontario Place lands provides a large amount of green space and are dominant recreational features. There are also several parks within the neighbourhoods of the Study Area. These parks provide services such as playgrounds, baseball diamonds, a track, picnic areas, and bicycle routes. The City of Toronto Trail Network passes through lands in the southern portion of the Study Area.

4.1.4 Cultural Environment

Archaeological Resources

5. Source: City of Toronto, City Planning Division

Background research was completed to identify any archaeological sites previously registered within the Study Area and to assess the archaeological potential. No archaeological sites have been registered within the Study Area; however, 11 sites have been registered within a 2 km radius of the Study Area.[6] The general proximity of the Great Western Railway Line and the proximity of both the Humber River and Lake Ontario, contribute to the historic potential of the subject property.

Built Heritage Features and Cultural Landscapes

A total of nine (9) cultural heritage features were identified within the Study Area.[7] Four roadscapes are located within the Study Area, including the Gardiner Expressway, Lake Shore Boulevard, Dufferin Street, and King Street. The intersection at King Street, Queen Street and Roncesvalles was also identified as a cultural heritage feature because it is an historic crossroads with landmark quality. Other features of cultural heritage interest within the Study Area include a bridge, an industrial complex, a railscape and Exhibition Place, which includes the Dufferin Gate.

Features located within the Exhibition Place cultural landscape are the only identified cultural heritage features within the Study Area that are listed and/or designated in the Toronto Heritage Property Database and under the *Ontario Heritage Act*. There are, however, a number of heritage properties in the vicinity of the Study Area limits that are included in the Toronto heritage inventory, such as the Sunbeam Incandescent Lamp Factory, Bank of British North America, and the George Faulkner House.

4.2 Detailed Description of the Existing Environment

A detailed inventory of the existing environmental conditions in the Waterfront West Streetcars Study Area will be undertaken as part of the EA in order to augment and expand on the preceding overview description. This detailed description of the existing environment will focus on the areas associated with the alternatives and the preferred undertaking, and will be clearly documented in the EA.

Our assessment of the existing environmental conditions will be completed through a number of investigative studies currently proposed for the EA, including those listed in **Table 4-2** below.

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6. Three sources of information were consulted: the site record forms for registered sites, housed at the Ministry of Culture; published and unpublished documentary sources; and the files of Archaeological Services Inc., including the interim report of the Master Plan of Archaeological Resources for the City of Toronto *(ASI 2004).*

7. For the purposes of determining the existence of previously identified built heritage features and cultural landscapes within, and in the vicinity of the study areas the City of Toronto's Heritage Preservation Services Department's inventory of heritage properties was consulted as well as the Ministry of Culture's Ontario Heritage Properties Database and a site visit.

Table 4-2: Proposed Areas of Study

Environmental Factor	Considerations / Areas of Study
1. Technical	▪ Transit Network (including projected Transit Ridership Growth, projected effects on King Street and Queen Street streetcar service, and projected speed/level of service of streetcar service in the Study Area) ▪ Road Network ▪ Bicycle and Pedestrian Network ▪ Urban Design (streetscaping, integration with existing land uses, etc.)
2. Natural	▪ Terrestrial Ecosystems
3. Land Use	▪ Existing Land Uses (residential, commercial, industrial, etc.) ▪ Official Plan Designations, Zoning, Proposed Development, Projected Population/Employment Growth, Provincial Policies, etc.
4. Social	▪ Existing Communities ▪ Noise / Vibration / Air Quality ▪ Access to Properties ▪ Access to Waterfront ▪ Private Property
5. Cultural	▪ Archaeology ▪ Built Heritage Resources and Cultural Landscapes
6. Financial	▪ Capital Costs ▪ Land Acquisition Costs ▪ Operation and Maintenance Costs

The purpose of the existing conditions inventory is to establish the baseline for comparison that will allow for the identification of any potential changes to these conditions that are known at the time of the EA. This baseline will be conducted to obtain a uniform level of detail across the Study Area for all alternatives being considered. The existing conditions inventory will build on existing background information available from secondary sources, including the City of Toronto and Provincial Ministries/Agencies. Secondary source data will be validated through site investigations as required to provide up-to-date data.

4.3 Description of the Potential Environmental Effects

The types of environmental effects that will be assessed during the preparation of the EA may include, but are not limited to, those that are summarized in **Table 4-3** below. These potential effects are based on the alternatives presented in Section 3.1 and the preliminary description of the existing environment presented above. The potential environmental effects have been grouped into six areas, or factors, reflecting the broad definition of environment as provided for in the EA Act.

Table 4-3: Potential Environmental Effects

Factors	Potential Environmental Effects
Technical	▪ Effects on public accessibility to transit services. ▪ Alteration of transit routes and transit network connectivity. ▪ Effects on transit ridership and transit service. ▪ Constraints on CN Lakeshore West rail corridor expansion. ▪ Constraints on urban expressway redevelopment. ▪ Effects on roadway and intersection traffic operations. ▪ Effects on pedestrian and bicycle facilities and operations.
Natural	▪ Disturbance to and/or loss of terrestrial ecosystems. ▪ Disturbance to and/or loss of wildlife. ▪ Disturbance to and/or loss of greenways/open spaces and natural linkages.
Land Use	▪ Alteration and/or removal of planned or proposed developments. ▪ Conformance with existing Official Plan designations and zoning, Regional and Provincial plans and policies.
Social	▪ Disruption to, or displacement of, existing residences, businesses, institutions and recreational features. ▪ Loss of private property. ▪ Alteration of existing property access.
Cultural	▪ Alteration to and/or loss of known and not yet known archaeological sites. ▪ Disruption to and/or removal of built heritage features. ▪ Disruption to and/or loss of cultural landscape units.
Financial	▪ Capital Costs. ▪ Property Acquisition Costs. ▪ Operation and Maintenance Costs.

5. Assessment and Evaluation

5.1 Screening of the Alternatives

In recognition of the fact that only reasonable alternatives should be considered in an EA, the various alternatives generated during the Waterfront West Streetcars EA may be screened as follows to arrive at a "short-list" of those alternatives considered reasonable for more detailed comparative evaluation:

a) **'Alternatives to the Undertaking'** – based on their ability to address the purpose of the undertaking. As a result, only those alternatives that can reasonably be expected to address the purpose of the undertaking will be carried forward for more detailed assessment and evaluation in the EA.

b) **'Alternative Methods of Carrying out the Undertaking'** – based on their ability to implement the preferred alternative. As a result, only those alternative methods that can reasonably be expected to implement the preferred alternative will be carried forward for more detailed assessment and evaluation in the EA.

The screening process, screening criteria, and the screening results will be clearly documented in the EA Report so that a rationale is provided for the "short list" of alternatives selected for more detailed evaluation.

5.2 Net Effects Analysis of the Alternatives

The "short-listed" alternatives identified through the screening step will be comparatively evaluated based on a "net effects analysis" in consultation with agencies and the public. A "net effects analysis" consists of the following steps:

Step No. 1: Develop appropriate evaluation criteria, indicators, and measures based on the purpose of the undertaking, existing environmental conditions, range of alternatives being considered, and type and scale of potential environmental effects from the alternatives and their relative significance.

Step No. 2: Apply the evaluation criteria, indicators, and measures to each alternative in order to identify potential effects on the environment. Wherever possible, the same criteria, indicators, and measures applied to the "alternatives to" will be applied to the "alternative methods".

Step No. 3: Develop appropriate avoidance/mitigation/compensation/enhancement measures based on current procedures, historical performance, and existing environmental conditions.

Step No. 4: Apply the avoidance/mitigation/compensation/enhancement measures to the identified potential effects in order to identify net effects on the environment.

Following the last step, the net effects of each alternative will be comparatively evaluated against each other using a "Reasoned Argument" (or "Trade-off") approach (see Section 5.3 below).

5.2.1 Proposed Evaluation Criteria

The proposed evaluation criteria that will be applied to the alternatives as part of the net effects analysis in the EA include, but may not be limited to those set out in **Table 5-1**. Additionally, indicators and measures will be developed for each criterion that provide a clear method of identifying and measuring the potential effects associated with it.

The evaluation criteria, indicators, and measures will be developed in consultation with agencies and the public during the EA process and documented in the EA Report.

Table 5-1. Proposed Criteria For Assessing Alternatives

Factor	Proposed Criteria
Technical	➢ Potential effects on intersection operations. ➢ Potential effects on traffic operations. ➢ Potential increase in transit ridership. ➢ Potential increase in speed and improvement in Level of Service for users. ➢ Potential effects on King Street and Queen Street streetcar service. ➢ Ability to meet transit ridership objectives. ➢ Potential effects on transit network integration. ➢ Potential effects on pedestrian and bicycle facilities and operations. ➢ Potential effects on urban design and streetscape. ➢ Potential constructability issues. ➢ Potential operation and maintenance requirements. ➢ Potential effects on CN Lake Shore rail corridor. ➢ Potential effects on urban expressways.
Natural Environment	➢ Potential effects on terrestrial habitats, functions and biota.
Land Use	➢ Potential effects on approved/proposed land uses. ➢ Potential for conforming with existing Official Plan designations and zoning. ➢ Potential for conforming with existing Regional and Provincial plans and policies. ➢ Potential effects on projected population / employment growth in the Study Area.

Table 5-1. Proposed Criteria For Assessing Alternatives

Factor	Proposed Criteria
Social Environment	➢ Potential for displacing existing residences, businesses, institutions and recreational features. ➢ Potential short-term effects of noise, vibration, and air quality on existing residences, businesses, institutions and recreational features as a result of construction (disturbance). ➢ Potential short-term effects of construction on the use of roadways, driveways, sidewalks and pathways (including access to waterfront). ➢ Potential long-term effects of noise, vibration and air quality on existing residents, businesses, institutions and recreational features. ➢ Potential long-term effects on use of roadways, driveways, sidewalks and pathways (including access to waterfront). ➢ Potential for requiring private property.
Cultural Environment	➢ Potential effects to archaeological resources. ➢ Potential effects to built heritage features and cultural landscapes.
Financial	➢ Potential capital costs. ➢ Potential land acquisition costs. ➢ Potential operation and maintenance costs.

5.3 Comparative Evaluation of the Alternatives

Following Step No. 4 of the "net effects analysis" for both the alternatives to and the alternative methods, the alternatives will be compared through a Reasoned Argument or Trade-off method as a means of identifying the preferred alternative(s). This method highlights the relative advantages and disadvantages of each alternative based on its identified net effects. This will provide a clear presentation of the key trade-offs between the various evaluation factors and the reasons why one alternative is preferred over another. As a result, the relative differences and key impact trade-offs between each alternative for the various factors will be clearly understood, and a traceable rationale for selection of the preferred alternative(s) provided.

The information generated through the "net effects analysis" and subsequent comparison of alternatives will be summarized in a series of tables and elaborated upon in the text of the EA Report. The rationale for the decision-making process undertaken will be provided in a clear manner to ensure that the process undertaken is traceable and replicable.

5.4 Mitigation and Enhancement Plan

As part of the evaluation of alternatives and the identification of potential environmental effects, mitigation measures will be developed for adverse effects. Only reasonable, technically feasible and economically viable mitigation measures based on industry accepted practices will be recommended for

specific characteristics and sensitivities of the environment. Mitigation measures will be developed by experienced professionals in consultation with appropriate agency staff and project stakeholders.

The TTC is committed to developing a mitigation plan for the preferred undertaking during the EA based on the avoidance/mitigation/compensation/enhancement measures developed in the evaluation of alternatives. The various identified measures will be translated into environmental commitments reflecting agency/public input for future implementation and adherence during the construction, operation, maintenance and use of the undertaking.

6. Development of a Monitoring Strategy and Schedule

The TTC is committed to developing a monitoring strategy and associated schedule during the EA that will address both environmental effects and EA compliance.

The purpose of the environmental effects monitoring will be to ensure that the net effects associated with the construction, operation, maintenance and use of the preferred undertaking are monitored, as necessary, and further mitigation measures, enhancements, monitoring, and contingency plans be implemented, where possible, to ensure that: (1) predicted net negative effects are not exceeded; (2) unexpected negative effects are addressed; and (3) the predicted benefits are met.

The EA will describe how the TTC will achieve compliance (e.g., permits and approvals from regulatory agencies) and how the compliance will be reported. The purpose of the EA compliance monitoring will be to ensure that the commitments made in the EA are followed through in the construction, operation, maintenance, and use of the preferred undertaking. The TTC or its contractor will be required to obtain all permits and approvals from regulatory agencies at the appropriate time and will ensure compliance with them and their conditions throughout the work.

7. Consultation During the Preparation of the ToR

As required by Section 5.1[8] of the EA Act, review agencies, stakeholders, and the general public were consulted during preparation of these ToR.

A Consultation Record describing the consultations undertaken during ToR preparation is provided under separate cover.

7.1 Consultation Activities Undertaken During the Terms of Reference

Consultation undertaken during the development of these ToR included:

- Review agency meetings (e.g., Ministry of the Environment, TRCA, Canadian Transportation Agency).
- Meetings with Toronto City Councillor Gordon Perks and Deputy Mayor Joe Pantalone, and discussions with various City Councillors who attended an Open House at City Hall.
- Meetings with Key Stakeholders (e.g., CN Rail, GO Transit, Exhibition Place)
- Establishing a Technical Advisory Committee (TAC) made up of staff from City of Toronto Planning and TRCA.
- Creation of a project web site (http://www.toronto.ca/involved/projects/waterfront_transit/), which was also linked from the TTC homepage (www.ttc.ca).
- Hand delivery of a project brochure to every mailing address in the Study Area (24,989 notices) in advance of the PIC providing notification of the start of study and the PIC. The brochure was also made available at the PIC as a handout.
- A newspaper advertisement in Now Magazine providing notification of the start of study and the PIC.
- Mailing of 125 notices to an established stakeholder list of community, resident, and business associations providing notification of the start of study and the PIC.

[8] *5.1 When preparing proposed terms of reference and an environmental assessment, the proponent shall consult with such persons as may be interested.*

- One round of PICs (two separate locations were used) held to solicit agency and public input and provide an opportunity for public members to discuss their concerns/issues directly with the project team.
- Comment Sheet handed out at the PICs and available from the project website.
- First Nations Consultation with Ontario Native Affairs Secretariat (ONAS), Union of Ontario Indians, and Indian and Northern Affairs Canada.

8. Consultation During the EA

Consultation is an integral component of the EA process and functions to provide input to assist the Project Team in making decisions in light of the potential environmental effects and the feedback provided. Consultation activities provide opportunities throughout the process for two-way communication with interested stakeholders to bring forward comments/issues that can be given appropriate consideration before final decisions are made.

8.1 Consultation Objectives

The consultation activities undertaken during preparation of these ToR will be built upon and implemented in the EA to achieve the following consultation objectives for the EA:

a) To provide ample opportunities for stakeholders/interested parties to become aware of and informed about the EA and its studies.

b) To proactively seek the input, comments and suggestions from these stakeholders/ interested parties regarding the EA.

c) To proactively work with stakeholders/interested parties to identify concerns and, wherever possible, resolve those concerns in advance of completing the EA.

d) To fairly document the stakeholder concerns, where they cannot be resolved, and TTC's reasons explaining why the concerns could not be resolved.

e) To increase the openness, transparency and access to the information, research and data being developed and analyzed for purposes of the EA.

As a result, the consultation requirements of the EA Act will be addressed through activities that will be flexible and responsive to agency/public and project needs, and may be amended through input from the community and other key stakeholders.

8.2 Major Consultation Elements

A number of major consultation elements are proposed as part of the consultation plan for the EA:

1. Technical Advisory Committee (TAC) Meetings
2. Community Advisory Group (CAG) Meetings
3. Public Information Centres
4. Newsletters / Brochures
5. Newspaper Advertisements and Letters
6. Project Web Site
7. First Nations Consultation

Each of the preceding elements are briefly described in the following sub-sections:

8.2.1 TAC Meetings

The multi-stakeholder TAC established during the preparation of these ToR will continue to meet during the EA at regularly scheduled intervals to provide input before final decisions are made by the Project Team.

8.2.2 CAG Meetings

A CAG will be established early in the EA stage. The members of the CAG will be identified in consultation with the Study Area ward councillors, Councillor Gord Perks and Deputy Mayor Joe Pantalone. The aim of the CAG will be to represent the interests of the local community stakeholders. The CAG will help ensure that issues and concerns are identified early in the study and project decisions are based on the best information available.

The CAG will meet at regularly scheduled intervals in order to provide input before final decisions are made by the Project Team. Meetings of the CAG will take place before the PICs to provide an opportunity for the CAG members to comment before the information is made available to the general public. The following is a list of potential items that may be discussed at CAG meetings. The specific items for discussion may change based on public and agency input.

- Alternatives to the undertaking (corridors between Dufferin Street and Roncesvalles Avenue)
- Advantages and disadvantages of each alternative corridor
- Evaluation of the alternatives to the undertaking (corridors)

- Identification of a Recommended Alternative Corridor
- Identification of alternative methods of implementing the preferred alternative to the undertaking (streetcar track routes within the preferred corridor)
- Advantages and disadvantages of each alternative route
- Evaluation of the alternative routes
- Identification of a Recommended Alternative Route
- Discussion of changes made to the preferred route
- Opportunities to mitigate potential adverse effects from the preferred route

8.2.3 Public Information Centres

Additional PICs will be held at key consultation milestones throughout the preparation of the EA in a format similar to that held during preparation of these ToR. Each PIC will be advertised in the local media, brochures will be delivered to the Study Area, and letters will be mailed to those on the project's contact list. Meeting summaries will be posted to the project website following the PICs. Additionally, comment sheets with specific questions will be handed out at the PICs and will be available via e-mail through the project website.

8.2.4 Newsletters / Brochures

Additional newsletters/brochures will be regularly distributed to residents and stakeholders during preparation of the EA similar to that released for the PIC's held during the preparation of these ToR. The intent of the newsletters/brochures is to enhance the other public consultation efforts and increase awareness within the community.

8.2.5 Newspaper Advertisements and Letters

Notification of key project milestones/activities will be provided to the general public through advertisements in local community newspapers, and to key project stakeholders through letter mailings. An initial list of all ratepayer organizations, community groups, and business associations in the study area has been established. The initial contact list for letter mailings will be updated throughout the EA as additional stakeholders identify themselves.

8.2.6 Project Web Site

The project web site established for this project during the preparation of these ToR (http://www.toronto.ca/involved/projects/waterfront_transit/) will continue to be used throughout the EA as a means of providing detailed project information that is regularly updated. The web site will function as a means of providing information in-between project advertisements and mailings. The public will be able to send comments directly to the project team via e-mail from the project website and have access to the comment sheets handed out at Public Information Centres via e-mail.

8.2.7 First Nations Consultation

Discussions with the First Nations will continue into the EA in a manner appropriate to them. As necessary, the consultation efforts will be adjusted throughout the EA to meet the specific needs of the First Nations. The First Nations will be asked to contribute comments at each key consultation milestone before decisions are made.

8.3 Key Consultation Milestones

The following are the key consultation milestones in the EA process where public input will be required before any final decisions are made:

1. Alternatives to the Undertaking (Corridors).
2. Evaluation Criteria, Indicators, and Measures.
3. Evaluation of the Alternatives and Selection of the Preferred Corridor.
4. Alternative Methods of Carrying Out the Undertaking. (Routes)
5. Evaluation of the Alternative Methods of Carrying Out the Undertaking and Selection of the Preferred Route.
6. Identification of the Preferred Route.

This list is not inclusive and does not mean that consultation will only be undertaken at these points in the EA. As described above, an extensive, ongoing consultation program will be implemented.

9. Modifications During Preparation of the EA

Once approved by the Minister, these ToR would provide the framework for preparing the subsequent EA. However, it is generally understood that given the nature of EA ToRs, they are not intended to present every detail of all the activities that will occur when preparing the EA. It is therefore possible, that in carrying out the work contemplated by the ToR, it may become evident that certain modifications may be appropriate prior to submission of the EA Report.

These modifications may include, but are not limited to, the following:

a) additional alternatives;

b) revisions to the Study Area;

c) additional evaluation criteria;

d) additional evaluation methodologies utilized to select the preferred alternative solution and/or alternative method;

e) additional and/or expanded existing environment studies to ensure that the nature and magnitude of potential effects are accurately identified and mitigated;

f) examination of additional environmental effects; and

g) additional consultation activities.

The preceding list is not inclusive; it provides examples of the types of changes that could be considered within the framework of these ToR.

10. Other Approvals Required

Other approvals required for each alternative will be identified as appropriate. Also, any further approvals for the preferred undertaking will be identified in the EA. For example, these could include:

a) City of Toronto Official Plan Amendment and zoning by-law changes.

b) City of Toronto noise by-law amendment/exemption.

c) City of Toronto building permit.

d) Permit to take water (MOE).

e) Utility approvals (phone, gas, hydro, etc.).

f) Canadian Transportation Act

g) Railway Act

In addition, the TTC is aware of the Front Street Extension Class EA and the overlap between it and this study. As a result, the TTC will work with the City of Toronto to co-ordinate layouts and obtain City approval for the final design.

10.1 Canadian Environmental Assessment Act (CEAA)

The proposed undertaking may also be subject to the requirements of the Canadian Environmental Assessment Act (CEAA) if a CEAA trigger is identified. At this point in time, no CEAA triggers have been identified. However, a representative of the Canadian Environmental Assessment Agency has been invited to join the TAC to monitor progress and determine an appropriate course of action if a CEAA trigger arises.

10.1.1 Co-ordinated Provincial / Federal EA Process

If a CEAA trigger is identified, the TTC intends to work in a co-ordinated way with the provincial and federal governments to satisfy both levels of environmental assessment legislation pursuant to the Canada-Ontario Agreement on EA Cooperation (November, 2004).

In order to ensure an effective and efficient coordination of the provincial and federal EA processes, a Project Description document will be prepared in a timely fashion for circulation to the appropriate federal authorities to confirm a trigger under CEAA.

11. Documentation (EA Report and Submission)

An EA Report will be prepared at the conclusion of the EA to document the environmental assessment undertaken in accordance with the approved ToR. At a minimum, the EA Report will fulfil the requirements set out in subsection 6.1(2) of the EA Act.

The EA Report will provide a clear, logical account of the planning process undertaken, the information gathered, the conclusions reached and the consultation activities undertaken. The EA Report will show how comments received were considered and provide the rationale for the decisions made.

Following the draft EA Report review and incorporation of any comments received, the final EA Report will be formally submitted to the Minister for review and approval. MOE will then undertake a formal public and agency review process for the EA Report. Copies of the final EA Report will also be made available at the proponent's office, area municipal offices and community facilities, and on the project website.

12. Process for Amending the Undertaking Following EA Approval

An amending procedure will be incorporated into the EA to address changes to the preferred alternative that may occur following approval of the EA by the Minister of the Environment. The amending procedure will:

- Identify changes as either "minor" or "major" in accordance with the significance of the change.
- Outline how the proposed changes will be examined (process for approval).
- Detail the stakeholder consultation to be undertaken when considering the changes.
- Outline the documentation requirements.
- Outline the public review requirements.

The intent of the amending procedure is to allow changes to occur which address future conditions without having to submit a new EA to the Minister of the Environment. The amending procedure could also be used to address alignment and station location issues if these could not be resolved during the EA.