North Yonge Street Corridor
Public Transit & Associated
Road Improvements

Environmental Assessment

Public Consultation Centre #2 Report

September 2006

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LIST OF APPENDICES

1. INTRODUCTION

The first Public Consultation Centre held in June 2004 introduced the study and described the process for preparing the EA Terms of Reference, approved by the Ministry of the Environment in August 2005. The purpose of Public Consultation Centre #2 was to:

- Present the project study area and existing natural features and land use;
- Describe the transportation alternatives to the undertaking;
- Present evaluation of the transportation alternatives and selection of the preferred alternative;
- Identify the alternative transit technologies; and
- Present preliminary screening results of alternative routes.

2. PUBLIC CONSULTATION CENTRE #2

The ***second series*** of Public Consultation Centres for the North Yonge Street Corridor Public Transit and Associated Road Improvements EA were held at the following locations:

- Wednesday, September 13, 2006 (4:00 pm to 8:30 pm) – Oak Ridges Community Centre – Norm Taylor Room, Town of Richmond Hill; and

- Thursday, September 14, 2006 (9:30 am to 8:30 pm) – Upper Canada Mall, Town of Newmarket.

During both days of the PCC members of the study team were available to assist the public with reviewing the presentation material and to address any questions/concerns.

2.1 NOTIFICATION

The notice of Public Consultation Centre, shown in **Appendix A**, was advertised to area residents and interested parties using the following media:

1. Notices were placed in the following newspapers:

Richmond Hill Liberal	Sunday, September 3, 2006
Era Banner	Sunday, September 3, 2006
Richmond Hill Liberal	Thursday, September 7, 2006
Era Banner	Thursday, September 7, 2006

2. The notice was sent by mail/email to: members of the public who signed in at the previous PCC and agreed to received project information; members of the public who requested to be put on the project mailing list; First Nations groups; relevant municipal, provincial and federal agencies; and utility companies.

3. The notice was posted on the Region of York website at www.york.ca and on the Viva website at www.vivayork.ca.

2.2 TECHNICAL ADVISORY COMMITTEE (TAC)

A Technical Advisory Committee (TAC) was organized to facilitate the line of communication between the Project Team and relevant agencies, thereby ensuring a seamless integration of Rapid Transit into the Region. TAC members represent the following agencies: Region of York, Town of Richmond Hill, Town of Aurora, Town of Newmarket, Town of East Gwillimbury, Toronto and Region Conservation Authority, Lake Simcoe Region Conservation Authority, GO Transit, York Region Transit, Ministry of Natural Resources, Ministry of Culture, and Ministry of Transportation.

TAC representatives ensure that any concerns their agencies may have with regards to the project are given proper consideration and their input is sought at various stages throughout the study. To this effect, a meeting of the TAC was held on August 22, 2006 to present the material for the upcoming Public Consultation Centre and obtain their feedback. Minutes of this meeting are included in **Appendix B**.

2.3 PRESENTATION MATERIAL

The PCC material on display consisted of presentation boards, a project information sheet and various YRT/Viva materials such as the Viva zip card and route map.

2.3.1 Presentation Material

The material displayed at the Public Consultation Centre is listed below and included in **Appendix C**:

Introduction and Existing Conditions
- Introduction Board
- EA Process: Where We Are
- Study Area
- Existing Natural Environment
- Existing Social and Cultural Environment and Land Use

York Region Approved Planning
- Transportation Master Plan Transportation Network – 2031 Transit Network and 2031 Road Improvements
- York Region 10 Year Roads Capital Program

Alternatives to the Undertaking
- Travel Demand Screenline Analysis
- Need for the Undertaking – Traffic Analysis Findings
- Evaluation
- Summary of Findings

Alternative Rapid Transit Systems
- Technologies to be Considered
- Richmond Hill Route Options Preliminary Screening
- Aurora Route Options Preliminary Screening
- Newmarket/East Gwillimbury Route Options Preliminary Screening

Next Stage in the EA Process

- Criteria for Evaluation of Route Alternatives Carried Forward
- Objectives of Rapid Transit Design Alternatives
- What Happens Next?

2.3.2 Information Sheet

An information sheet specific to the project was available for the public to take with them if they chose. This sheet included two of the display boards which outlined the summary of findings of the alternatives to the undertaking. The information sheet is shown in **Appendix D**.

3. SUMMARY

3.1 VISITOR SIGN-IN

A total of 7 people signed in at the Oak Ridges location on the Wednesday while 37 people signed in at the Thursday session at Upper Canada Mall. Given the "mall" type of environment, it was difficult to insure that all visitors would sign in. It is estimated that a further 30-40 persons viewed the display during the period in the mall. A sample of the sign-in sheet is included in **Appendix E**.

3.2 COMMENT SHEETS

In addition to verbal comments, a total of eight written comment sheets were completed and submitted to the project team during the two days. All of the comments sheets are included in **Appendix F**.

The comment sheet asked four questions of the public, as well as providing space for additional comments. The four questions were the following:

- Do you have any comments on the alternatives to the undertaking and selection of the preferred alternative?
- What is your opinion of the short-listing of routes for further evaluation?
- What do you see as the key challenges and opportunities for rapid transit in this corridor?
- Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

The comments/suggestions/concerns/opinions noted on the comment sheets submitted by the public are summarized in **Table 1**. During the PCC, there were several positive comments voiced by the public regarding the existing Viva service as well as interest as to what the preferred routing will be through the Newmarket area.

Table 1 – Summary of Public Comments

COMMENT/CONCERN
There should be a service road from Davis Drive to Green Lane behind the stores providing access to the cross streets.
King City does not have a YRT ticket sales outlet and there should be. Improved transit service in the King City area is required.
There should be transit stop locations at the King Road/Yonge Street intersection as well as at the King High School entrance.
The short-listing of routes for further evaluation is sensible.
It will be a challenge to implement rapid transit in the corridor due to poor road planning initially.
The present traffic problems need to be dealt with in the Newmarket area.
A customer service representative needs to be added at Finch Station to assist people with the ticket kiosk etc…
During whatever improvements are done, synchronizing the traffic lights need to occur in order to allow a smooth and continuous flow of traffic.
Intensifying land use along the corridor will support rapid transit.
A subway should be built between Mulock Drive and Bristol Road.
Will Viva ever make its way onto Bayview Avenue?
It is ideal for the route to remain on Yonge Street through Richmond Hill and Aurora. Davis Drive and Green Lane provide greater ridership potential through Newmarket.
The challenges of the rapid transit system will be operating in the historic areas of Newmarket and Aurora, and providing a direct, one route system to match customer service needs.
A designated transitway can work with the road improvements along Yonge Street, however it is important to maintain the safety of pedestrians crossing Yonge Street.
A dedicated westbound left turn lane on Davis Drive onto Yonge Street is suggested with a transit priority signal.

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #2 Report

Appendix A
Notice for Public Consultation Centre #2

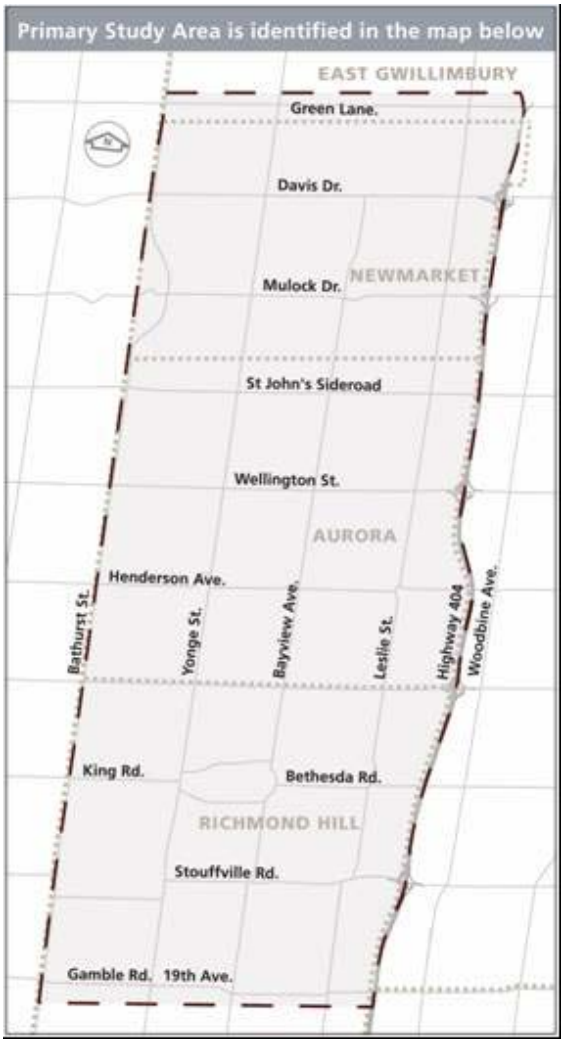
September 2006

Notice of Public Consultation Centre
Individual Environmental Assessment for
North Yonge Street Corridor Public Transit and Associated Road Improvements

As one of the fastest growing municipalities in Canada, the Regional Municipality of York must ensure that its ever-increasing population and robust economy can enjoy the timely and efficient movement of people and goods throughout the Region. To meet this demand, the Region's 2002 Transportation Master Plan called for the development of a transportation system consisting of both a rapid transit network (Viva Rapid Transit) and an enhanced road network. The rapid transit network includes Viva's two major rapid transit corridors -- the Highway 7 and Yonge Street corridors; and two connecting links to Toronto -- the Vaughan and Markham north-south links.

At this stage of development, an Environmental Assessment (EA) is required to help define transit infrastructure and associated road improvements in the north Yonge Street corridor. Road capacity improvements along Yonge Street from Mulock Drive to Green Lane, which were identified in the Transportation Master Plan, will also be investigated in detail as part of this study. This EA study encompasses the area bounded by 19th Avenue/Gamble Road to the south, Green Lane to the north, Bathurst Street to the west, and Highway 404 to the east, within the Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury.

The first steps in the process for an Individual EA is the preparation of Terms of Reference for the study, which were completed and approved by the Ministry of the Environment in August 2005. The first Public Consultation Centre held in June 2004 introduced the study and described the process for preparing the EA Terms of Reference.



At this second Public Consultation Centre, the following will be presented:

1. Existing environment within the study area
2. Need for the Undertaking
3. Evaluation of Alternatives to the Undertaking
4. Screening of Alternative Rapid Transit Route Options, and
5. Rapid Transit Technologies to be considered

The success of the Region's study depends very much on public input and participation. You are invited and encouraged to attend the upcoming Public Consultation Centre at one of the following locations:

Oak Ridges Recreation Centre
Norm Taylor Room
70 Old Colony Road
Oak Ridges, ON
Wednesday, September 13, 2006
4:00 PM to 8:30 PM

Upper Canada Mall
Centre Court
17600 Yonge Street
Newmarket, ON
Thursday, September 14, 2006
9:30 AM to 8:30 PM

To obtain further information on this study, please visit York Region's rapid transit Web site at vivayork.com or our homepage at www.york.ca. If you wish to have your name added to the project mailing list, or have any questions or comments, please contact one of the individuals below:

Mr. Steve Mota, P.Eng.
Program Manager - EA
Regional Municipality of York
Planning and Development Services
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Phone: 1-877-464-9675 ext. 5056
Fax: 905-895-0191
Email: steve.mota@york.ca

Mr. Lynton Erskine, P.Eng.
EA Studies Manager
York Consortium
1 West Pearce Street, 6th Floor
Richmond Hill, ON L4B 3K3
Phone: 905-943-0558
Fax: 905-943-0400
Email: l.erskine@delcan.com

This notice first published on September 3, 2006.

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #2 Report

Appendix B
TAC Meeting Minutes

September 2006

MINUTES

TO:	Notes to File	DATE:	August 23, 2006
FROM:	K.Freund / C. Bastedo		

SUBJECT: North Yonge Street Corridor Environmental Assessment – Aug. 22, 2006 TAC Meeting

ATTENDEES: *York Consortium(YC)* – Candace Bastedo (CB), Khaled El-Dalati, Lynton Erskine (LE), Karen Freund, Brian Hollingworth (BH)
York Region – Jamal Ahmed, Salim Alibhai (SA), Steve Mota (SM)
TAC – Ken Armstrong (KA) , David Atkins (DA), Steven Baldo, Paul Belton, George Flint, Mark Kryzanowski (MK), Marcel Lanteigne (ML), Reza Massir, June Murphy (JM)

DISTRIBUTION: Attendees, Don Allan, Eric Gupta, Wayne Hunt, Tom Hogenbirk, Malcolm Horne, Irene McNeil, Joanne Stevens, Steven Strong

Item Discussed	Action By

1. INTRODUCTIONS

The meeting commenced with general introductions.

2. EA PROJECT SCHEDULE UPDATE

LE provided an overview of the project schedule noting the following:

- The EA is scheduled for completion at the end of 2007 (i.e. Finalization and Submission of Draft EA and Appendices – 11/9/07)
- PCC # 2 is scheduled for mid-September, 2006 (9/13/06 and 9/14/06)
- Two more PCCs are scheduled for next year – March and June, 2007

3. PRESENTATION MATERIAL

LE presented the draft PCC #2 presentation materials. He noted that the materials are in draft form and that the York Consortium (YC) is soliciting comments and input from the TAC members, to be incorporated in the final presentation boards. The TAC was reminded that the Terms of Reference for the study were approved by the MOE in 2005.

Comments on the boards are summarized below:

1. Welcome Board: No comments
2. Environmental Assessment Process: Where we are: No comments

	Action By
3. Study Area:	
a. Steve Mota noted that this study area was a continuation of the study area in the South Yonge EA. He noted that the S. Yonge EA recently received approval from the MOE for a dedicated rapid transit system to the location of this study's southern border (i.e. Gamble Road).	
4. Existing Natural Environment:	
a. JM noted that an up to date regulation lines map is available from TRCA. JM will provide to CB, SM and SA.	JM
b. Change orientation so that north is at the top of the board.	
5. Existing Social and Cultural Environment and Land Use:	
a. Change orientation so that north is at the top of the board.	
b. Add graphic of provincial plan strategies (i.e. Places to Grow)	
c. The yellow circle depicting the Newmarket Regional Centre can be deleted since the purple hatching illustrates the urban centre.	
6. Transportation Master Plan Transportation network: No comments	
7. Alternatives to the Undertaking – Traffic Demand Screenline Analysis. This analysis illustrates the travel demand through the study area. The following comments/issues were raised:	
a. BH asked whether there were any developments on the GO Richmond Hill Line Extension Project identified in the TMP. KA will follow up with the GO Rail Group to determine status of Richmond Hill Rail Extension.	
b. KA stated that the data should be reviewed to ensure that VIVA service is included in the analysis. BH will review the data sources/dates to ensure that the most current/accurate data was used.	KA/BH
8. Need for the Undertaking – Traffic Analysis Findings: BH provided an overview of the local traffic analysis that was conducted between Mulock Drive and Green Lane in Newmarket. A package of Draft Selected Exhibits was distributed to the TAC.	
a. BH noted that the primary problem times are weekday PM and Saturday peak periods. He noted that Yonge Street is at or over capacity today. With anticipated growth, Yonge Street will exceed capacity in all areas very soon.	
b. MK noted a possible issue with the data in Exhibit 14. He suggested that the high volumes of traffic North of Upper Canada Mall could be the result of using dated data (i.e. anything earlier than 2005). SM stated that the analysis data and results are still being reviewed internally and are still in draft. He noted that the analysis needs to be defensible and if it is not, additional counts will be performed. LE requested that any municipalities having recent, relevant counts should provide them to the York Consortium for input into the analysis.	BH
c. The distinction between analysis using 4 or 6 lanes in Exhibits 11 and 13 needs to be clearly noted in the titles.	
d. This graphic will include a summary of the Level of Service (LOS) data included in the analysis package by way of a map with coloured dots at locations that have either a failing LOS (i.e. red=LOS F).	
e. SM noted that there is no confirmation currently on exactly what	

Action By

improvements are required on Yonge Street through Newmarket.

9. Alternatives to the Undertaking – Evaluation:
    a. Add Legend for symbols.
    b. Add Glossary of Acronyms.
    c. SM directed everyone's attention to the alternative screening logic and requested feedback from participants
    d. DA noted that the words "dedicated lanes" in the evaluation table (under York Region Rapid Transit Corridor Initiatives) should include "where there is space to do so" in order to consider the Yonge Street downtown core area in Aurora.
10. Alternatives to the Undertaking – Summary of Findings: CB
    a. Review population and employment estimates under the problem statement. These numbers seem to be incorrect.
    b. Colours of green background/blue text should be changed.
    c. Note that the TMP improvements included in the "Current Commitments" alternatives is based on approved road improvements in the 2002 Master Plan.
11. Alternative Rapid transit Systems – Technologies: No Comments
    a. LE noted that the initial screening will allow the team to screen out options that don't meet the needs of the projects (e.g. subway extension can be eliminated as there is insufficient demand to support this option)
12. Alternative Rapid Transit Systems – Route Options Screening - Richmond Hill▲
13. Alternative Rapid Transit Systems – Route Options Screening – Aurora▲
14. Alternative Rapid Transit Systems – Route Options Screening – Newmarket /East Gwillimbury▲
    a. An EA is currently underway for Improvements to Davis Dr. It was noted that these two projects should be coordinated (especially with regard to information presented to the general public). The Davis EA preliminary recommendation for the preferred design should be available in December 2006. Further coordination will take place at that time.
    b. MK noted that the new bridge on St. John's Sideroad cannot be widened further. LE stated that this may preclude transit dedicated lanes over the bridge (i.e. buses could run in regular traffic through this section) but should not result in the elimination of that alternative. MK also noted that Mulock could be used as an alternative tieback to Yonge Street

▲ – General comments pertaining to all Alternatives

    a. The range of options shown on the 3 route schematics cover those that were noted in the Terms of Reference.
    b. Review colour scheme. The Routes and Municipal Boundary colours look very similar in the handouts.
    c. LE reinforced that more detailed analysis will take place and that these alternatives are the result of a broad initial screen process.

15. Preliminary Screening of Transit Routing Alternatives

Action By

a. Add Legend for symbols

b. Add Glossary of Acronyms

16. Objectives of Rapid Transit Alternatives

    a. Colours of green background/blue text should be changed.

17. What Happens Next: No comments

LE noted that there will be an additional board at the PCC setting out the criteria for the next steps in the evaluation of the routing alternatives.

4. PUBLIC CONSULTATION CENTRE #2

CB noted that the two upcoming PCCs are scheduled for

- September 13th , 16:00-20:30: Norm Taylor Room at Bond Lake Arena, Oak Ridges;
- September 14th , 9:30 – 21:00– Upper Canada Mall (Centre Court), Newmarket

ML asked how the Open Houses will be publicized. LE stated that the PCC will be advertised in the local newspapers and on the York Region website. Notification will also be a sent to all contacts on the Terms of Reference contact list and to those who attended the first PCC. No fliers will be distributed at this time due to the large project area. Note, fliers will be distributed to a targeted audience once a preferred alignment is known (i.e. prior to PCC #3). CB will ensure that the notice is distributed to the TAC members. — CB

MK noted that the Newmarket Council may want to be briefed on the project before the PCC. MK to ascertain Newmarket council members' needs, regarding briefing/project materials etc. — MK

5. TAC COMMENTS ON PCC MATERIAL

CB will distribute the electronic version of the PCC material to the TAC on August 23.

Candace Bastedo (CB) of the York Consortium, requested that all comments be submitted to her by **Tuesday August 29th, 2006.** Comments can be emailed to c.bastedo@delcan.com

6. OTHER

No other business.

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #2 Report

Appendix C
Presentation Material

September 2006

Welcome !

The purpose today is to:

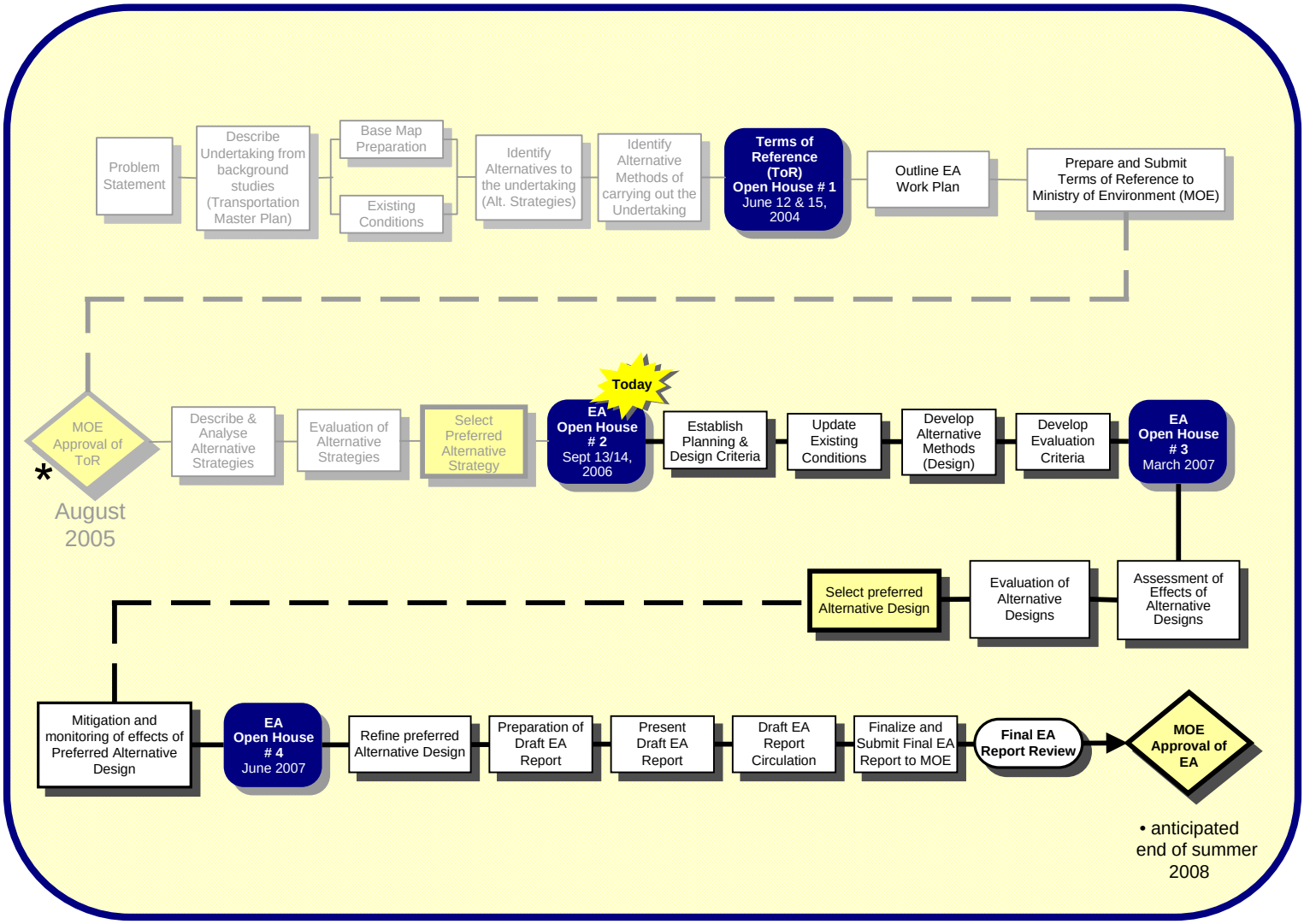
- **Present the project study area and existing natural features and land use;**
- **Describe the alternatives to the undertaking;**
- **Present evaluation of the alternatives to the undertaking and selection of the preferred alternative;**
- **Identify the alternative transit technologies; and**
- **Present preliminary screening results of alternative routes.**

Please review the information displayed and discuss any aspects of the EA with the Study Team members in attendance. All information presented here is available at www.vivayork.ca.

You are encouraged to comment and provide input. Comment forms are provided for your convenience and may be completed here or sent to the Study Team (no later than September 30).

NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

Environmental Assessment Process:
Where We Are

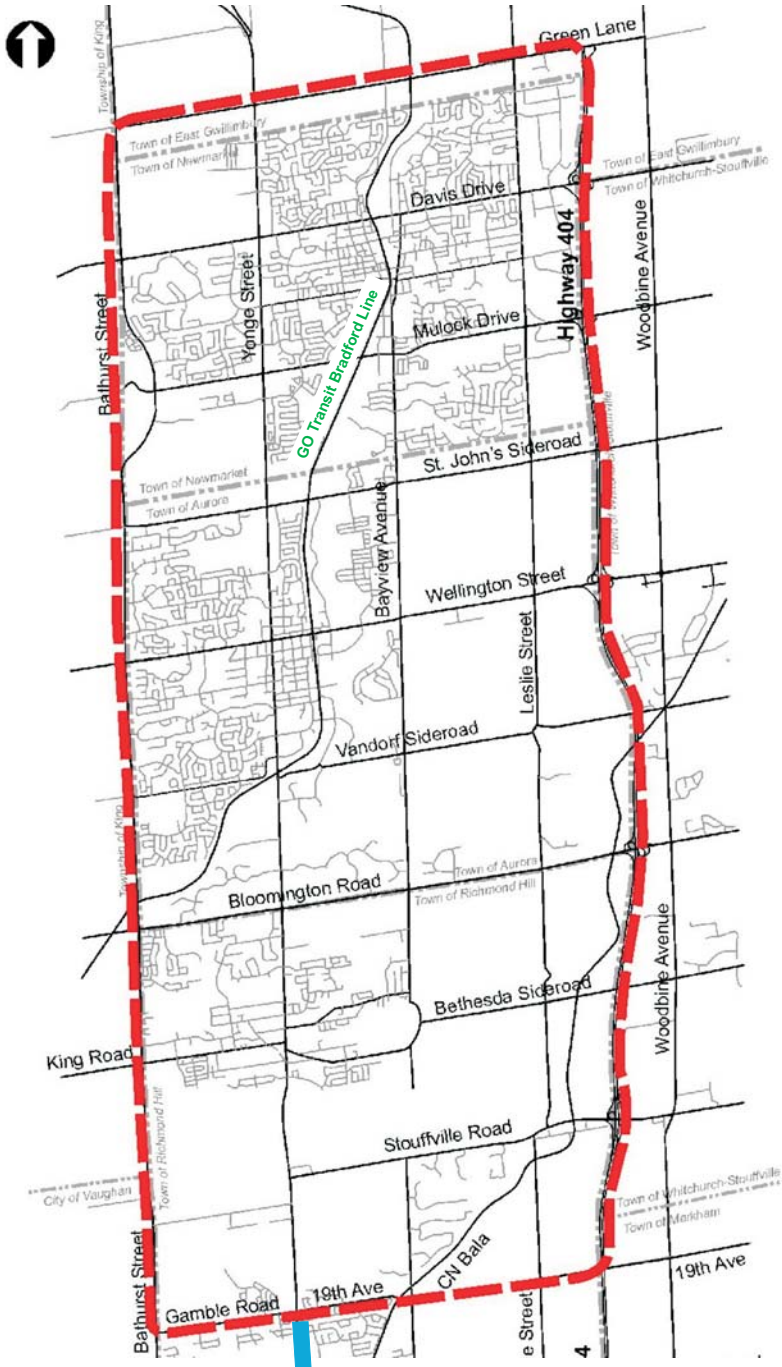


* This EA will follow what has been outlined in the Terms of Reference approved in August 2005 by The Ministry of the Environment

Completed Activity

On-going or Future Activity

NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)



Study Area

The Study Area boundaries are:

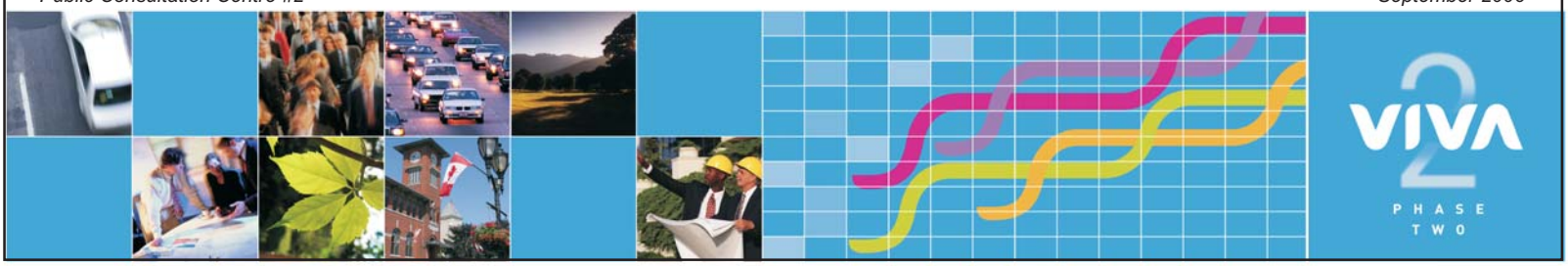
- **19th Avenue/Gamble Road to the south,**
- **Green Lane to the north,**
- **Bathurst Street to the west, and**
- **Highway 404 to the east.**

The Study Area encompasses the Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury within the Regional Municipality of York.

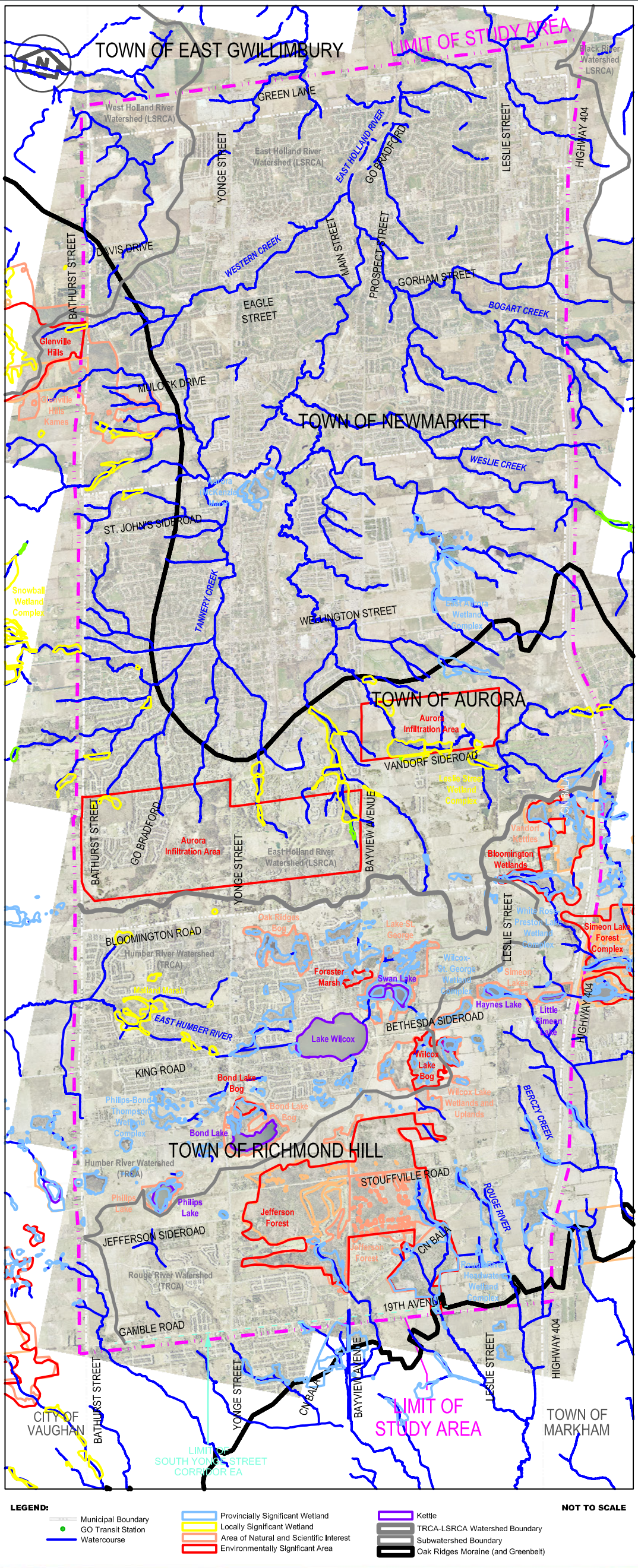
South Yonge Street Corridor EA was approved by the Ministry of the Environment in April 2006

Public Consultation Centre #2

September 2006



NORTH YONGE STREET CORRIDOR
Public Transit and Associated Road Improvements EA
Existing Natural Environment



NORTH YONGE STREET CORRIDOR
Public Transit and Associated Road Improvements EA
Existing Social/Cultural Environment and Land Use







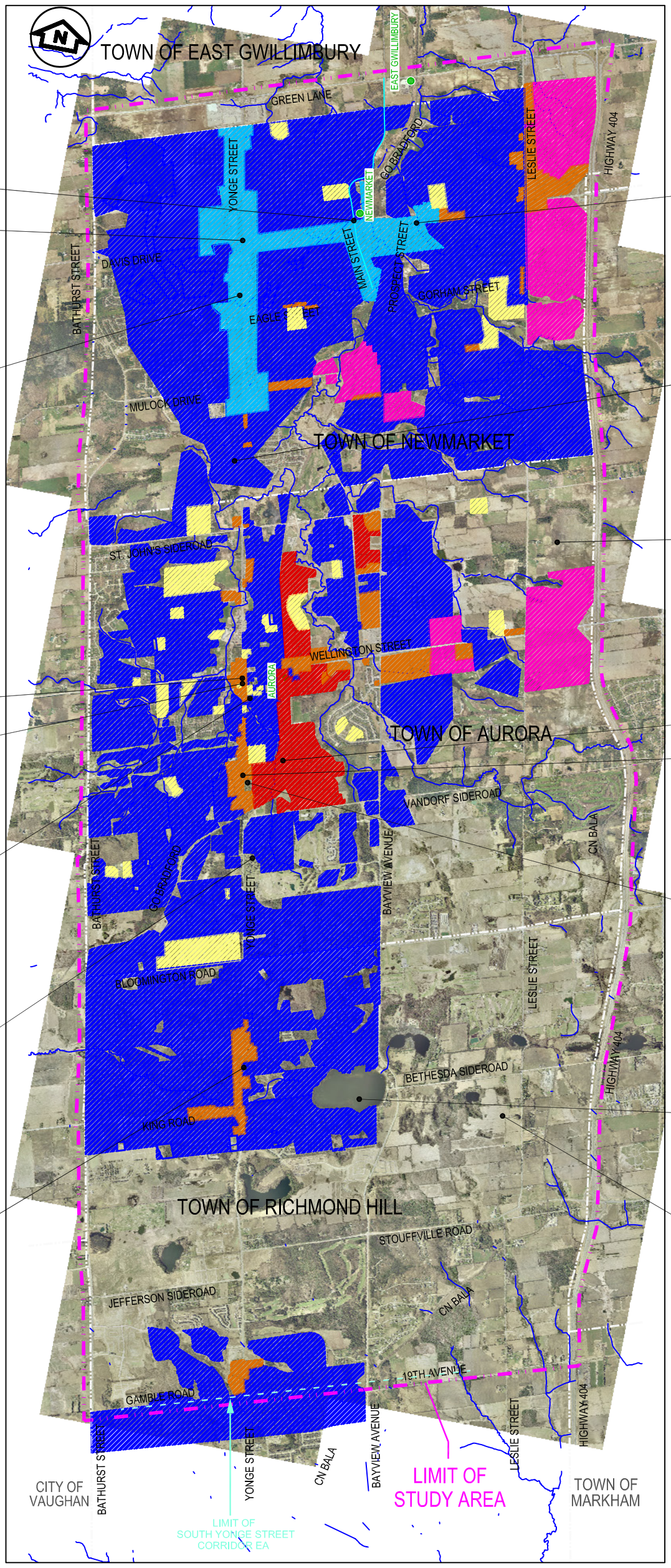












LEGEND:

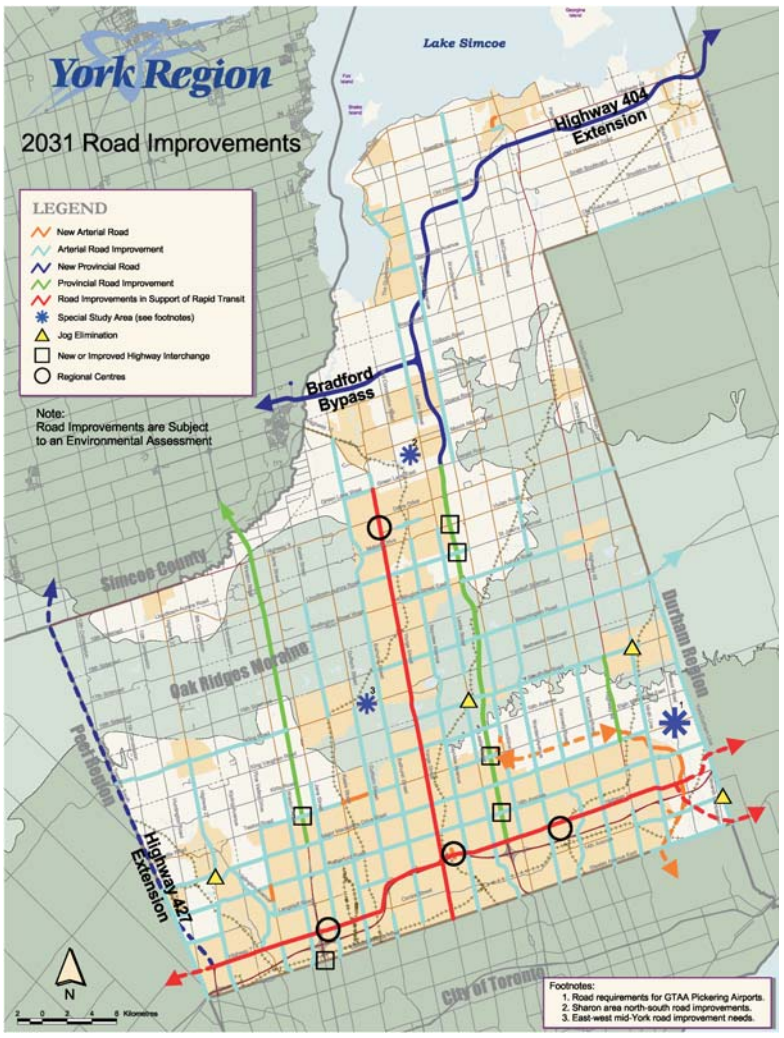
- Municipal Boundary
- GO Transit Station
- Land Use - Business Park
- Land Use - Commercial and Mixed Use
- Land Use - Industrial
- Land Use - Institutional
- Land Use - Residential
- Land Use - Urban Centre

NOT TO SCALE

NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

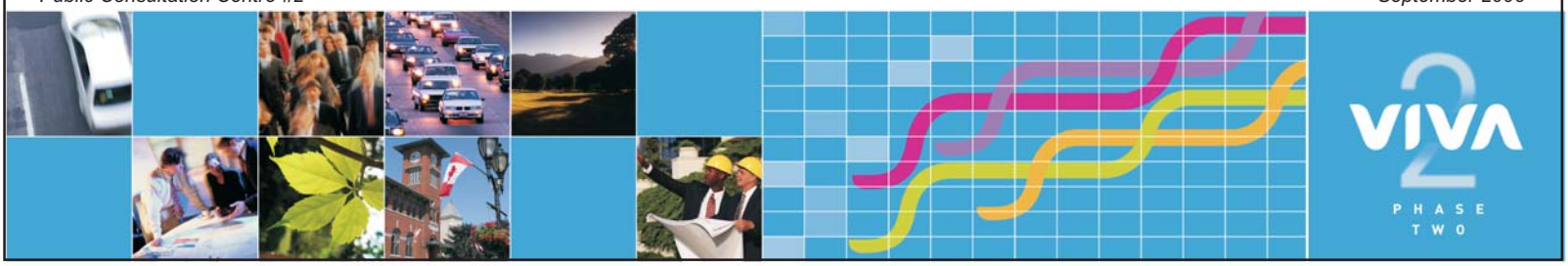
York Region Transportation Master Plan:
2031 Transportation Network Recommendations

The Yonge Street Corridor is identified as the main north-south rapid transit corridor in the Region's Transportation Master Plan



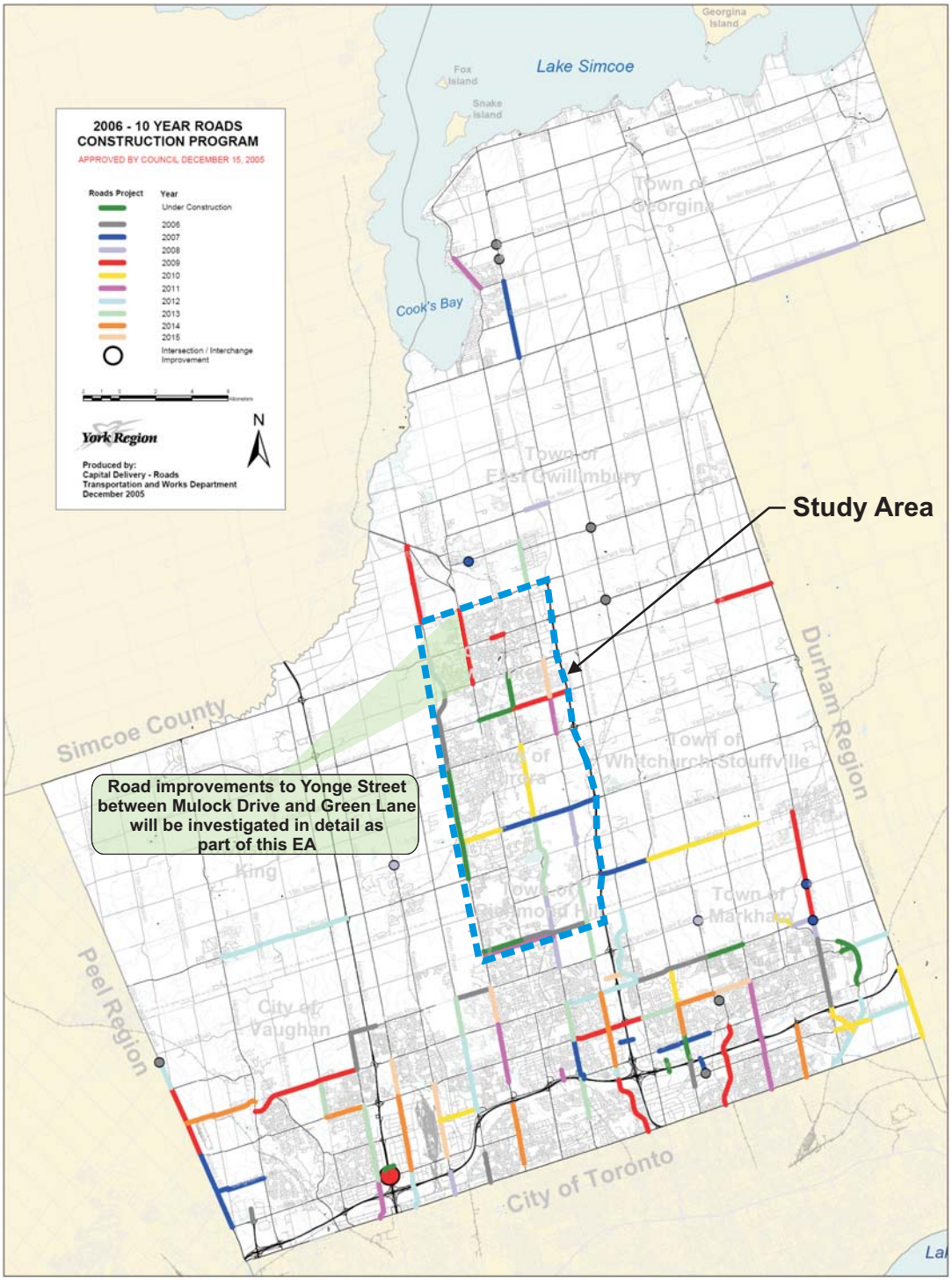
Road capacity improvements along Yonge Street from Green Lane to Mulock Drive are identified as a needed improvement in the 2012-2021 time frame

(Ref. 2031 Road and Transit Networks, Staging & Costs, A Technical Report for the York Region TMP, Feb. 2002 Table 16)



NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

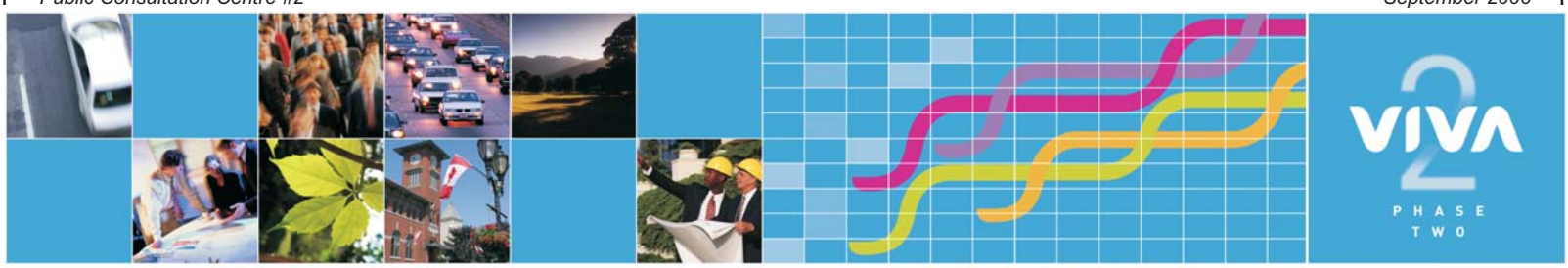
York Region 10 Year Roads Capital Program



Note:
Other road projects in study area will be pursued separately.

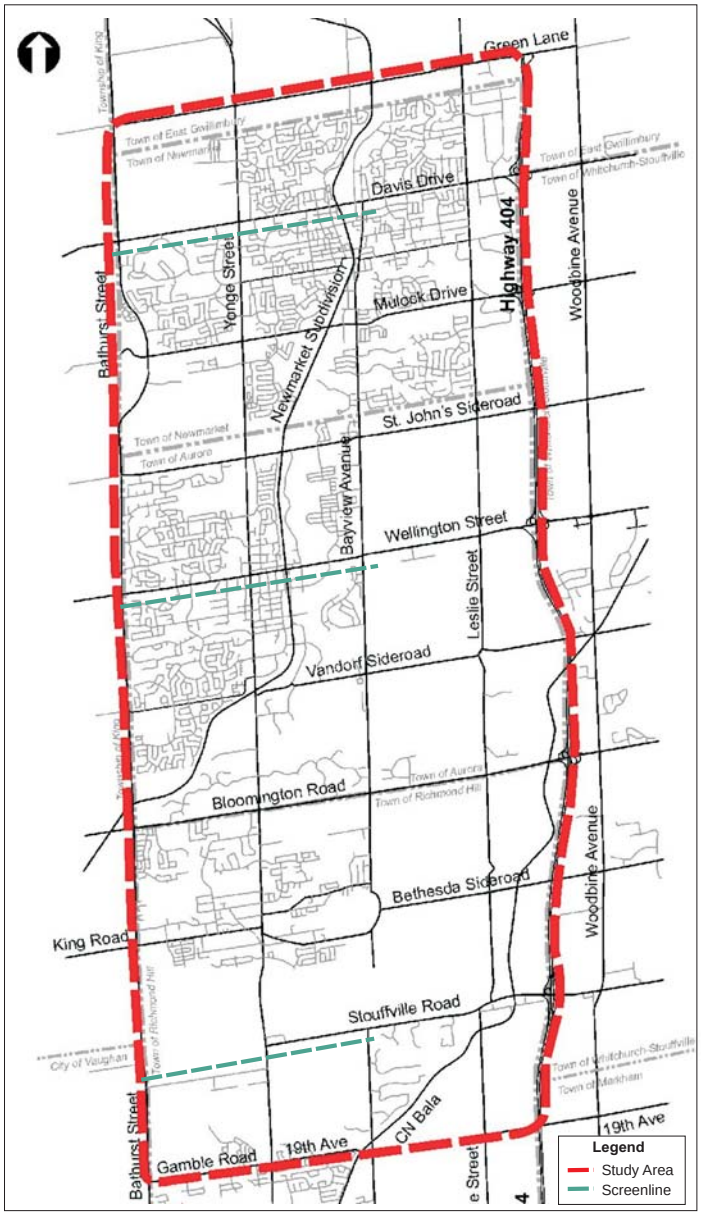
Public Consultation Centre #2

September 2006

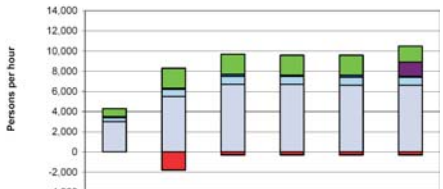


NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

Alternatives to the Undertaking
Travel Demand Screenline Analysis



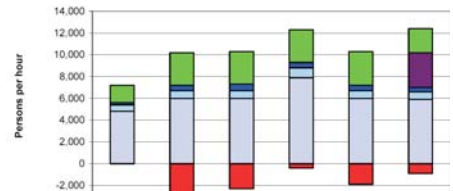
Yonge Street - South of Davis Drive (Peak Hour-Peak Direction)



	Existing	Do Nothing	Base Case	Road Expansion	Enhanced Interregional Transit	York Public Transit Improvement
Road Capacity Shortfall (1)	0	-1,800	-300	-300	-300	-300
GO Rail	800	2,000	2,000	2,000	2,000	1,600
Rapid Transit	0	0	0	0	0	1,400
Bus (VIVA/YRT/GO)	100	100	200	100	200	100
Auto Pass	400	700	800	800	800	800
Auto Driver (2)	3,000	5,500	6,700	6,700	6,600	6,600
Total Trips	4,300	10,000	10,000	9,900	9,900	10,800
Transit Mode Share	21%	21%	22%	21%	22%	29%

(1) Auto Driver Trips Above Road Capacity
(2) Auto Driver Trips Below Road Capacity

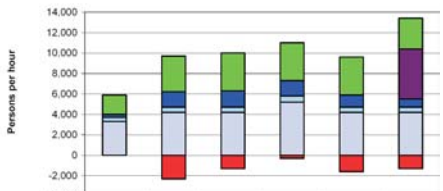
Yonge Street - South of Wellington Street (Peak Hour-Peak Direction)



	Existing	Do Nothing	Base Case	Road Expansion	Enhanced Interregional Transit	York Public Transit Improvement
Road Capacity Shortfall (1)	0	-2,900	-2,300	-400	-1,900	-900
GO Rail	1,600	3,000	3,000	3,000	3,100	2,200
Rapid Transit	0	0	0	0	0	3,200
Bus (VIVA/YRT/GO)	200	500	600	500	500	400
Auto Pass	600	700	700	900	700	700
Auto Driver (2)	4,800	6,000	6,000	7,900	6,000	5,900
Total Trips	7,200	13,000	12,500	12,700	12,100	13,300
Transit Mode Share	25%	27%	29%	28%	30%	44%

(1) Auto Driver Trips Above Road Capacity
(2) Auto Driver Trips Below Road Capacity

Yonge Street - South of Stouffville Road (Peak Hour-Peak Direction)



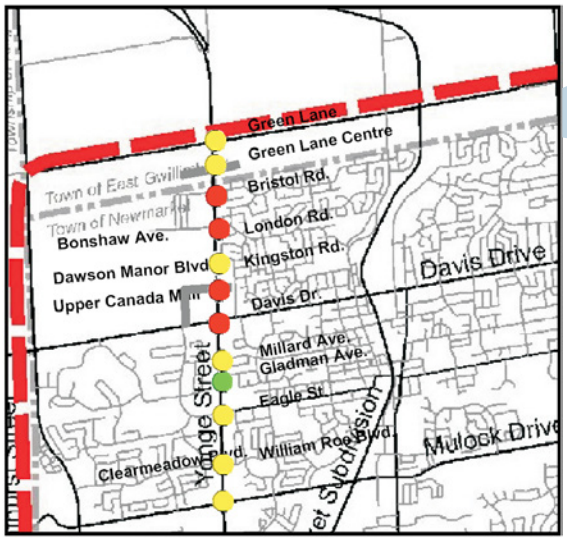
	Existing	Do Nothing	Base Case	Road Expansion	Enhanced Interregional Transit	York Public Transit Improvement
Road Capacity Shortfall (1)	0	-2,300	-1,300	-300	-1,600	-1,300
GO Rail (3)	1,900	3,500	3,700	3,700	3,700	3,000
Rapid Transit	0	0	0	0	0	4,900
Bus (VIVA/YRT/GO)	300	1,500	1,600	1,500	1,200	800
Auto Pass	400	500	500	600	500	500
Auto Driver (2)	3,300	4,200	4,200	5,200	4,200	4,200
Total Trips	5,900	11,900	11,200	11,300	11,100	14,600
Transit Mode Share	37%	42%	47%	46%	44%	60%

(1) Auto Driver Trips Above Road Capacity
(2) Auto Driver Trips Below Road Capacity
(3) GO Rail Bradford Line is included in screenline totals, although actual line is outside of corridor.

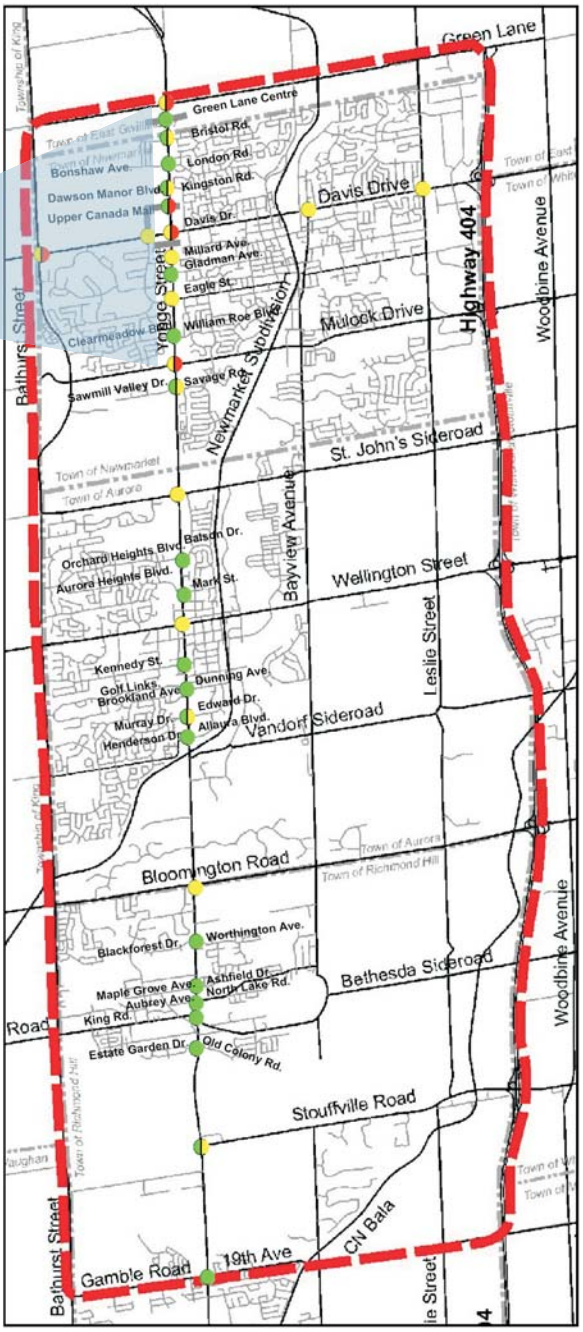
NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

Need for the Undertaking - Traffic Analysis Findings

Existing Saturday Peak Hour Level of Service



Existing Weekday AM and PM Peak Hour Level of Service



Legend

- AM LOS
- PM LOS
- LOS A-B (Good)
- LOS C-E (Satisfactory)
- LOS F (Very Poor)

Public Consultation Centre #2

September 2006

NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements Environmental Assessment (EA)

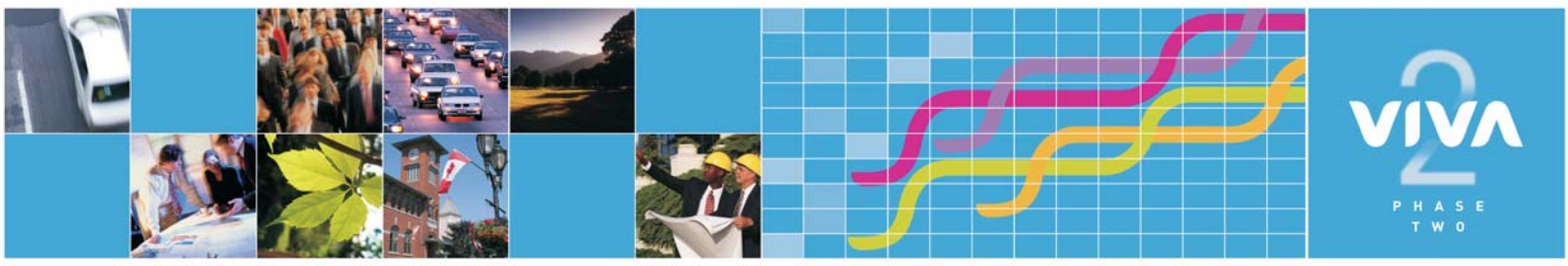
Alternatives to the Undertaking - Evaluation

Evaluation Objectives	ALTERNATIVE TRANSPORTATION STRATEGIES				
	Do Nothing	Current Commitments including Priority Transit & Transportation Demand Management	Road Capacity Increase including Current Commitments & Further Road Expansion	Enhanced Bradford Line Commuter Rail and Inter-Regional Bus Services	Rapid Transit Corridor Initiatives including Current Commitments
Transportation Environment					
Ability of transportation system to maintain and improve mobility.	2031 Travel Demand Forecasts show there would be a major shortfall in the road capacity of the corridor of approximately 3-4 lanes in each direction. The operational performance of the system would be severely degraded.	The travel demand forecast shows a shortfall in road capacity in the corridor of approximately 2-3 lanes in each direction. An auto-based system without the TMP rapid transit initiative is not an effective strategy to meet future inter and intra regional travel needs.	This auto-use focused alternative would require 2 arterial lanes in addition to the current commitments to provide for 2031 capacity. Relies primarily on auto use for connectivity to inter-regional transit services.	2031 Travel Demand Forecasts show that this transit improvement alone will not meet overall mobility needs in the corridor. Enhanced bi-directional inter-regional rail and 400-series service offers long-term reserve capacity for some origin-destination pairs.	Rapid transit in dedicated lanes largely eliminates road capacity shortfall and provides reserve transit capacity for long-term growth. Provides improved access and connectivity to inter-regional transit services operating in the Region. Offers long-term growth capacity for several origin-destination pairs.
Effect on transit mode share	Traffic congestion would make the existing transit system less reliable and longer trip times would make it less viable as an alternative to auto-use.	The operational performance of the local transit system would be severely degraded.	This strategy discourages the use of committed local and inter-regional transit services resulting in minimal increase in transit mode share.	The forecasted shortfall in road capacity of 2-3 lanes in each direction indicates that this strategy cannot increase transit mode split for shorter intraregional trips. Requires enhanced local transit service and large park and ride facilities to attract ridership and reach employment centres.	Strategy increases transit person trips up to 4,000 peak hour peak direction trips compared to the base case resulting in more than a doubling of transit mode share and reductions in total auto travel.
RATING	○	◑	◕	◕	●
Social Environment					
Effects on Property	No property acquisition.	Requires some land acquisition to accommodate the current commitments.	Requires significant property acquisition due to lack of road right-of-way for necessary road widening.	Property acquisitions for enhanced services will be limited because the transit improvements will be largely within existing rail or provincial highway rights-of-way.	Reduces land acquisition costs for transportation facilities by promoting greater use of high capacity vehicles. However, dedicated transitways in existing road rights-of-way often require modified access patterns to adjacent properties.
Effect on Community Environment	Worsening road congestion will increase neighbourhood traffic infiltration. Indirect costs due to urban sprawl requiring additional facilities	Neighbourhood traffic infiltration would still be evident however to a lesser degree. Over time congestion will increase infiltration. Some streetscaping possible with TMP road improvements.	Would initially reduce neighbourhood traffic infiltration but create more of a barrier between communities. High capacity arterials limit streetscaping opportunities.	Neighbourhood traffic infiltration would still be evident however to a lesser degree. Little opportunity for streetscape enhancement beyond TMP road improvement opportunities.	Neighbourhood traffic infiltration would be reduced by replacing most of the road capacity shortfall by an increased use of transit. Insertion of a new transit infrastructure can act as a catalyst for streetscape improvement and urban renewal. The transitway may be perceived as a barrier between communities, however improved public transit will enhance access to community facilities.
Noise and vibration effects	Traffic congestion on arterial and local roads will increase ambient levels.	TMP commitments will improve traffic flow but over time ambient levels will worsen on arterial and local roads.	Potential for increase due to closer proximity to adjacent properties as a result of major road expansion.	Higher service frequency on rail rights-of-way increases potential for noise intrusion. Continuing traffic growth will worsen levels on arterial and local roads.	Increased transit mode share will reduce traffic-generated levels. Potential for increase due to closer proximity to adjacent properties as a result of the road expansion.
Effect on Cultural Environment • Archaeological Resources • Built Heritage Resources/Cultural Landscapes	None	Any change in the existing road network as part of the current commitments would be designed to minimize any disruption to known archaeological sites or built heritage resources.	Further road expansion increases the potential for disruption to known archaeological sites or built heritage resources.	Potential for disruption to known archaeological sites or built heritage resources is limited because improvements would take place in existing rail or provincial highway rights-of-way.	Potential for disruption to known archaeological sites or built heritage resources is limited because improved public transit infrastructure will be mostly within existing road rights-of-way.
RATING	◑	◑	◔	◑	◕
Smart Growth & Economic Environment					
Effect on Regional and Municipal Planning Policies	Will prevent the achievement of OP land use and development objectives and policies.	An incomplete TMP without a viable transit alternative does not promote Regional/Municipal OP urban form and development objectives.	A focus on meeting travel demand by increasing road capacity only does not promote Regional/Municipal OP urban form and mode choice objectives and constrains development levels.	Although OP mode choice objectives are supported, use of existing rail or provincial highway rights-of-way offers limited opportunities to promote Regional/Municipal OP urban form and development pattern objectives.	The rapid transit network supports York Region's OP Centres and Corridors Strategy, and mode choice objectives, as well as promoting Municipal planning and development objectives.
Effect on Travel time	The resulting loss of mobility will degrade employees' work commute in and to the Region and increase cost of goods movement for business.	Worsening congestion over time will gradually increase time-related cost of travel and goods movement in the Region, and degrade employees' work commute in and to the Region.	Increase in time-related costs would be less significant assuming road capacity increases could be achieved. Goods movement will continue in high volume traffic conditions.	Longer term congestion related travel time increases and costs for goods and people movement will still increase for intra-Regional travel.	Reduction in travel time available with improved transit system segregated from congested roads.
Costs	Doing nothing minimizes public sector capital costs and business displacement but will increase indirect business costs due to inefficiency of goods and people movement. Indirect cost due to urban sprawl requiring additional facilities. Time-related cost of travel will be significantly increased.	The Region's TMP current commitments will require fairly significant on-going public sector capital spending.	This focus on road improvement only implies a higher unit travel cost by the general public who will have no alternative to auto use on the enhanced road system.	Requires significant investment in capital works and inter-Regional transit operation and maintenance.	Requires substantial investment in capital works and Regional transit operation and maintenance. Provides a lower unit travel cost option to the general public.
Business Activities	Will discourage business development due to significant loss of mobility.	Will result in less business investment due to continued congestion in the corridor without an effective non-auto alternative.	Downgrades the viability of the transit option by forcing people and goods to share the enhanced road system.	Improves goods movement by providing some reduction in auto volumes.	Improves goods movement by providing some reduction in auto volumes. Modification in access to adjacent businesses may result in business loss.
RATING	○	◑	◔	◑	◕
Natural Environment					
Fisheries and Aquatic Habitat	Potential impact to habitat as a result of increased traffic demand on the road network and resulting incremental contaminant runoff.	Potential impact to habitat as a result of increased traffic demand on the widen road network and resulting incremental contaminant runoff.	Potential for effects on aquatic habitat (HADD) associated with required significantly widened or new structures, culverts etc...	Potential for effects on aquatic habitat (HADD) associated with required widened or new structures, culverts etc...	Potential for effects on aquatic habitat (HADD) associated with required widened or new structures, culverts etc...
Surface/Ground Water Quality and Quantity	Potential impact to surface and ground water quality as a result of increased traffic demand on the road network and resulting incremental contaminant runoff.	Potential water quality effects associated with required widened or new structures, culverts etc. (during construction and increased run-off during operations).	Potential water quality effects associated with required widened or new structures, culverts etc. (during construction and increased run-off during operations).	Potential water quality effects associated with required widened or new structures, culverts etc. (during construction and increased run-off during operations).	Potential water quality effects associated with required widened or new structures, culverts etc. (during construction and increased run-off during operations).
Wetlands	None	Potential for removal of wetlands and incremental effects to the local ecosystem due to any intrusion that is unavoidable.	Potential for removal of wetlands and incremental effects to the local ecosystem as a result of changes to existing habitat.	Potential for removal of wetlands and incremental effects to the local ecosystem is less since the expansion of transit infrastructure will occur largely within existing rail and roadway rights-of-way.	Potential for removal of wetlands and incremental effects to the local ecosystem is less since the expansion of transit infrastructure will occur largely within existing rail and roadway rights-of-way.
Vegetation	None	Potential for removal of vegetation or environmentally designated land such as ESA's, ANSI's etc. due to any intrusion that is unavoidable.	Potential for removal of vegetation or environmentally designated land such as ESA's, ANSI's etc. as a result of the road widening.	Potential for removal of vegetation or environmentally designated land such as ESA's, ANSI's etc. is less since the expansion of transit infrastructure will occur within existing rail and roadway rights-of-way.	Potential for removal of vegetation or environmentally designated land such as ESA's, ANSI's etc. as a result of widening beyond existing road right-of-way to accommodate the transitway.
Wildlife	None	Potential for removal of wildlife habitat, and in turn wildlife itself due to any intrusion that is unavoidable.	Potential for removal of wildlife habitat, and in turn wildlife itself due to any required road widening.	Potential for removal of wildlife habitat, and in turn wildlife itself is less since the expansion of transit infrastructure will occur within existing rail and roadway rights-of-way.	Potential for removal of wildlife habitat, and in turn wildlife itself due to any required widening to accommodate the transitway in areas where intrusion onto habitat is unavoidable.
Air Quality	Increased congestion within the corridor will have an impact on overall air quality and energy consumption.	Initial reduction in congestion levels will improve air quality, however, in long term continued reliance on auto use for growing travel demand will increase overall vehicle trips and congestion resulting in increased vehicle emission and energy consumption.	Marginally better than the Do Nothing Strategy since added road capacity will reduce overall traffic congestion. However this continued reliance on auto use for growing travel demand will increase overall vehicle trips and congestion resulting in increased vehicle emission and energy consumption.	Inter-Regional freeway bus service have limited impact on immediate corridor demands and therefore limited impact on air quality within the corridor. There would however be reductions in Regional air quality due to mode shifts outside of the study area.	The projected higher transit mode share has the greatest overall benefit due to reduction in auto emissions and effect of GHG.
RATING	◑	◑	◔	◕	◕
					PREFERRED SOLUTION

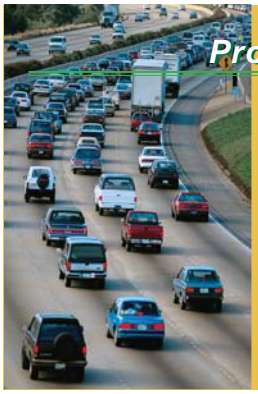
LEGEND: Least Responsive ○◔◑◕● Most Responsive

Glossary of Terms:

ANSI-Area of Natural Scientific Interest
ESA-Environmentally Significant Area
GHG-Greenhouse Gas
HADD-Harmful, Alteration, Disruption or Destruction
OP-Official Plan
TMP-Transportation Master Plan



NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements EA
Alternatives to the Undertaking: Summary of Findings



Problem

Between 2006 and 2031, our population will grow from 921,000 to 1.5 million, and employment will increase from 468,000 to 780,000. Total trips made will increase by 62% from present levels.

Opportunities

- Reduce automobile dependence and congestion by providing a much improved public transit alternative, and associated road improvements
- Support York Region's land use and social objectives of more livable, economically viable, pedestrian and transit-oriented urban centres and corridors

Alternative Transportation Strategies

- **Do Nothing**
- **A Current Commitments** solution encompassing road improvements committed in the Region's 2002 Transportation Master Plan and local transit improvements in the 2006-2010 YRT 5-year plan
- **A Road Capacity Increase** beyond the Current Commitments to carry all future growth in travel on widened or new arterial roads e.g. Bathurst Street, Yonge Street, Bayview Avenue
- **Enhanced GO Train/Bus commuter service** along with the Current Commitments Solution
- **Rapid Transit** as recommended in the Transportation Master Plan, along with the Current Commitments Solution

The study found

" Rapid Transit with Current Commitments"

to be the preferred solution because it:

- Provides long-term travel capacity for all trip purposes within the study area and across the Region without the adverse social and environmental impacts of a "Road Capacity Increase" alternative;
- Best supports the "balanced transportation system" objective of the Region's Transportation Master Plan and completes the "family" of public transit services available to residents and employees; and
- Is an essential element in achieving the smart growth goals of the Region's Centres and Corridors Plan and supporting the Province's "Places to Grow" Act.

NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

Alternative Rapid Transit Systems - Technologies to be Considered

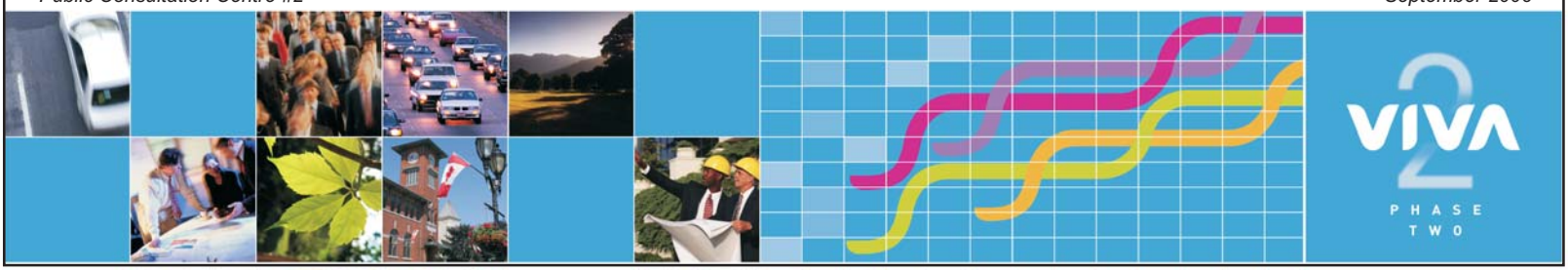
Bus Rapid Transit (BRT) Service, mostly in dedicated lanes with traffic signal-controlled intersections and based on the technology recommended for other Regional Rapid Transit Corridors

Light Rail Transit (LRT) Service, in dedicated right-of-way either elevated where necessary or on the surface, with traffic signal-controlled intersections and technology characteristics that can be accommodated in BRT lanes

Subway technology as an extension of Toronto's Yonge Street subway line

Commuter Rail Service, with characteristics similar to that provided by GO Transit and using the range of vehicles currently available in the industry

Automated Light Rail Transit technology with driverless trains on fully grade separated guideway (e.g. elevated or tunnel) providing intermediate to high capacity

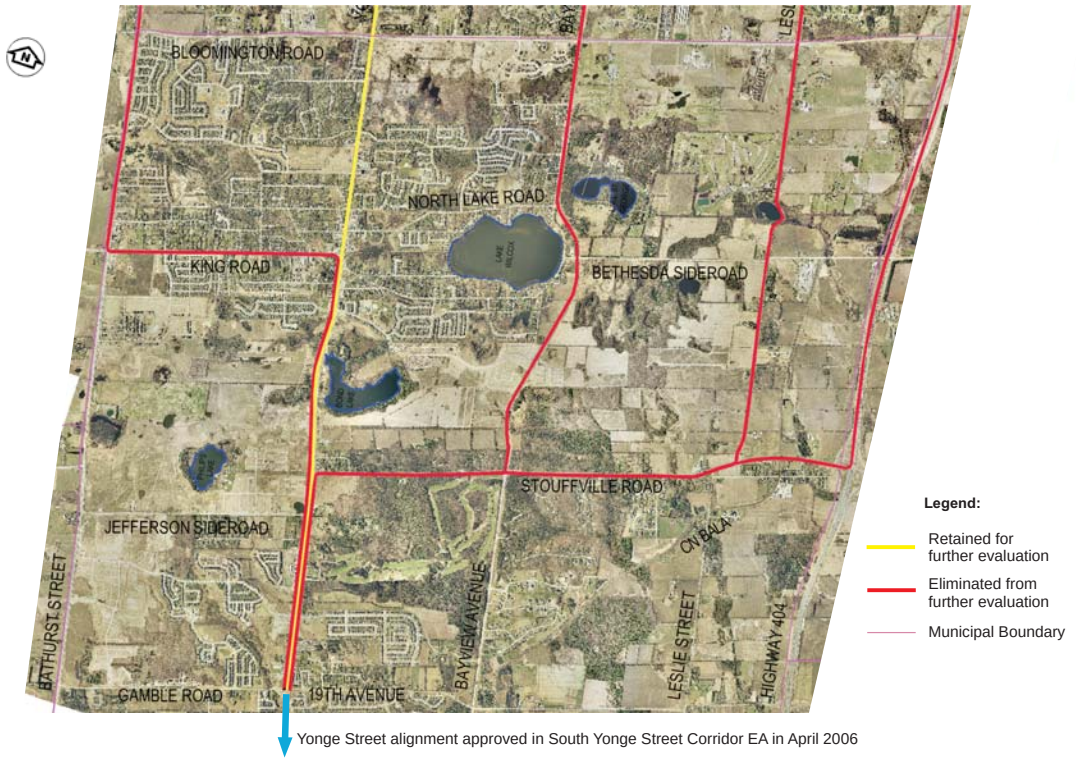


NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

Alternative Rapid Transit Systems - Richmond Hill Route Options
Preliminary Screening

Objectives and Goals	Route Segment				
	RH 1- Yonge Street/King Road/ Bathurst Street	RH 2 - Yonge Street	RH 3 - Yonge Street/Stouffville Road/ Bayview Avenue	RH 4 - Yonge Street/Stouffville Road/Leslie Street	RH5 - Yonge Street/Stouffville Road/Highway 404
PROVIDE AN EFFECTIVE TRANSPORTATION SERVICE • Maximize ridership potential and compatibility with existing and future travel patterns • Maximize connectivity to existing and future transit network • Serve employment nodes • Serve major residential areas • Maximize access to inter-modal terminals • Consistent with York Region Transportation Master Plan	• Does not serve all higher-density residential and commercial land uses. • Lower ridership potential as primary land use along route is low-density residential. • Not consistent with York TMP. • Longer route will increase travel time.	• High ridership potential as route serves all of Oak Ridges commercial district and follows centroid of major residential areas • Route has potential to access GO Rail in Aurora • Recommended in York TMP. • Shortest route and direct connection to rapid transit south of the study area.	• Lower ridership potential as primary land uses along route are low-density residential, rural and open space. • Does not serve employment node in Oak Ridges and potential higher density development along Yonge St. • Not consistent with York TMP. • Longer route will increase travel time.	• Lower ridership potential as primary land uses along route are low-density residential, rural and Oak Ridges Moraine. • Does not serve employment node in Oak Ridges and potential higher density development along Yonge St. • Not consistent with York TMP. • Longer route will increase travel time.	• Would duplicate future 400-series highway transit plans. • Does not serve potential high-density development along Yonge St. and bypasses Oak Ridges commercial district. • Not consistent with York TMP. • Longer route will increase travel time.
	◔	●	◔	◔	◔
PROTECT AND ENHANCE SOCIAL ENVIRONMENT • Minimize displacement or partial acquisition of residential or commercial property • Minimize adverse noise and vibration effects • Minimize adverse effects on cultural resources • Maximize access to community facilities. • Minimize disruption of community vistas and adverse effects on-street and neighbourhood aesthetics • Minimize adverse effects on community safety	• Potential property impacts due to narrower rights-of-way. • Possible noise impact in residential areas with low ambient levels. • Only serves southern Oak Ridges community facilities and bypasses King village.	• Provides access to the numerous community centres (i.e. Oak Ridges library, Bond Lake Arena) and commercial/institutional developments. • Potential property impacts through Oak Ridges due to ROW constraints.	• Potential property impacts around Lake Wilcox. • Possible noise impact in residential areas with low ambient levels. • Bypasses community facilities on Yonge Street. • Potential impact on community vistas.	• Potential property impacts due to narrower rights-of-way. • Possible noise impact in residential areas with low ambient levels. • Bypasses community facilities on Yonge Street.	• Potential property impacts in developing rights-of-way along Hwy 404. • Bypasses community facilities on Yonge Street. • Minimal impact on community vistas.
	◔	◑	◔	◕	◕
PROMOTE SMART GROWTH/ECONOMIC DEVELOPMENT • Maximize access to planned growth and intensification areas, including Regional Centre • Potential to stimulate more transit-oriented development. • Consistency with Official Plan urban form objectives	• Serves only the southern portion of the Oak Ridges commercial centre. • Low density along route not compatible with transit-oriented development zoning. • Not consistent with OP urban form objectives.	• Provides most direct route and serves the entire Oak Ridges core area well. • Several existing and planned residential and commercial developments on adjacent land will benefit from the rapid transit system. • Consistent with York Region OP designation of Yonge Street as a rapid transit corridor.	• Bypasses the Oak Ridges core area. • Low density along route not compatible with transit-oriented development zoning. • Not consistent with OP urban form objectives.	• Bypasses the Oak Ridges core area. • Low density along route not compatible with transit-oriented development zoning. • Not consistent with OP urban form objectives. • Route requires greater length to serve Newmarket Regional Centre.	• Bypasses the Oak Ridges core area. • Serves employment zone along Hwy 404 but low density along route not compatible with transit-oriented development zoning. • Not consistent with OP urban form objectives. • Route requires greater length to serve Newmarket Regional Centre
	◑	●	◔	◔	◔
PROTECT NATURAL ENVIRONMENT • Potential to utilize existing corridors • Minimize impact on: Wetlands and Watercourses, Wildlife and Aquatic Habitat, Surface and Ground Water Quality and Quantity • Avoid local adverse Air Quality effects	• Crossing of German Mills Creek requires widening of existing structure. • Potential for disruption to the area on west side of Bathurst Street since it is classified as a natural linkage area under the Oak Ridges Moraine Conservation Plan.	• Low potential for impact as segment is largely already developed as an urban environment.	• Impacts minimized if the existing road ROW can accommodate transitway infrastructure. • Traverses adjacent to Lake Wilcox and Lake St. George in the Bayview Avenue ROW.	• Impacts minimized if the existing road ROW can accommodate transitway infrastructure. • Traverses adjacent to Haynes Lake in the Leslie Street ROW. • The segments on Leslie Street and Stouffville Road west of Leslie Street are classified as natural linkage areas under the Oak Ridges Moraine Conservation Plan.	• Impacts minimized if the existing road ROW can accommodate transitway infrastructure.
	◔	●	◕	◑	◔
MAXIMIZE COST-EFFECTIVENESS OF RAPID TRANSIT • Minimize property acquisition costs • Minimize infrastructure capital and system operating costs	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Longer route will increase capital and operating costs.	• Property costs could be high in Oak Ridges core if the rapid transit system cannot be accommodated in existing ROW. • Shortest route will lower capital and operating costs.	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Longer route will increase capital and operating costs.	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Longer route will increase capital and operating costs.	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Longest route and CN rail grade separation will increase capital and operating costs.
	◑	◔	◑	◑	◔
OVERALL ASSESSMENT	ELIMINATED FROM FURTHER EVALUATION	**CARRIED FORWARD FOR FURTHER EVALUATION**	ELIMINATED FROM FURTHER EVALUATION	ELIMINATED FROM FURTHER EVALUATION	ELIMINATED FROM FURTHER EVALUATION

Glossary of Terms: OP-Official Plan; ROW-Right of Way; TMP-Transportation Master Plan



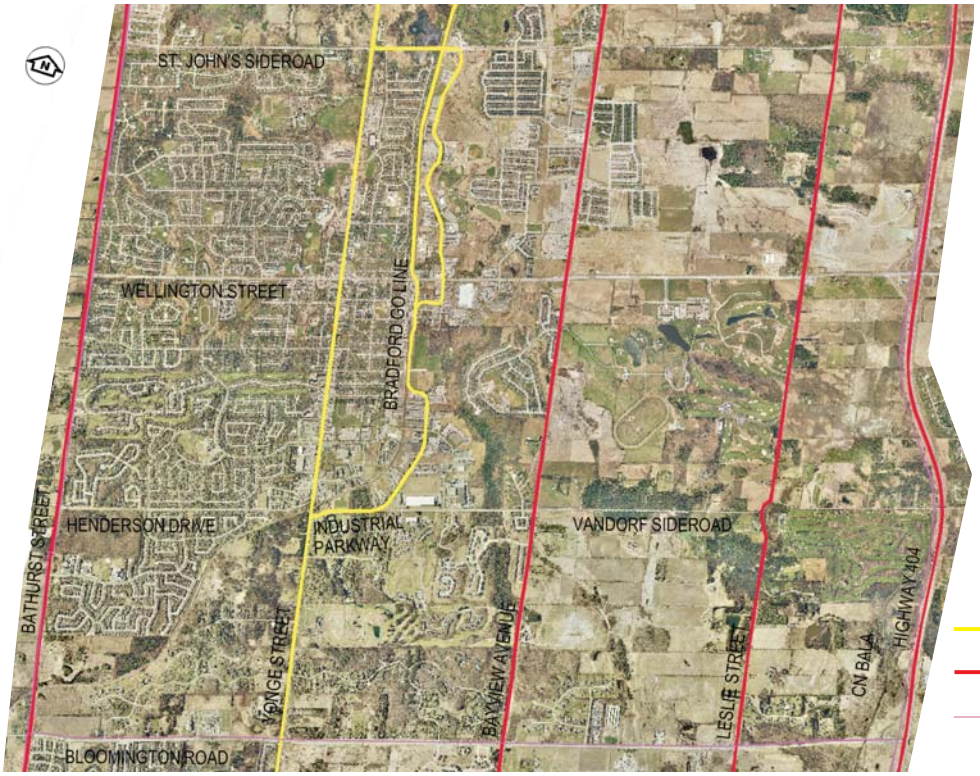
Public Consultation Centre #2 *September 2006*

NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

Alternative Rapid Transit Systems - Aurora Route Options
Preliminary Screening

Objectives and Goals	Route Segment						
	A1 - Bathurst Street	A2 - Yonge Street	A3 - Yonge Street/Industrial Parkway/St.John's Sideroad	A4 - Yonge Street/Industrial Parkway/GO Bradford ROW	A5 - Bayview Avenue	A6 - Leslie Street	A7 - Highway 404
PROVIDE AN EFFECTIVE TRANSPORTATION SERVICE • Maximize ridership potential and relationship to existing and future travel patterns • Maximize connectivity to existing and future transit • Serves employment nodes • Serves major residential areas • Maximize access to inter-modal terminals • Consistency with York Region Transportation Master Plan	• Lower ridership potential as primary land use served is low-density residential and non-developed land portion of the Oak Ridges Moraine Conservation Plan. • Bypasses Aurora business district • Not consistent with York TMP	• High ridership potential as route serves major commercial developments in Aurora business district and adjacent residential areas. • Recommended in York TMP.	• Moderate ridership potential as route is on the fringe of commercial district and serves some employment and residential areas. • Provides a reasonable connection to GO Transit at the Aurora GO Station. • Consistent with York TMP.	• Moderate ridership potential as route is on the fringe of commercial district and serves some employment and residential areas. • Provides a good connection to GO Transit at the Aurora GO Station. • Consistent with York TMP	• Lower ridership potential as primary land use served is low-density residential. • Bypasses Aurora business district and higher density land uses. • Not consistent with York TMP	• Low ridership potential as route does not serve any of the medium and higher density residential developments located in Aurora. • Bypasses Aurora central business district but serves the business park in the north. • Not consistent with York TMP.	• Low ridership potential as route does not serve any of the medium and higher density residential developments located in Aurora. • Bypasses Aurora central business district but serves the business park in the north. • Not consistent with York TMP.
	◔	●	◕	◕	◔	◔	◔
PROTECT AND ENHANCE SOCIAL ENVIRONMENT • Minimize displacement or partial acquisition of residential or commercial property • Minimize adverse noise and vibration effects • Minimize adverse effects on cultural resources • Maximize access to community facilities • Minimize disruption of community vistas and adverse effects on street and neighbourhood aesthetics • Minimize adverse effects on community safety	• Potential property impacts due to narrower rights-of-way. • Possible noise impact in residential areas with low ambient levels. • Route bypasses community facilities in Aurora	• ROW constraints through the Aurora heritage business district will require operation of rapid transit in mixed traffic. • Provides direct access to numerous community centres (i.e. Aurora Library and Aurora Community Centre) and commercial developments.	• Potential property impacts in areas where right-of-way is constrained. • Low potential for noise impacts on adjacent properties. • Route bypasses community facilities in Aurora	• Potential property impacts in areas where right-of-way is constrained. • Low potential for noise impacts on adjacent properties. • Route bypasses community facilities in Aurora	• Potential property impacts in areas where right-of-way is constrained. • Higher potential for noise impacts on adjacent properties in areas with low ambient levels • Route bypasses community facilities in Aurora	• Potential property impacts in areas where right-of-way is constrained. • Low potential for noise impacts on adjacent properties. • Route bypasses community facilities in Aurora.	• Potential property impacts in areas where right-of-way is constrained. • Low potential for noise impacts on adjacent properties. • Route bypasses community facilities in Aurora.
	◑	◕	◔	◔	◑	◕	◕
PROMOTE SMART GROWTH/ECONOMIC DEVELOPMENT • Maximize access to planned growth and intensification areas, including Regional Centre • Potential to stimulate more transit-oriented development Consistency with Official Plan urban form objectives	• Route bypasses the Aurora business district and major employers in Aurora. • Low potential for transit-oriented developments along route	• Route provides direct access to the Aurora business district and some major employers. • Good potential for transit-oriented developments along route.	• Route bypasses the Aurora business district and some commercial employers in Aurora. • Serves employers along Industrial Parkway.	• Route bypasses the Aurora business district and some commercial employers in Aurora. • Serves employers along Industrial Parkway	• Route bypasses the Aurora business district and some commercial employers in Aurora. • Emerging residential development along Bayview Avenue is low to medium density. • Does not serve major employers in Aurora.	• Route bypasses the Aurora business district and most commercial employers in Aurora. • Route bypasses the majority of development in the Aurora segment.	• Route bypasses the Aurora business district serving only 404 commercial employers in Aurora. • Route bypasses the majority of commercial development in the Aurora segment.. • Low potential for transit-oriented developments along route.
	◔	●	◑	◑	◔	◔	◔
PROTECT NATURAL ENVIRONMENT • Potential to utilize existing corridors • Minimize impact on, Wetlands and Watercourses, Wildlife and Aquatic Habitat, Surface and Ground Water Quality and Quantity • Avoid local adverse Air Quality effects	• Potential for disruption as area on the west side of Bathurst Street is classified as a natural linkage area under the Oak Ridges Moraine Conservation Plan.	• Low potential for impact as segment is largely already developed as an urban environment.	• Low potential for impact as segment is largely already developed as a mostly industrial, urban environment.	• Low potential for impact as segment is largely already developed as a mostly industrial, urban environment	• Some land on east side of Bayview Avenue in southern portion of this segment is classified as countryside and natural linkage areas under the Oak Ridges Moraine Conservation Plan. • Route crosses Holland River tributaries in three locations.	• Impacts minimized if the existing road ROW can accommodate transitway infrastructure.	• Impacts minimized if the existing road ROW can accommodate transitway infrastructure. May not be possible along entire segment.
	○	●	●	●	○	◕	◕
MAXIMIZE COST-EFFECTIVENESS OF RAPID TRANSIT • Minimize property acquisition costs • Minimize infrastructure capital and system operating costs	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Moderate capital and operating costs but CN rail crossing is required.	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Moderate capital and operating costs but CN Rail crossing modifications may be required.	• Property costs could be high where the rapid transit system cannot be accommodated in existing ROW. • Moderate capital and operating costs but CN Rail crossing modifications may be required.	• Potentially high property acquisition costs adjacent to the GO Bradford ROW. • Moderate capital and operating costs but CN Rail crossing modifications may be required.	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Moderate capital and operating costs.	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Moderate capital and operating costs.	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Moderate to high capital costs.
	◔	◑	◑	◑	◑	◑	◔
OVERALL ASSESSMENT	ELIMINATED FROM FURTHER EVALUATION	**CARRIED FORWARD FOR FURTHER EVALUATION**	**CARRIED FORWARD FOR FURTHER EVALUATION**	**CARRIED FORWARD FOR FURTHER EVALUATION**	ELIMINATED FROM FURTHER EVALUATION	ELIMINATED FROM FURTHER EVALUATION	ELIMINATED FROM FURTHER EVALUATION

Glossary of Terms: OP-Official Plan; ROW-Right of Way; TMP-Transportation Master Plan



Public Consultation Centre #2

September 2006

NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

Alternative Rapid Transit Systems - Newmarket/East Gwillimbury
Route Options Preliminary Screening

Objectives and Goals	Route Segment N1 - Bathurst Street/Mulock Drive (eli. to Yonge from St. Johns-Mulock)	N2 - Yonge Street/Green Lane	N3 - GO Bradford ROW	N4 - Yonge Street/Eagle Street East/GO Bradford ROW	N5 - Yonge Street/Eagle Street West/Newmarket GO Bus Terminal
PROVIDE AN EFFECTIVE TRANSPORTATION SERVICE • Maximize ridership potential and relationship to existing and future travel patterns • Maximize connectivity to existing and future transit • Serves employment nodes • Serves major residential areas • Maximize access to inter-modal terminals • Consistency with York Region Transportation Master Plan	• Low ridership potential as route does not serve high-density land uses. Primary land use is Oak Ridges Moraine and low-density residential. • Does not serve commercial employers in southern Newmarket. • Not consistent with York TMP.	• High ridership potential as route serves major commercial employment areas and some adjacent medium density residential development. • Recommended in York TMP. • Provides a good connection to GO Transit at the East Gwillimbury GO Station.	• Low ridership potential as route serves little commercial employment area and adjacent medium density residential development. • Provides a good connection to GO Transit at both the Newmarket and East Gwillimbury GO Stations. • Provides access to York Region Transit feeder routes on main arterials.	• Moderate ridership potential as route serves some commercial employment area and adjacent medium density residential development. • Provides a good connection to GO Transit at both the Newmarket and East Gwillimbury GO Stations. • Provides access to York Region Transit feeder routes on Davis Drive.	• Moderate ridership potential as route serves some commercial employment area and adjacent medium density residential development. • Provides a good connection to GO Transit bus services at the Newmarket GO bus terminal. • Provides access to York Region Transit feeder routes on main arterials.
	◔	●	◕	◕	◕
PROTECT AND ENHANCE SOCIAL ENVIRONMENT • Minimize displacement or partial acquisition of residential or commercial property • Minimize adverse noise and vibration effects • Minimize adverse effects on cultural resources • Maximize access to community facilities • Minimize disruption of community vistas and adverse effects on street and neighbourhood aesthetics • Minimize adverse effects on community safety	• Potential property impacts due to narrower rights-of-way • Possible noise impact in residential areas with low ambient levels.	• Yonge Street road widening may require some property acquisition. • Provides direct access to Upper Canada Mall and the designated urban commercial developments along Yonge Street. • Low potential for noise impact in area of higher ambient levels. • Bypasses the Newmarket historical area along Main Street and South Lake Regional Health Centre.	• Potential property impacts to develop right-of-way. • Provides direct access to the Newmarket historical area along Main Street and reasonable access to the South Lake Regional Health Centre. • Bypasses York Regional Centre and Newmarket historical area along Main Street	• Yonge road widening may require some property acquisition. • ROW constrained along Eagle Street East. • Provides direct access to the Newmarket historical area along Main Street and reasonable access to the South Lake Regional Health Centre. • Bypasses Upper Canada Mall and the designated commercial development along southern Yonge Street.	• Yonge road widening may require some property acquisition. • Provides reasonable access to Upper Canada Mall and the designated urban commercial zone along southern Yonge Street. • Does not serve the Newmarket historical area along Main Street and South Lake Regional Health Centre. • Low potential for noise impact in area of higher ambient levels.
	◔	◕	◑	◑	◕
PROMOTE SMART GROWTH/ECONOMIC DEVELOPMENT • Maximize access to planned growth and intensification areas, including Regional Centre • Potential to stimulate more transit-oriented development • Consistency with Official Plan urban form objectives	• Bypasses the designated urban commercial zone along southern Yonge Street • Limited potential for transit-oriented development. • Inconsistent with OP urban form objectives.	• Provides direct route to the York Regional Centre. • Serves potential transit oriented re-development opportunities around the Davis Drive intersection.	• Bypasses the York Regional Centre on Yonge Street. • Bypasses Upper Canada Mall and the designated commercial zone on Yonge Street • Some TOD potential at GO station on Davis Dr.	• Provides indirect access to the York Regional Centre. • Bypasses Upper Canada Mall and the commercial zone on north Yonge Street. • Some TOD potential at GO station on Davis Drive.	• Provides reasonable access to York Regional Centre, Upper Canada Mall and the designated urban centre along Yonge Street. • Serves potential transit oriented re-development opportunities around the Davis Drive intersection.
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PROTECT NATURAL ENVIRONMENT • Potential to utilize existing corridors • Minimize impact on: Wetlands and Watercourses, Wildlife and Aquatic Habitat, Surface and Ground Water Quality and Quantity • Avoid local adverse Air Quality effects	• Widening of the existing Bathurst Street ROW is constrained since the adjacent land is in the Oak Ridges Moraine and therefore restricted for development.	• Low potential for impact as segment is largely already developed as an urban environment.	• Possible disruption in the Holland River valley lands which run almost parallel to the existing GO Bradford ROW, north of Davis Dr.	• Possible disruption in the Holland River valley lands which run almost parallel to the existing GO Bradford ROW, north of Davis Drive.	• Low potential for impact as segment is largely already developed as an urban environment.
	◔	◕	○	◔	◕
MAXIMIZE COST-EFFECTIVENESS OF RAPID TRANSIT • Minimize property acquisition costs • Minimize infrastructure capital and system operating costs	• Low property cost if significant ROW widening is avoided. • Moderate capital and operating costs	• May involve some property cost for ROW widening. • Moderate capital and operating costs.	• Potentially high property acquisition costs • Moderate to high capital and moderate operating costs.	• Moderate to high property acquisition costs. • Moderate capital and operating costs.	• May involve some property cost for Yonge ROW widening. • Lower capital and operating costs (shorter route)
	◕	◕	◔	◔	◕
OVERALL ASSESSMENT	ELIMINATED FROM FURTHER EVALUATION	**CARRIED FORWARD FOR FURTHER EVALUATION**	**CARRIED FORWARD FOR FURTHER EVALUATION**	ELIMINATED FROM FURTHER EVALUATION	**CARRIED FORWARD FOR FURTHER EVALUATION**

Objectives and Goals	Route Segment N6 - Yonge Street/Davis Drive/Main Street/Green Lane	N7 - Yonge Street/Davis Drive to Leslie Street	N8 - Bayview Avenue/Prospect Street/Bayview Parkway/Green Lane	N9 - Leslie Street/Green Lane	N10 - Highway 404/Green Lane
PROVIDE AN EFFECTIVE TRANSPORTATION SERVICE • Maximize ridership potential and relationship to existing and future travel patterns • Maximize connectivity to existing and future transit • Serves employment nodes • Serves major residential areas • Maximize access to inter-modal terminals Consistency with York Region Transportation Master Plan	• High ridership potential as route serves major commercial employment areas and some adjacent medium density residential development. • Provides a good connection to GO Transit at the East Gwillimbury GO Station and reasonable access to Newmarket GO Station. • Recommended in York TMP south of Davis Dr.	• High ridership potential as route serves major commercial employment areas and some adjacent medium density residential development. • Directly serves the York Regional Centre. • Provides a reasonable connection to GO Transit at the Newmarket GO Station. • Recommended in York TMP south of Davis Dr.	• Low ridership potential as route serves little commercial employment area and adjacent low density residential development. • Provides a good connection to GO Transit at the Newmarket GO Station. • Not consistent with York TMP.	• Low ridership potential as route serves little commercial employment area and adjacent low density residential development. • Provides a good connection to GO Transit at the East Gwillimbury GO Station. • Not consistent with York TMP.	• Low ridership potential as route serves little commercial employment area. • Not consistent with York TMP.
	◕	◕	◑	◑	◔
PROTECT AND ENHANCE SOCIAL ENVIRONMENT • Minimize displacement or partial acquisition of residential or commercial property • Minimize adverse noise and vibration effects • Minimize adverse effects on cultural resources • Minimize changes to accessibility in communities • Minimize disruption of community vistas and adverse effects on street and neighbourhood aesthetics • Minimize adverse effects on community safety	• Provides direct access to Upper Canada Mall and the designated urban centre along Yonge Street and Davis Drive. • Provides direct access to the Newmarket historical area along Main Street and reasonable access to the South Lake Regional Health Centre. • Potential property impacts due to narrower rights-of-way. • Low potential for noise impact in area of higher ambient levels.	• Provides direct access to the Newmarket historical area along Main Street and the South Lake Regional Health Centre. • Provides direct access to Upper Canada Mall and the designated urban centre along Yonge Street and Davis Drive. • Potential property impacts due to narrower rights-of-way. • Low potential for noise impact in area of higher ambient levels.	• Provides direct access to the South Lake Regional Health Centre and Pickering College • Provides reasonable access to the Newmarket historical area along Main Street. • Bypasses the York Regional Centre and Regional Centre commercial core. • Possible noise impact in residential areas with low ambient levels. • Potential property impacts due to narrower rights-of-way.	• Bypasses the York Regional Centre and Regional Centre commercial core. • Does not serve the Newmarket historical area along Main Street and South Lake Regional Health Centre. • Possible noise impact in residential areas with low ambient levels.	• Bypasses the York Regional Centre and Regional Centre commercial core. • Does not serve the Newmarket historical area along Main Street and South Lake Regional Health Centre.
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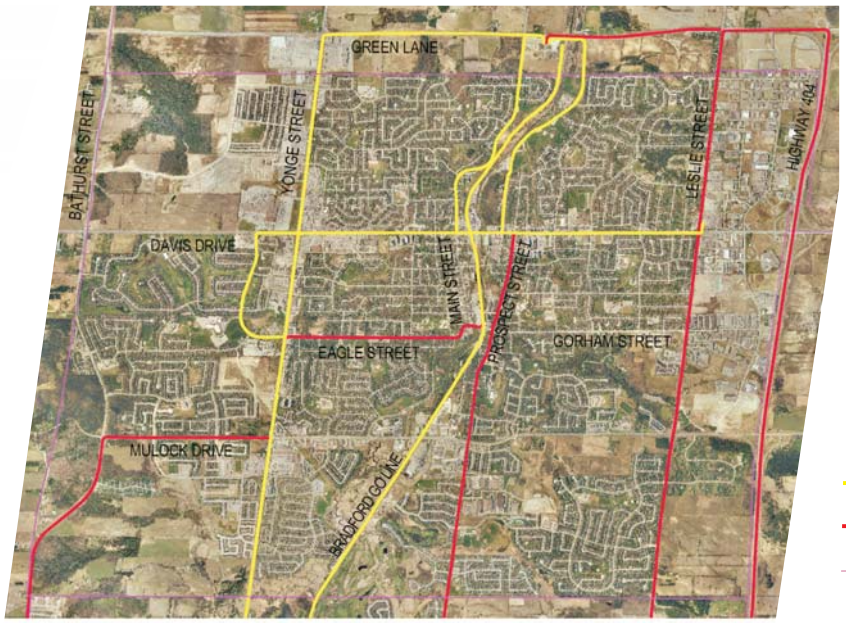
PROMOTE SMART GROWTH/ECONOMIC DEVELOPMENT • Maximize access to planned growth and intensification areas, including Regional Centre • Potential to stimulate more transit-oriented development Consistency with Official Plan urban form objectives	• Provides direct route to the York Regional Centre. • Serves potential transit oriented re-development opportunities around the Davis Drive intersection.	• Provides direct route to the York Regional Centre. • Serves potential transit oriented re-development opportunities around the Davis Drive intersection and along Davis Drive. • Some TOD potential at GO station on Davis Dr.	• Bypasses the York Regional Centre and designated urban centre on Yonge Street. • Bypasses Upper Canada Mall and the designated commercial zone on Yonge Street. • Some TOD potential at GO stations on Green Lane and Davis Drive.	• Bypasses the York Regional Centre and designated urban centre on Yonge Street. • Bypasses Upper Canada Mall and the designated commercial zone on Yonge Street. • Some TOD potential along Leslie Street and East Gwillimbury GO Station.	• Bypasses the York Regional Centre and designated urban centre on Yonge Street. • Bypasses Upper Canada Mall and the designated commercial zone on Yonge Street. • Limited TOD potential along Highway 404.
	●	●	◑	◔	◔
PROTECT NATURAL ENVIRONMENT • Potential to utilize existing corridors • Minimize impact on: Wetlands and Watercourses, Wildlife and Aquatic Habitat, Surface and Ground Water Quality and Quantity • Avoid local adverse Air Quality effects	• Low potential for impact as segment is largely already developed as an urban environment.	• Low potential for impact as segment is largely already developed as an urban environment.	• Low potential for impact as segment is largely already developed as an urban environment south of Davis Dr. • Possible disruption in the Holland River valley lands which run almost parallel to the existing GO Bradford ROW, north of Davis Dr.	• Impacts minimized if the existing road ROW can accommodate transitway infrastructure.	• Impacts minimized if the existing road ROW can accommodate transitway infrastructure.
	◕	◕	◑	◕	◕
MAXIMIZE COST-EFFECTIVENESS OF RAPID TRANSIT • Minimize property acquisition costs • Minimize infrastructure capital and system operating costs	• May involve some property cost for ROW widening. • Moderate capital and operating costs.	• May involve some property cost for ROW widening. • Moderate capital and operating costs.	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Moderate capital and operating costs.	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Moderate capital and operating costs.	• Property costs could be high if the rapid transit system cannot be accommodated in existing ROW. • Moderate to high capital costs.
	◑	◑	◔	◔	◔
OVERALL ASSESSMENT	**CARRIED FORWARD FOR FURTHER EVALUATION**	**CARRIED FORWARD FOR FURTHER EVALUATION**	Route South of Davis Drive: ELIMINATED FROM FURTHER EVALUATION Route North of Davis Drive: **CARRIED FORWARD FOR FURTHER EVALUATION**	ELIMINATED FROM FURTHER EVALUATION	ELIMINATED FROM FURTHER EVALUATION

Glossary of Terms: OP-Official Plan; ROW-Right of Way; TMP-Transportation Master Plan



Legend:

- Retained for further evaluation
- Eliminated from further evaluation
- Municipal Boundary

Public Consultation Centre #2 *September 2006*

NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

Criteria for Evaluation of Route Alternatives Carried Forward

OBJECTIVE: TO IMPROVE MOBILITY BY PROVIDING A FAST, CONVENIENT, RELIABLE, AND EFFICIENT RAPID TRANSIT SERVICE

Goals	Typical indicators measuring route's ability to achieve goals
1. Increase attractiveness of rapid transit service	• Projected travel time along each alternative • Passenger volume at the peak load point • Daily boardings (24 hours) • Increase in transit modal split • Route features with potential to reduce service reliability
2. Maximize transit connectivity	• Connections to inter-regional services • Connections to intermodal facilities
3. Alignment geometry that maximizes speed and ride comfort and minimizes safety risks and maintenance costs	• % of route > 3% grade • Number of running way sections > 3.5% • Number of curves < 100 metres • Number of curves < 300 metres
4. Convenient service connections to maintenance facility and storage yard	• Length of service connections
5. Station locations that maximize ridership potential of rapid transit service	• Existing and future residents or residences within 500 m walking distance of a station • Existing and future employment within a 500 m walking distance of a station • Existing and future residents or residences within a 4 km bus catchment area, or 15 minute bus ride of an alignment • Existing and future employment within a 4 km bus catchment area, or 15 minute bus ride, of an alignment • Major traffic generators or attractors within 500 m walking distance of proposed stations

OBJECTIVE: TO PROMOTE SMART GROWTH AND ECONOMIC DEVELOPMENT IN THE CORRIDOR

Goals	Typical indicators measuring route's ability to achieve goals
1. Support Regional and Municipal Planning Policies and approved urban structure	• Conformity with, and support for, policies of official plans and policy statements of Region, internal and adjacent municipalities • Conformity with land use designations • Conformity with, and support for, Regional and GTA urban structures • Existing land uses and compatibility of alignment with existing developments • Service to planned centres, major and minor • Number and type of community features/services on route • Effect on municipal assessment taxes
2. Provide convenient access to social and community facilities in corridor	• Proximity to hospitals, educational institutions, community centres, local government offices etc.
3. Protect provisions for goods movement in corridor	• Inventory of major truck routes, delivery and loading areas, manufacturing operations affected by transitway insertion
4. Promote transit-oriented development	• Opportunities for re-development • Potential changes in property values • Potential opportunities for development and higher order uses, at stations, termini, and along the corridor

OBJECTIVE: TO PROTECT AND ENHANCE THE SOCIAL ENVIRONMENT IN THE CORRIDOR

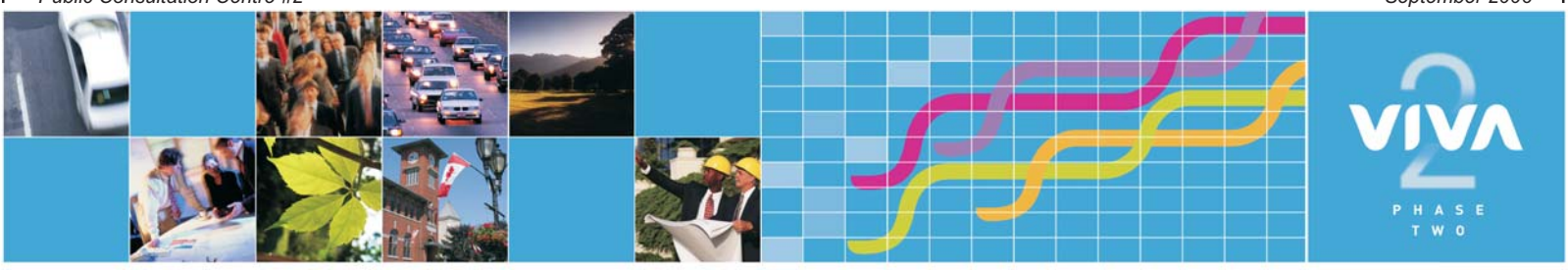
Goals	Typical indicators measuring route's ability to achieve goals
1. Minimize adverse effects on and maximize benefits for communities in corridor	• Potential for displacement/disruption of unique and distinctive community features • Number, land area and type of industrial uses displaced or created • Length of route with potential for an increase or decrease in business activity • Number, land area and type of retail, office and service commercial businesses displaced or created • Number of commercial and industrial uses within impact zones • Number of persons and residential units displaced by location • Barrier impact – proportional division of each community by the facility right-of-way (e.g. 40% - 60%) • Potential for change in interaction among community groups • Residents perceptions of potential change in satisfaction due to proposed facility/alignment • Residents perceptions of, and support for, various components of the facility/alignment • Number, land area and type of community features/services affected • Construction effects
2. Maintain or improve road traffic and pedestrian circulation	• Number of intersections with access restricted • Number of driveways with accesses closed • Number of driveways with accesses restricted due to the alignment • Number of roads blocked/closed as a result of facility operations • Potential for infiltration of neighbourhoods by diverted traffic • Loss of residential street parking • Change in level of pedestrian cross-movements • Number of instances where primary access routes to social or community institutions are made more indirect or otherwise disrupted • Number of pedestrian paths severed • Number of pedestrian paths made more indirect • Number of stations with the potential to increase traffic and parking on local streets
3. Maintain a high level of public safety and security in corridor	• Number of locations with potential to decrease public safety • Ability to accommodate emergency access provisions along route. • Effect of transitway insertion on emergency vehicle circulation
4. Minimize adverse noise and vibration effects	• Number of residences and noise-sensitive businesses expected to experience noise increases of: ➢ 0-5Dba leq over ambient ➢ 5-10DbA leq over ambient ➢ > 10DbA leq over ambient • Vibration – number of buildings by type expected to experience a vibration exceeding threshold limits and requiring mitigation • Construction effects
5. Minimize adverse effects on cultural resources	• Number of heritage and archaeological resources lost or with enhanced access by significance category • Number and characteristics of heritage and archaeological resources degraded or enhanced • Type of disruption (visual, intrusion, noise, vibration, etc.) by significance category
6. Minimize disruption of community vistas and adverse effects on street and neighbourhood aesthetics	• Visual impact on people living and working in and visiting the community • Number of viewing opportunities blocked or degraded by transit facility • Visual – number of people within viewshed of the facility (50 m of passenger view)

OBJECTIVE: TO PROMOTE A SUSTAINABLE ENVIRONMENT BY PROTECTING AND ENHANCING THE NATURAL ENVIRONMENT IN THE CORRIDOR

Goals	Typical indicators measuring route's ability to achieve goals
1. Minimize adverse effects on Aquatic Habitat	• Amount and priority or type of aquatic ecosystems disturbed within zone of potential facility effects • Amount and proportion or type of aquatic habitats disturbed within natural system • Area and priority or type of aquatic ecosystem removed or affected • Extent of existing stream-flow patterns disturbed (i.e., watercourses diverted, relocated or realigned)
2. Minimize adverse effects on Wildlife Habitat	• Locations along route where habitat may be affected • Opportunities to maintain or improve wildlife movement • Potential for fragmentation of wildlife habitat
3. Minimize adverse effects on Terrestrial Features	• Area and priority or type of terrestrial ecosystems disturbed or removed within zone of potential facility effects • Number of environmentally significant areas affected • Number of noteworthy trees removed • Area of wetlands removed • Construction effects
4. Improve regional air quality and minimize adverse local effects	• Predicted change in air quality • Number of residential units potentially affected by local air quality degradation • Construction effects
5. Minimize adverse effects on corridor geological and hydrogeological conditions (ground and surface water)	• Extent of areas with poor soil conditions • Number of recharge/discharge areas affected • Number of expected water table changes • Change in potential for flooding by removal of storage capacity • Change in potential for erosion/sedimentation • Potential for adverse effects on surface water quality/quantity • Number and area of sites with contaminants • Potential for a change in surface water quality
6. Consider inter-relationships of environmental factors that are part of local or regional ecosystem	• Features requiring an ecosystem planning approach in developing mitigation • Potential cumulative effects on environmental features

OBJECTIVE: TO MAXIMIZE THE COST-EFFECTIVENESS OF THE RAPID TRANSIT SYSTEM

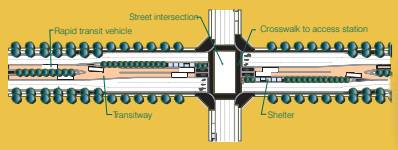
Goals	Typical indicators measuring route's ability to achieve goals
1. Minimize capital cost of vehicles, facilities and systems required	• Estimate of cost of capital works including: elevated, at-grade, cut and cover, tunnelled or open cut running way, stations, systems and major utility relocation works • Estimated vehicle fleet cost
2. Minimize property acquisition cost to implement facilities	• Estimated value of residential units to be acquired • Estimated value of industrial units to be acquired • Estimated value of commercial units to be acquired • Potential remediation costs for known or potentially contaminated sites
3. Minimize adverse effects of alignment characteristics on operating and maintenance costs	• Influence of route length on O & M costs • Influence of alignment characteristics on O & M costs • Influence of route location on O & M costs



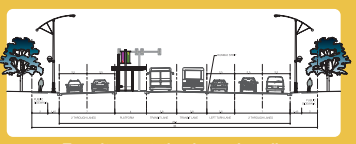
NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements EA
Objectives of Rapid Transit Design Alternatives

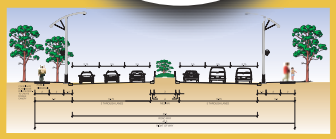
Improved Mobility

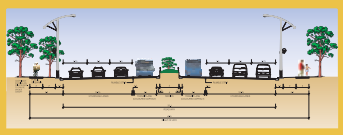
- Service reliability and rapid trip times in congestion-free dedicated lanes
- Routes offering access to major employment, commercial and community locations
- Connectivity to the transit network across the Region and its boundaries
- Convenient, safe access to station platforms for all passengers
- Pre-payment of fares and real-time passenger information at stations, terminals and on-board
- Cost-effective, operationally efficient road capacity enhancements

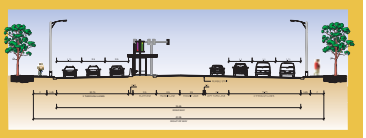


Typical layout of station and passenger access


Transitway station in road median

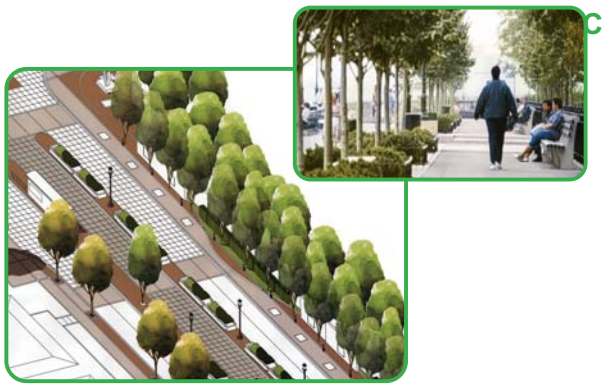

Road widening to six lanes without transitway


Transitway in road median between stations


Transitway station in road median

Natural Environment Protection

- Placing the preferred transitway alignment mostly in existing road right-of-way to limit the effects on creeks with bridge or culvert widening.
- Doubling transit use in the Corridor to add to the anticipated improvement in air quality levels due to the lower emissions from improved automobile technology.
- Storm water management systems to mitigate any adverse effects on ground water quality and quantity, particularly across the Oak Ridges Moraine.



Community and Economic Benefits

- Transitway implementation can be a catalyst for the enhancement of streetscapes in the corridors creating a more attractive pedestrian-oriented environment.
- Corridor road lane capacity maintained or increased where necessary and access to adjacent properties facilitated by signalized left and U-turns at regular intervals.
- Transit routes reinforcing the Region's Centres and Corridors land use policy and encouraging transit-oriented development at key station nodes.

What Happens Next?

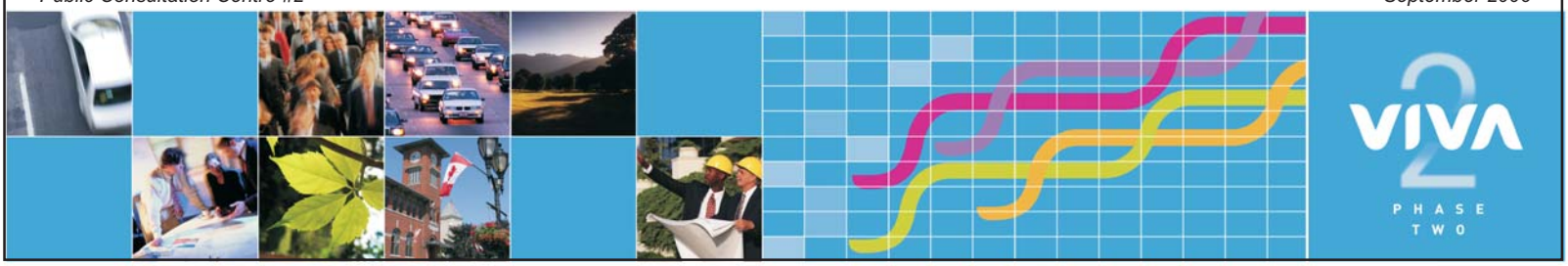
The next stages of the EA process involves:

- **Identification/development of planning and design criteria/parameters;**
- **Development of route evaluation criteria;**
- **Evaluation of alternative design concepts for both rapid transit and road improvements;**
- **Identification of the preferred design;**
- **Identification of effects and mitigation strategies; and**
- **Ongoing Public Consultation.**

The next Public Consultation Centre in March 2007 will present the recommendations for the required transit and road infrastructure in this corridor.

Following this Public Consultation Centre, the Project Team will review and address all comments received. Input received will be considered during the selection of the preferred design.

We encourage you to provide comments so that your ideas and concerns can be considered at each stage of the development of this important project.



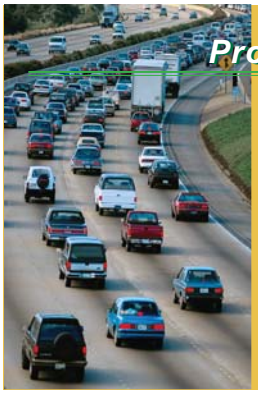
NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #2 Report

Appendix D
Information Sheet

September 2006

NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements EA
Alternatives to the Undertaking: Summary of Findings



Problem

Between 2006 and 2031, our population will grow from 921,000 to 1.5 million, and employment will increase from 468,000 to 780,000. Total trips made will increase by 62% from present levels.

Opportunities

- Reduce automobile dependence and congestion by providing a much improved public transit alternative, and associated road improvements
- Support York Region's land use and social objectives of more livable, economically viable, pedestrian and transit-oriented urban centres and corridors

Alternative Transportation Strategies

- **Do Nothing**
- **A Current Commitments** solution encompassing road improvements committed in the Region's 2002 Transportation Master Plan and local transit improvements in the 2006-2010 YRT 5-year plan
- **A Road Capacity Increase** beyond the Current Commitments to carry all future growth in travel on widened or new arterial roads e.g. Bathurst Street, Yonge Street, Bayview Avenue
- **Enhanced GO Train/Bus commuter service** along with the Current Commitments Solution
- **Rapid Transit** as recommended in the Transportation Master Plan, along with the Current Commitments Solution

The study found

" Rapid Transit with Current Commitments"

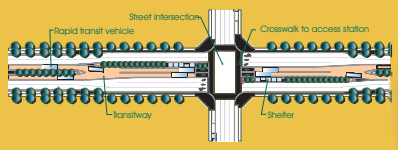
to be the preferred solution because it:

- Provides long-term travel capacity for all trip purposes within the study area and across the Region without the adverse social and environmental impacts of a "Road Capacity Increase" alternative;
- Best supports the "balanced transportation system" objective of the Region's Transportation Master Plan and completes the "family" of public transit services available to residents and employees; and
- Is an essential element in achieving the smart growth goals of the Region's Centres and Corridors Plan and supporting the Province's "Places to Grow" Act.

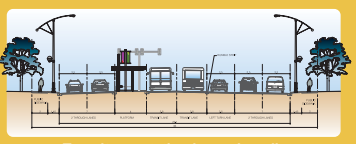
NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements EA
Objectives of Rapid Transit Design Alternatives

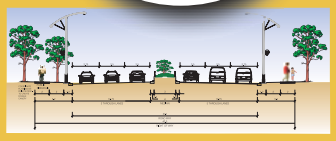
Improved Mobility

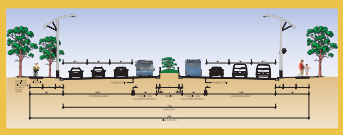
- Service reliability and rapid trip times in congestion-free dedicated lanes
- Routes offering access to major employment, commercial and community locations
- Connectivity to the transit network across the Region and its boundaries
- Convenient, safe access to station platforms for all passengers
- Pre-payment of fares and real-time passenger information at stations, terminals and on-board
- Cost-effective, operationally efficient road capacity enhancements

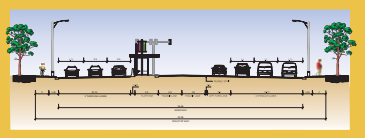


Typical layout of station and passenger access


Transitway station in road median

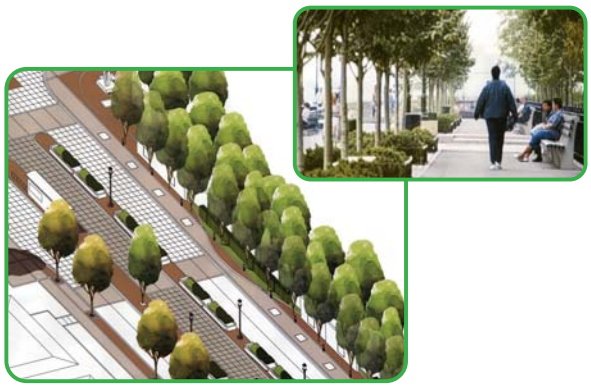

Road widening to six lanes without transitway


Transitway in road median between stations


Transitway station in road median

Natural Environment Protection

- Placing the preferred transitway alignment mostly in existing road right-of-way to limit the effects on creeks with bridge or culvert widening.
- Doubling transit use in the Corridor to add to the anticipated improvement in air quality levels due to the lower emissions from improved automobile technology.
- Storm water management systems to mitigate any adverse effects on ground water quality and quantity, particularly across the Oak Ridges Moraine.



Community and Economic Benefits

- Transitway implementation can be a catalyst for the enhancement of streetscapes in the corridors creating a more attractive pedestrian-oriented environment.
- Corridor road lane capacity maintained or increased where necessary and access to adjacent properties facilitated by signalized left and U-turns at regular intervals.
- Transit routes reinforcing the Region's Centres and Corridors land use policy and encouraging transit-oriented development at key station nodes.

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #2 Report

Appendix E
Sample Sign-In Sheet

September 2006

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT
Public Consultation Centre #2: Wednesday, September 13, 2006 at Oak Ridges Recreation Centre

PLEASE SIGN IN

	Name	Mailing Address				Telephone Number	Email Address	Would you like to receive future information?
		#	Street	City	Postal Code			
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

Privacy Policy: Providing personal information on the sign-in sheet is voluntary. All information provided to York Consortium (on behalf of York Region) regarding e-mail addresses/postal addresses is used only for our correspondence with you. This information is kept confidential and is not released to any other party without your authorization.

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #2 Report

Appendix F
Received Comment Sheets

September 2006

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #2: Thursday, September 14, 2006, Upper Canada Mall

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

Do you have any comments on the alternatives to the undertaking and selection of the preferred alternative?

What is your opinion of the short-listing of routes for further evaluation?

What do you see as the key challenges and opportunities for rapid transit in this corridor?

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

Other Comments

Service Road - Davis Drive to Green Lane behind stores and access to cross streets.

Please mail comments to: 1 West Pearce Street, 6th Floor, Richmond Hill, ON, L4B 3K3.
If you require further information, please visit www.vivayork.com or contact:

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Lynton Erskine, P.Eng
EA Studies Manager
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Public Consultation Centre #2: Thursday, September 14, 2006, Upper Canada Mall

COMMENT SHEET

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What is your opinion of the short-listing of routes for further evaluation?

What do you see as the key challenges and opportunities for rapid transit in this corridor?

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

King City doesn't have a YRT ticket sales outlet.
Improved service in King City area.

Other Comments

Ensure good connections from YRT to VIVA
Maple - King - Yonge (blue)
King - Yonge intersection - stop locations
Bus stop location at King High School entrance

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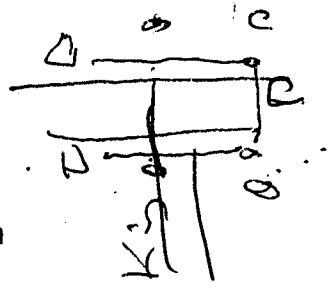

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #2: Thursday, September 14, 2006, Upper Canada Mall

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

Do you have any comments on the alternatives to the undertaking and selection of the preferred alternative?

Keep working on it.

What is your opinion of the short-listing of routes for further evaluation?

Sensible

What do you see as the key challenges and opportunities for rapid transit in this corridor?

Poor road planning initially.

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

My house to U.C. Mall was 5 min.
On Saturday it is now 45 min.
Deal with present traffic problems.

Other Comments

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Public Consultation Centre #2: Thursday, September 14, 2006, Upper Canada Mall

COMMENT SHEET

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Do you have any comments on the alternatives to the undertaking and selection of the preferred alternative?

What is your opinion of the short-listing of routes for further evaluation?

What do you see as the key challenges and opportunities for rapid transit in this corridor?

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

Other Comments

Add a customer service representative to Finch Avenue Station to help people with the ticket kiosk etc.

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What is your opinion of the short-listing of routes for further evaluation?

What do you see as the key challenges and opportunities for rapid transit in this corridor?

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

Other Comments

During whatever improvements are done PLEASE ensure the traffic lights are synchronized to allow a smooth CONTINUOUS flow of traffic.

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Public Consultation Centre #2: Thursday, September 14, 2006, Upper Canada Mall

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

Do you have any comments on the alternatives to the undertaking and selection of the preferred alternative?

Build a subway fom Muloct to Bristol

What is your opinion of the short-listing of routes for further evaluation?

What do you see as the key challenges and opportunities for rapid transit in this corridor?

Intensifying land use along the corridor to support transit

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

Other Comments

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What is your opinion of the short-listing of routes for further evaluation?

What do you see as the key challenges and opportunities for rapid transit in this corridor?

The traffic, people use these corridors who are sometimes against Public transit so really. Public perception is a problem that should be solved by having info nights at

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

Public community building promoting the benefit to public transit

Other Comments

Travel North bound on Bay view, North of Elgin Mills. Will there be a transit route going that far. Will Viva ever make it's way to Bayview in general.

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Do you have any comments on the alternatives to the undertaking and selection of the preferred alternative?

What is your opinion of the short-listing of routes for further evaluation?

- I BELIEVE THE ROUTE CONTINUED FURTHER IN RICHMOND HILL AND AURORA ARE MORE IDEAL TO STAY ON YONGE STREET PROVIDED THE CONSTRAINTS OF BUILT ENVIRONMENT, HERITAGE, RIDERSHIP POTENTIAL & DESTINATION.
- IN NEWMARKET, DAVIS DRIVE & GREEN LANE PROVIDES GREATER OPPORTUNITY IN ALIENATION.

What do you see as the key challenges and opportunities for rapid transit in this corridor?

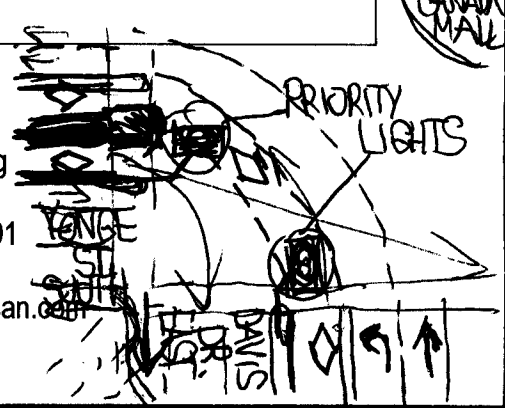
- BEING ABLE TO FUNCTION FLUENTLY THROUGH HISTORIC AREAS OF NEWMARKET AND AURORA.
- PROVIDING DIRECT, ONE ROUTE SERVICE (UN-INTERRUPTED) TO MATCH CUSTOMER SERVICE NEEDS TO THEIR DESTINATIONS e.g. REGIONAL HOSPITAL, GO STATION

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

- A DESIGNATED TRANSITWAY FOR THE VIVA CAN WORK OUT IN CONTRACT WITH THE ROAD IMPROVEMENTS, CRITICAL IS THE SAFETY OF PEDESTRIANS CROSSING YONGE ST. PROVIDING SAFE ACCESS & INFRASTRUCTURE FOR PEDESTRIANS ESP. AT DAVIS DRIVE WILL GREATLY BENEFIT TRANSIT USE

Other Comments

- A DEDICATED LEFT LANE (WEST ON DAVIS DRIVE) TO TURN ONTO YONGE STREET (SOUTH) COULD BE SUGGESTED WITH A SPECIAL PRIORITY LIGHT. SEE LOWER RIGHT.



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What is your opinion of the short-listing of routes for further evaluation?

What do you see as the key challenges and opportunities for rapid transit in this corridor?

Increase the # of bus stops along Yonge St. People with disabilities or with young children find it difficult to access the bus stops. This is a very common complaint

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

- Remove the Regional Buses (Express) from Yonge St. This is a "night mare" residents along this street. The conditions have to be used "24/7" because of the noise & pollution. Use Yonge - Davis as an alternative

Other Comments It is no busier than Yonge - No. 7. Remove parking on Yonge. This may speed up Service. According to most bus drivers, Eagle St is used to avoid traffic on Yonge - Davis. Please respect the residents along Eagle St. Use this street for local buses only!

Many "out of service" buses use Eagle St as well, adding to the noise. The "Noise Bylaw" should be enforced.

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What is your opinion of the short-listing of routes for further evaluation?

The priority locations seem to meet my experience

I miss not getting the Seniors discount rate that I had on VIVA & GO Transit.

What do you see as the key challenges and opportunities for rapid transit in this corridor?

I do take the VIVA occasionally – but it is long & arduous – from my door to the door of my destination (walk – VIVA – Yonge Subway – streetcar/bus) Can be two hours one-way. Standing room only when students are travelling (particularly R.H. section).

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

- Concepts presented look good. An absolute 'must' that there be three continuous 'free-flow lanes' - each way AND double left turn lanes at significant intersections.
- Can your scope include a 'secondary' parallel access from Upper Canada Mall connecting the Big Box Stores Canadian Tire / Staples / Home Depot / Walmart through to Loblaw Superstore?? It is very significant when you see traffic from these locations making turns onto the Yonge St. corridor, and then after a short distance, turn off to visit another Big Box Store. I even have to do this!

Other Comments

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My thanks to Amanda Spencer who 'walked' me through the alternatives and who has a good grasp of the issues & the potential improvements